



# Planning & Urban Design Rationale

**26, 28, 36 & 38  
Hounslow Avenue**  
City of Toronto

**Prepared For**  
Hounslow Holdings Inc.

October 2023



Job Number  
16200-1

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This Planning and Urban Design Rationale Report has been prepared in support of applications by Hounslow Holdings Inc. to amend the City of Toronto Official Plan with respect to a 2,160 square metre (0.21 hectare) property located on the north side of Hounslow Avenue, midblock between Beecroft Road and Horsham Avenue, within the North York Centre and municipally known as 26, 28, 36 and 38 Hounslow Avenue.





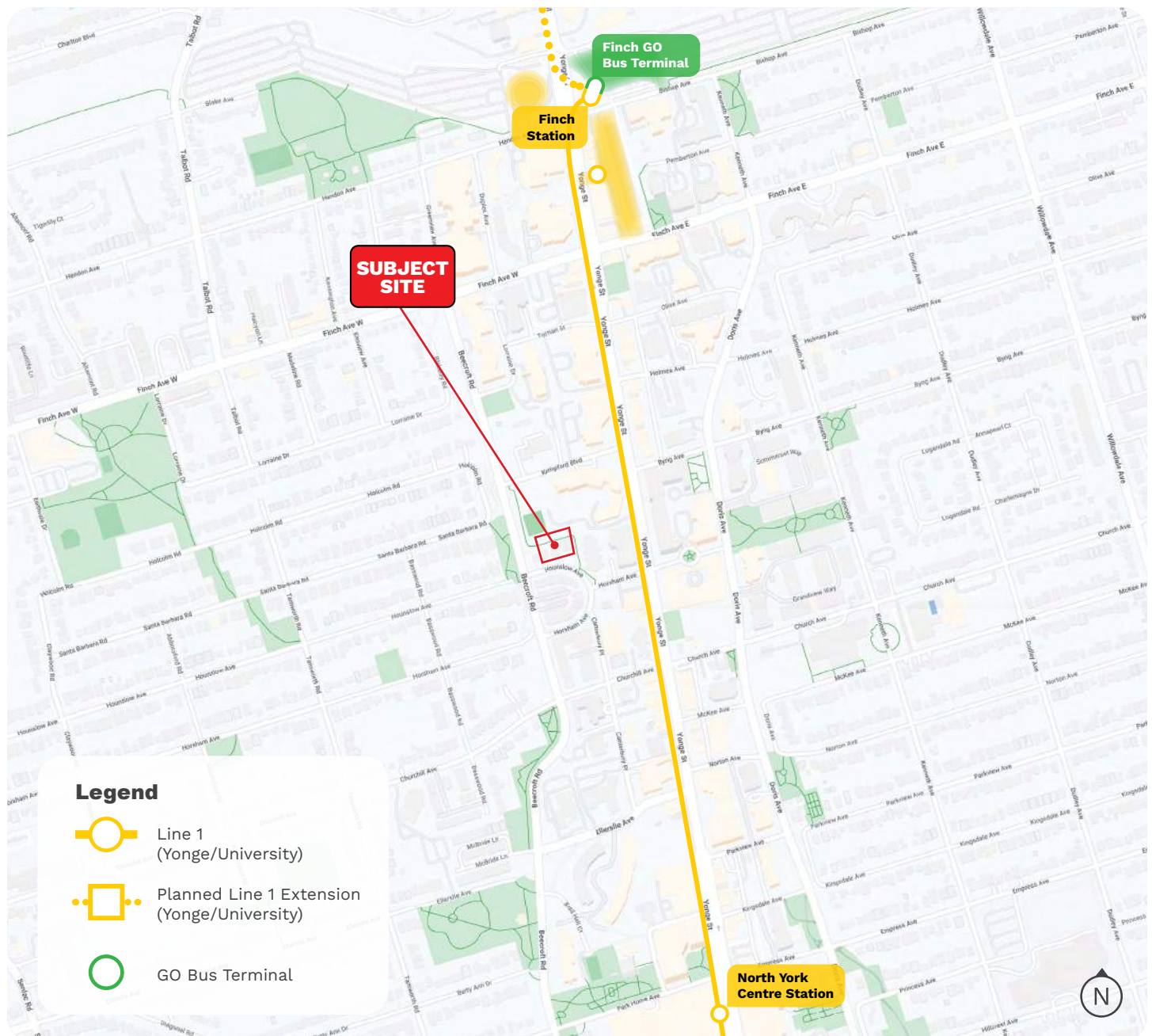


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# Introduction

This Planning and Urban Design Rationale Report (the "Report") has been prepared in support of applications by Hounslow Holdings Inc. to amend the City of Toronto Official Plan, including the North York Centre Secondary Plan, Zoning By-law 7625 of the former City of North York, as amended and Toronto City-wide Zoning By-law 569-2013, as amended (the "Applications"), with respect to a 2,160 square metre (0.21 hectare) property located on the north side of Hounslow Avenue, midblock between Beecroft Road and Horsham Avenue, within the North York Centre and municipally known as 26, 28, 36 and 38 Hounslow Avenue (the "site"). See **Figure 1**, Location Map.

The requested Official Plan Amendment and rezoning would permit the redevelopment of the site with a 24-storey residential building (79.75 metres, including the mechanical penthouse), comprised of a 5-storey podium element and a 19-storey tower element, containing a total of 305 residential dwelling units. The development will have a gross floor area of approximately 18,737 square metres, all of which will be residential in use, resulting in a density of 8.68 floor space index ("FSI"). It will include a two-level underground parking garage with a total of 80 parking spaces ("proposal").



**Figure 1** - Location Map



The site is currently occupied by four existing houses. Given its location within the North York Centre and its proximity to multiple transit services and other municipal infrastructure, the site offers an excellent opportunity to create a transit-supportive development which optimizes existing infrastructure, forthcoming infrastructure investments (the Yonge North Subway Extension) and helps support the achievement of a "complete community".

From a land use perspective, the proposal is consistent with the Provincial Policy Statement and conforms with policy directions articulated in the Growth Plan for the Greater Golden Horseshoe (2019) and the Toronto Official Plan promoting the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including "higher order transit". In this regard, the site would be considered to be located within a "strategic growth area" as defined by the Growth Plan, which are to be the focus for accommodating intensification in a more compact built form. Specifically, the site is located within an "urban growth centre" and falls within a "major transit station area" offering convenient walking access to "higher order transit" at the Finch Transit Hub, which includes the Finch Subway Station on TTC Line 1 (Yonge-University), and the Finch Bus Terminal which is served by numerous GO Transit, TTC, YRT and VIVA bus routes, some of which meet the definition of "frequent transit".

The proposal is permitted within the *Mixed Use Areas* designation and meets the criteria for development within this designation, representing an improvement to the existing condition of the site. The proposal will also be supportive of Official Plan policies which encourage new housing supply through intensification within the *Centres* and in the *Mixed Use Areas* designation. The proposal supports numerous policy objectives of the North York Centre Secondary Plan; however, an Official Plan Amendment is required for relief from the maximum permitted height and density and minimum parking rates contained within the secondary plan. In our opinion, the height and density maximums within the North York Centre Secondary Plan is not in keeping with the current policy and growth management framework, nor in keeping with modern good planning practice given that it was adopted by North York City Council in 1997, it predates the creation of the amalgamated City of Toronto, the current City of Toronto Official Plan, and the introduction of several iterations of the provincial growth management plans and directives introduced through the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe (2019).

From an urban design and built form perspective, the proposal has been carefully organized, sited and massed in a manner that complements and contributes to the existing and emerging tall building context in North York Centre, while remaining sympathetic to the low-rise neighbourhoods to the west. In particular, the proposed 24-storey building will fit harmoniously within the existing and planned variable tall building context, which provides an appropriate transition in height from the Yonge Street corridor down towards the low-rise neighbourhoods west Beecroft Road, falling within a 45-degree angular plane measured from the nearest *Neighbourhoods* designated properties. The proposal will also enhance the pedestrian environment along Hounslow Avenue and the adjacent north-south and east-west mid-block connections through a mix of active uses at-grade, wide pedestrian boulevards, a high degree of glazing, the use of high-quality materials, and an architecturally distinct façade. The proposal will be oriented towards the street and laneways, and frame the public realm with more urban setbacks, representing a significant improvement over the existing interface provided by the suburban detached dwellings on the site. The public realm improvements will improve pedestrian safety and bring life to the street, in keeping with the urban design vision for *Mixed Use Areas* within *Centres*.

For the foregoing reasons, it is our opinion that the proposal represents good planning and urban design and will provide for a transit-supportive residential development that will introduce new housing options to the North York Centre. Accordingly, we recommend approval of the requested Official Plan Amendment and rezoning applications.





## Site & Surroundings



## 2.1 Site

The site is located on the north side of Hounslow Avenue, mid-block between Yonge Street and Beecroft Road (see **Figure 2**, Aerial Photo – Site Context). It is rectangular in shape and has a total area of 2,160 square metres (0.21 hectares), with a frontage of 52 metres along Hounslow Avenue and a depth of approximately 40.5 metres. The site is an assembly of four properties, municipally known as 26, 28, 36, and 38 Hounslow Avenue, which are described in detail below.

With respect to topography, the site is relatively flat. The site slopes from north to south by approximately 1.8 metres and from east to west by approximately 0.8 metres and the driveways at 26 and 28 Hounslow Avenue slope approximately 1.5 metres below grade. The properties have driveways located off of Hounslow Avenue.



**Figure 2** - Aerial Photo – Site Context



## 26 Hounslow Avenue

The property at 26 Hounslow Avenue contains a two-storey detached house with a partially below grade garage that fronts onto Hounslow Avenue. The building is set back approximately 7.2 metres from Hounslow Avenue to the south, 0.6 metres to the west lot line, 15.5 metres to the north lot line, and 1.2 metres to the east lot line. The northern portions of the property are lined with vegetation and trees, and the eastern property line boundaries onto a pedestrian walkway surrounded by green space.

## 28 Hounslow Avenue

The property at 28 Hounslow Avenue contains a two-storey detached house with a partially below grade garage that fronts onto Hounslow Avenue. The building is set back an approximately 7.3 metres from Hounslow Avenue to the south, 1.0 metres to the west lot line, 15.6 metres to the north lot line, and 0.85 metres to the east lot line. The northern and eastern portions of the property are lined with vegetation and trees.



26 Hounslow Avenue

## 36 Hounslow Avenue

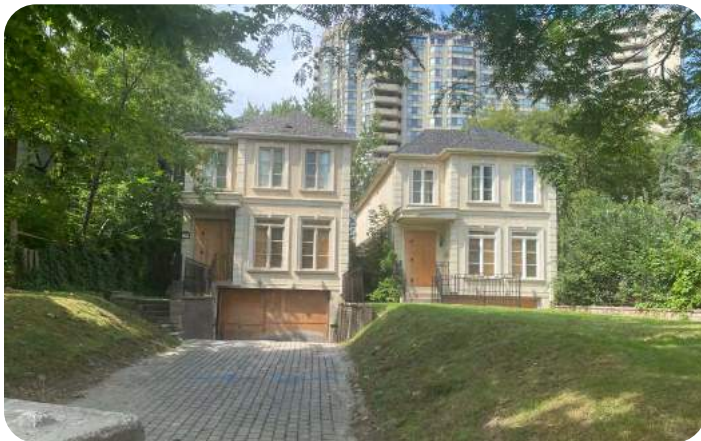
The property at 36 Hounslow Avenue contains a two-storey detached house with a garage incorporated into the first storey. The building is set back approximately 4.6 metres from Hounslow Avenue to the south, 0.2 metres to the west lot line, 18.2 metres to the north lot line, and 4.2 metres to the east lot line. The northern, western, and southern portions of the property are lined with vegetation and trees.

## 38 Hounslow Avenue

The property at 38 Hounslow Avenue contains a single-storey detached house that fronts onto Hounslow Avenue. The building is set back approximately 6.4 metres from Hounslow Avenue to the south, 0.5 metres to the west lot line, 19.0 metres to the north lot line, and 1.0 metre to the east lot line. The northern and southern portions of the property are lined with vegetation and trees.



36 Hounslow Avenue



28 Hounslow Avenue



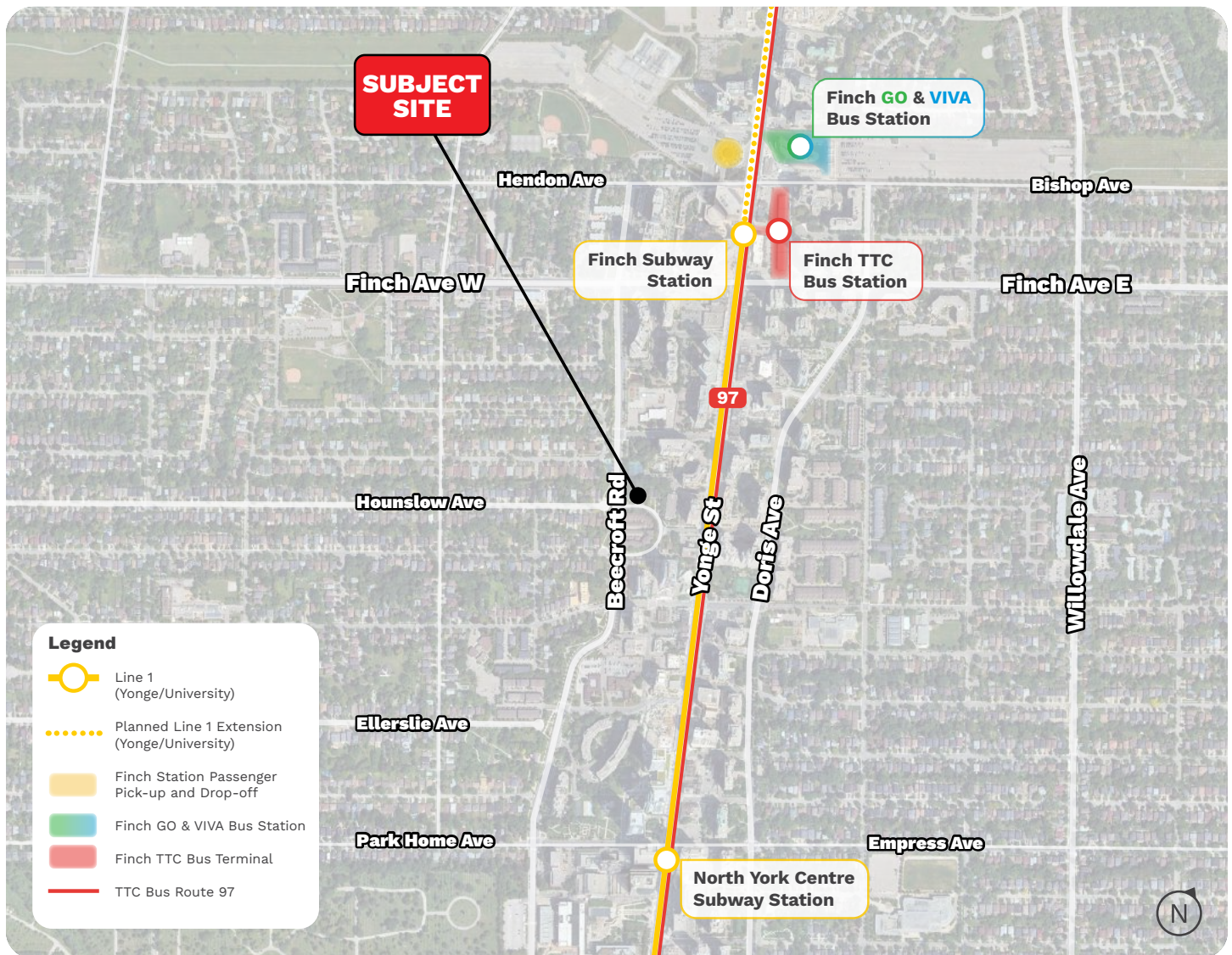
38 Hounslow Avenue



## 2.2 Area Context

The site is located within North York Centre, a vibrant mixed-use area bounded by Cummer Avenue/Drewry Avenue to the north, Doris Avenue to the east, Highway 401 to the south and Beecroft Road to the west. North York Centre area has developed and intensified over the last two decades and accordingly consists of a variety of built forms including older low-rise commercial buildings along Yonge Street and Sheppard Avenue West, interspersed with newer high-rise and mid-rise office and residential buildings as well as low-to high-rise residential buildings to the east and west of Yonge Street. Heights generally peak along the Yonge Street corridor, with the tallest heights at the Yonge-Sheppard intersection, transitioning downwards to the surrounding residential neighbourhoods.

North York Centre is planned to be developed with a range of office, retail, service, institutional, hotel, entertainment, residential, and open space uses. Major concentrations of employment and residents will be located in North York Centre North and South in conjunction with rapid transit in order to increase the proportion of travel that can be served by transit, and the separation of pedestrians from vehicular traffic (see **Figure 3**, Aerial Photo - Area Context).



**Figure 3** - Aerial Photo – Area Context



## 2.3 Immediate Surroundings

To the immediate east of the site is a public walkway with a width of approximately 8.1 metres, which commences at Hounslow Avenue and extends northward to the rear property line of the site. The walkway had originally been part of the Canterbury Road allowance, which was closed in 1958 and was subsequently deemed surplus by the Township of North York. The walkway currently contains a brick gateway which was retained from the original estate on the adjacent property at 5418 Yonge Street and relocated to the walkway in the late 1990's. The gateway is a remnant of York Cottage, a one-and-a-half storey brick house built in 1850 and demolished in 1993.

The property to the east of the walkway, located at the northwest corner of Horsham Avenue and Yonge Street, contains a 4-storey stacked townhouse block fronting onto Hounslow/Horsham Avenues and a 22-storey condominium building with retail uses on the ground floor (Royal Arms Condominium) fronting onto Yonge Street (5418 Yonge Street). The westerly portion of the property had originally been part of the Canterbury Place road allowance, and later incorporated into the development site. The aforementioned walkway, currently owned by the City of Toronto, is the only remaining portion of the original Canterbury Place road allowance.



Public walkway to the west of the site, looking north



5418 Yonge Street (Royal Arms Condominiums)



The westerly portion of the property at 5418 Yonge Street is occupied by a 4-storey stacked townhouse block which is oriented perpendicular to the street. Pedestrian entrances to the units are accessed via the city-owned walkway to the west and parking and loading are accessed via a shared driveway off of Horsham Avenue. The courtyard located in-between the stacked townhouse block and the 22-storey condominium building is elevated to accommodate the grade change west of Yonge Street. This is evident at the westerly portion of the property, which sits approximately 1.5 metres above the elevation of the walkway.

Further east, on the east side of Yonge Street, is a comprehensive development known as Triomphe, which occupies the blocks generally bounded by Byng Avenue, Doris Avenue, Church Avenue and Yonge Street. Triomphe includes several high-rise mixed-use buildings with heights of up to 30-storeys, a retirement residence and a privately-owned publicly accessible space ("POPS"). To the south of the Triomphe development is a historic cemetery (Cummer Burial Grounds), a TTC service building (2 Church Avenue) and Metro supermarket (20 Church Avenue). Continuing east are a variety of uses, including a public park (Northtown Park), 4-storey townhouses, high-rise buildings (880 Grandview Way and 18 Somerset Way) and a residential neighbourhood with detached dwellings.



5418 Yonge Street stacked townhouses



5 Northtown Way (Triomphe Condos)



Public walkway to the west of the site, looking south



5351 Yonge Street (Delmanor Retirement Residence)



To the immediate south of the site is a 209.4 square metre triangular parcel of land that is currently part of the Hounslow Avenue municipal boulevard, and it is not part of the site.

On the south side of Hounslow Avenue, are a row of 2- to 3-storey townhouses with garages to the rear (11-39 Hounslow Avenue). The townhouses located at 21-39 Hounslow Avenue are oriented parallel to the street, while those at 11-19 Hounslow Avenue follow the curve of the road. Pedestrian access is provided from Hounslow Avenue and vehicular access is provided from Beecroft Road. Further south, and within the same block, are a similar row of 3-storey townhouses with garages to the rear (8-38 Horsham Avenue). The townhouses located at 22-38 Horsham Avenue are oriented parallel to the street, while those at 8-20 Horsham Avenue follow the curve of the road. Pedestrian access is provided from Horsham Avenue and Canterbury Place, whereas vehicular access is provided from Beecroft Road.

To the southeast of the site, at the southeast corner of Canterbury Place and Horsham Avenue is a single-detached dwelling (15 Horsham Avenue) and a 5-storey office building (5400 Yonge Street). These properties comprise an assembly that was approved for the development of a 32-storey residential tower inclusive of a 6-storey mixed use residential and retail podium (5400 Yonge Street and 15 Horsham Avenue). As part of the approval, a 10% parkland dedication located at the southwest corner of the property. Official Plan Amendment and Zoning By-Law Amendment applications were approved by the Ontario Land Tribunal on September 14, 2021 (PL180686), and a Site Plan Control application is currently under review at the City of Toronto.

South of the approved development at 5400 Yonge Street is a child care centre (EduKids Child Care Centres Yonge-Churchill), and a 30-storey building that was built in 2022 (75 Canterbury Place).



11-39 Hounslow Avenue



5400 Yonge Street and 15 Horsham Avenue



75 Canterbury Place

To the west, in the block bounded by Horsham Avenue, Canterbury Place, Churchill Avenue and Beecroft Road is an 18-storey apartment building connected to 3-storey townhouse units facing the Beecroft Road and Horsham Avenue (31 Horsham Avenue). The site has vehicular access from Canterbury Place which leads to an internal courtyard (Celsius Condominium).

To the immediate west of the site is a property containing a 2-storey detached house (40 Hounslow Avenue). The house is set back from the front property line by 6.6 metres, from the mutual east property line by 1.1 metres and from the rear property line by 21.5 metres. The property has vehicular access off of Hounslow Avenue, which leads to a front driveway and internal garage.

Further west, west of Beecroft Road, is a low-rise residential neighbourhood generally comprised of 1- and 2-storey detached houses with individual driveways and internal garages. To the southwest of the site at the corner of Beecroft Area and Churchill Avenue are 14 freehold townhouses with common elements that were completed in 2023 (36 Churchill Avenue). Further west and dispersed throughout the residential neighbourhood are a variety of institutional and recreational uses, such as Edithvale Park, Abbotsford Park, Churchill Public School, and Willowdale Middle School.



31 Horsham Avenue (Celsius Condominiums)



30 Canterbury Place (dia Condominiums)



40 Horsham Avenue



To the immediate north of the site is a large property comprised of a 21-storey apartment building (5444 Yonge Street) connected to a commercial plaza containing several retail tenants, such as restaurants, a spa, a salon, and a pharmacy (5440 Yonge Street). At the south end of the property, and along the mutual property line, is an east-west private pedestrian walkway which connects to the north-south public walkway immediately east of the site. The east-west walkway is lined by mature foliage along the mutual property line to the south and a concrete wall to the north.

In terms of open space, the property contains an internal courtyard comprised of outdoor residential amenity space, including a tennis court, swimming pool, and a parking area. To the west of the amenity area is a north-south public walkway that runs parallel to Beecroft Road and connects to the east-west walkway immediately north of the site.

To the east of 5444 Yonge Street is a 14-storey retirement residence (5430 Yonge Street) that has driveway and parking access provided along Yonge Street.

Further north, the built form character is generally high-rise in nature with some remnant two-storey commercial buildings located at the northeast corner of Finch Avenue West and Yonge Street (5582 Yonge Street), as well as a park (Lorraine Drive Park), and a school (St. Cyri Separate School) located at the northeast corner of Beecroft Road and Kempford Boulevard.



Publicly accessible east-west walkway north of the site



5444 Yonge Street



5430 Yonge Street



## 2.4 Transportation Network

### Road Network

The site fronts onto Hounslow Avenue, which is a two-way, east-west local street that has a 20-metre right-of-way. A pedestrian sidewalk exists only on the south side of the street, and on-street parking is permitted only in designated areas and time periods. No parking is permitted between the hours of 8:00 AM to 6:00 PM from Monday to Friday.

Yonge Street is a two-way north-south major arterial street with a six lane cross-section and a planned 33-metre right-of-way width and existing right-of-way width of approximately 40 metres. Pedestrian sidewalks and transit stops are provided on both sides of the street and on-street parking is permitted.

Beecroft Road is a two-way, four lane, north-south minor arterial road with an existing 30-metre right-of-way width. Pedestrian sidewalks are on both sides of the street; however, the east side of the road has a landscaped buffer separating the sidewalk from the road. On-street parking is prohibited on both sides of the street.

### Public Transportation

The site has excellent access to transit services, including those provided by the TTC, YRT/Viva and GO (see **Figure 4**, TTC Transit Map). These services operate out of the Finch Transit Hub, which is within approximately 670 metres walking distance of the site (8- to 9-minute walk). These services include:

- **TTC: Finch Station:** Finch subway station is located along Line 1 – Yonge/University/Spadina, which provides access to the greater subway system. Several surface transit routes operate out of Finch station, including 7 regular hours bus routes, 3 express routes, as well as 3 after hours blue night bus routes.
- **YRT/Viva: Finch Bus Terminal:** Finch bus terminal provides service throughout York Region. Several surface transit routes operate out of Finch bus terminal, including 8 regular hours bus routes, and 7 express bus routes. The terminal is served by three Viva bus routes, including Viva Blue, Viva Blue A, and Viva Pink. As of September 2022, Viva Pink and Viva Blue A have been suspended until further notice.
- **GO: Finch Bus Terminal:** Finch GO bus terminal provides service throughout the GTA. Nine GO bus routes operate out of Finch GO bus station, including: the 32/32B Brampton Trinity Common/North York Bus, 67 Keswick/North York Bus, 27/27F/27A Milton/North York Bus, 19 Mississauga/North York Bus, and 96Z/96B Oshawa/Finch Express bus.

### Proposed Transit Improvements

The Yonge North Subway Extension will extend TTC's Line 1 service north from Finch Station to Vaughan, Markham, and Richmond Hill, making it faster and easier to travel between York Region and Downtown Toronto. The station will have connections to up to 7 other transit options, including Richmond Hill GO Train Service, Highway 407 GO bus service, York Region Viva Highway 7 bus rapid transit, York Region Viva Yonge Street bus rapid transit, as well as the future Highway 407 Transitway, TTC Steeles Avenue rapid transit, and Local York Region and TTC bus service. The extension is planned to be approximately eight kilometres in length and will be comprised of 5 stations: Steeles, Clark, Royal Orchard, Bridge, and High Tech.

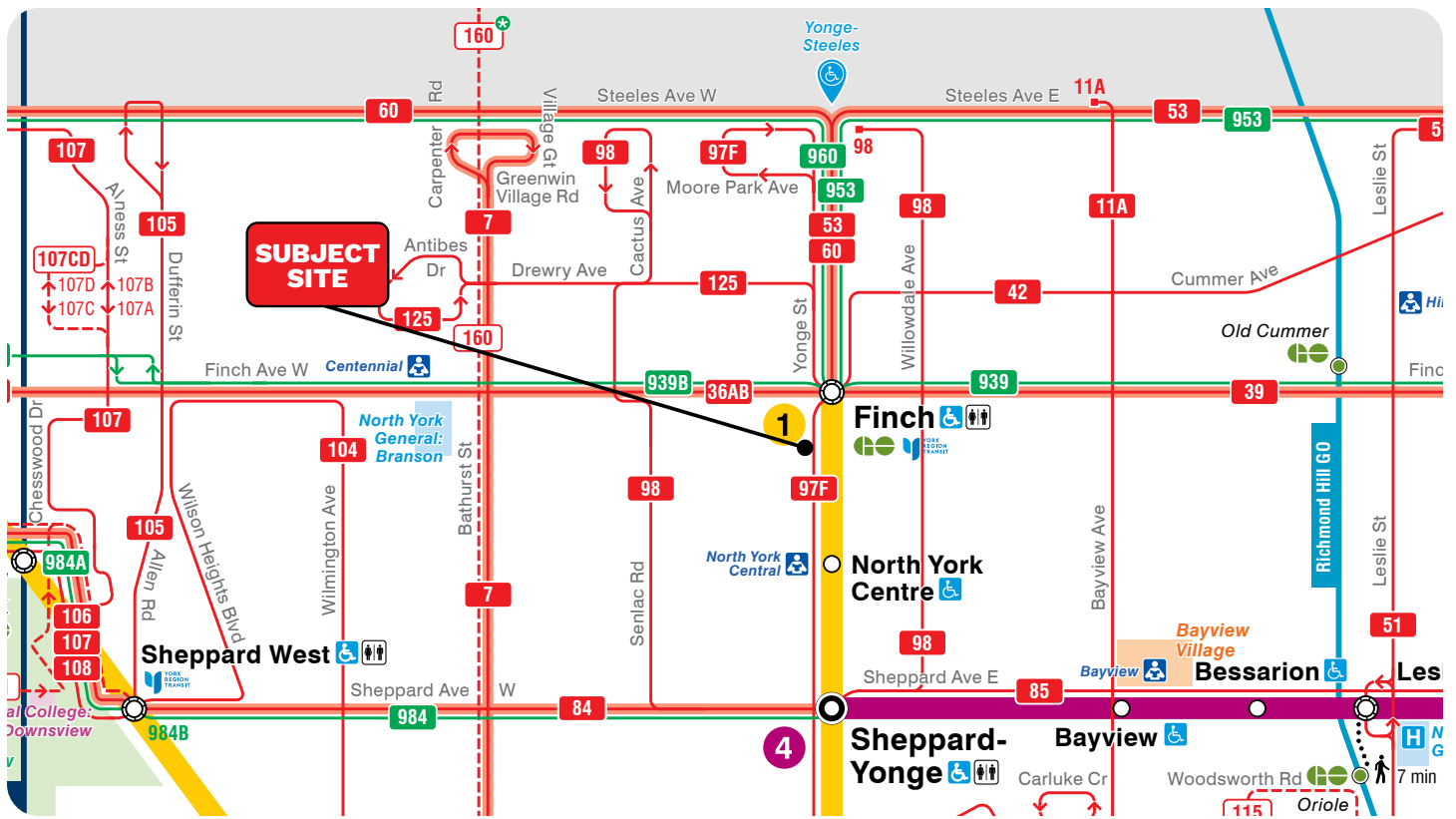


Figure 4 - TTC Transit Map

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Proposal





### 3.1 Description of the Proposal

The proposal represents an opportunity to redevelop and intensify an underutilized site with an appropriately scaled, compact and transit-oriented residential development which leverages the site's location within the North York Urban Growth Centre, its proximity to the Finch Transit Hub, as well as its proximity to existing frequent transit routes, jobs, community services and facilities, and shopping opportunities within North York Centre.

The proposal would redevelop the site in a manner that is in keeping with the existing and emerging built form context, both within the North York Centre more generally and within the established and emerging tall building context in the immediate vicinity of the site, introducing a high-quality and compatible building to the area skyline. Additionally, the proposal will introduce public realm improvements and new residential units to the neighbourhood. See **Figure 5**, Rendering of Proposal.



**Figure 5** - Artists rendering of proposal, view looking southeast



The proposal includes the redevelopment of the site with a residential building with a height of 24 storeys (73.95 metres, excluding a 5.8-metre-tall mechanical penthouse). The residential building will consist of a 5-storey pedestrian-scale podium element, topped with a well-articulated 19-storey tower element above. The proposal includes 305 residential units in a mix of unit suite sizes, adding to the supply of housing in North York Centre and improving the diversity of housing options available in the immediate area. It includes a total gross floor area of 18,737 square metres, resulting in a density equivalent to 8.68 times the area of the site. In addition, the building contains 1,350 square metres of residential amenity space, comprised of 611 square metres of interior amenity space and 739 square metres of outdoor amenity space. See **Figure 6**, Site Plan.

A detailed description of the proposal is provided below.

Massing

The proposed building is well articulated, with setbacks and stepbacks that are in keeping with the built form context in the surrounding area, and will result in appropriate built form relationships with the adjacent buildings within the block. The proposed building design respects the emerging and anticipated character of this section of the North York Centre, with a height and scale that fits within its built form context, which includes taller buildings fronting onto Yonge Street, and a progressive stepping down of tall building heights east and west of the Yonge Corridor, within the Beecroft Road/Doris Avenue ring. In terms of massing, the proposal includes a step-back along the west façade of the tower by way of a hip that provides an appropriate transition down to the west and to visually breakup mass of the building. Accordingly, the building design provides for an appropriate scale and good built form relationships, while also recognizing the site's important role in accommodating intensification to ensure existing municipal infrastructure and future investments in transit infrastructure at the Finch Transit Hub are optimized.

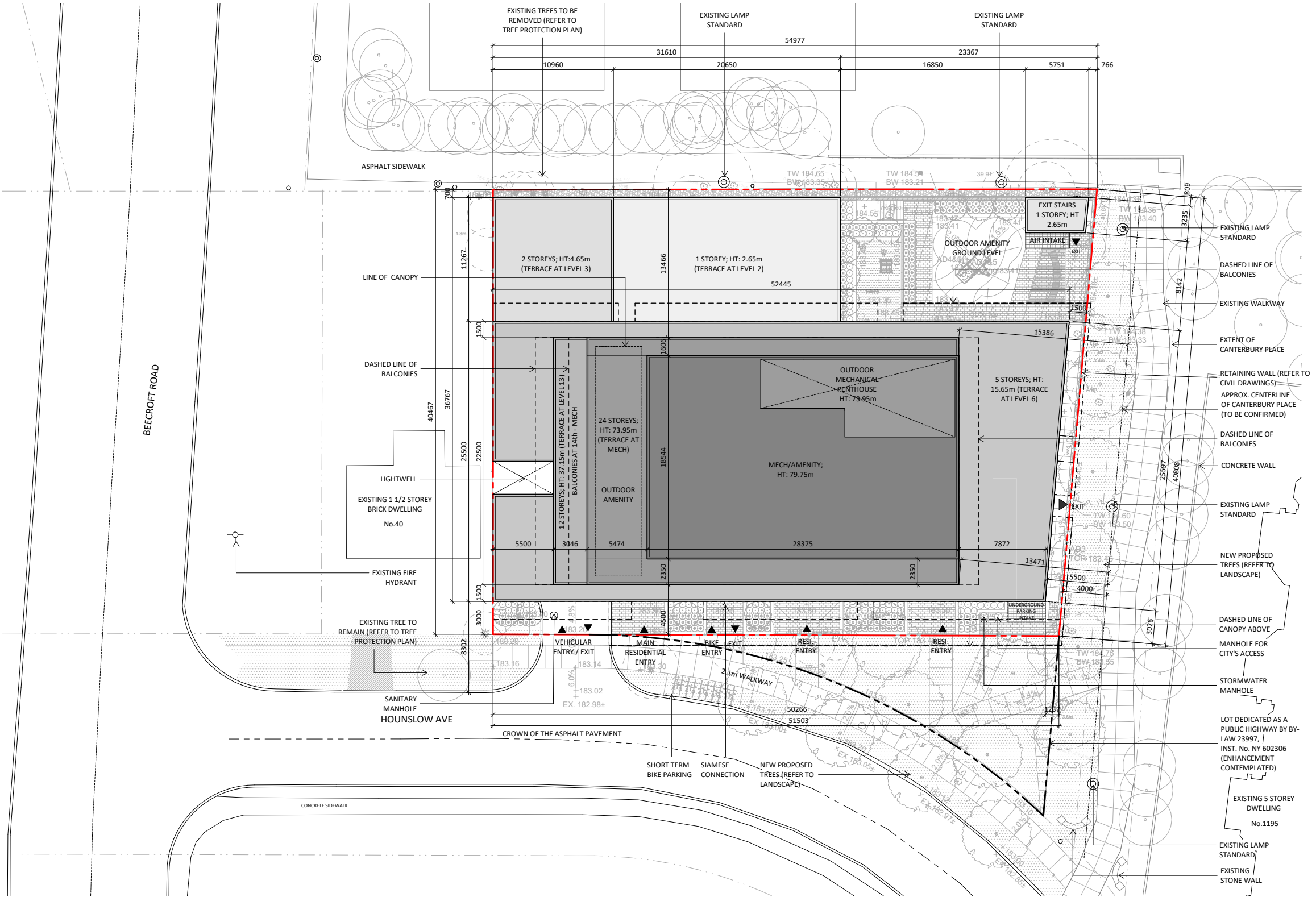


Figure 6 - Site Plan

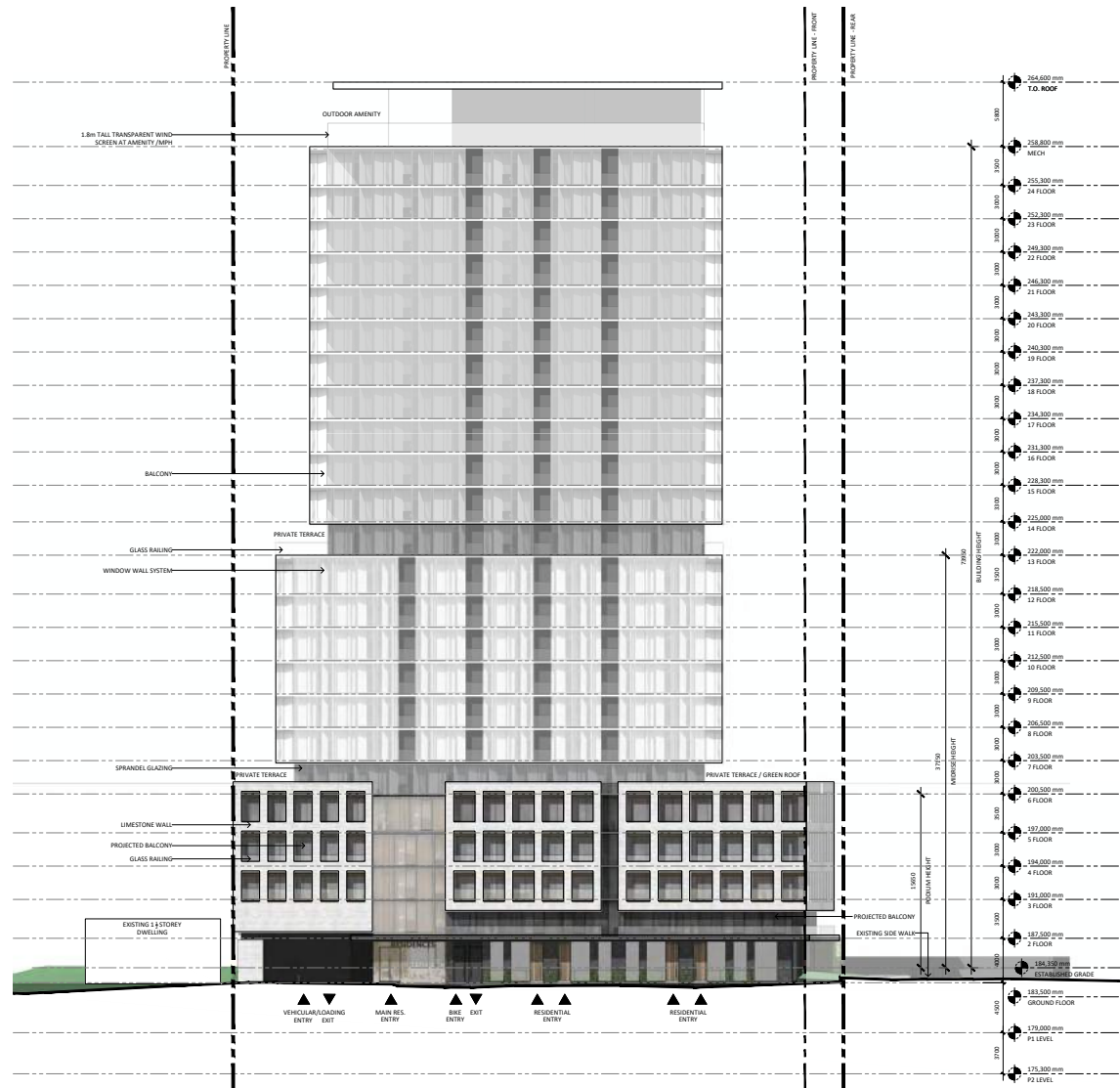


Figure 7 - South Elevation

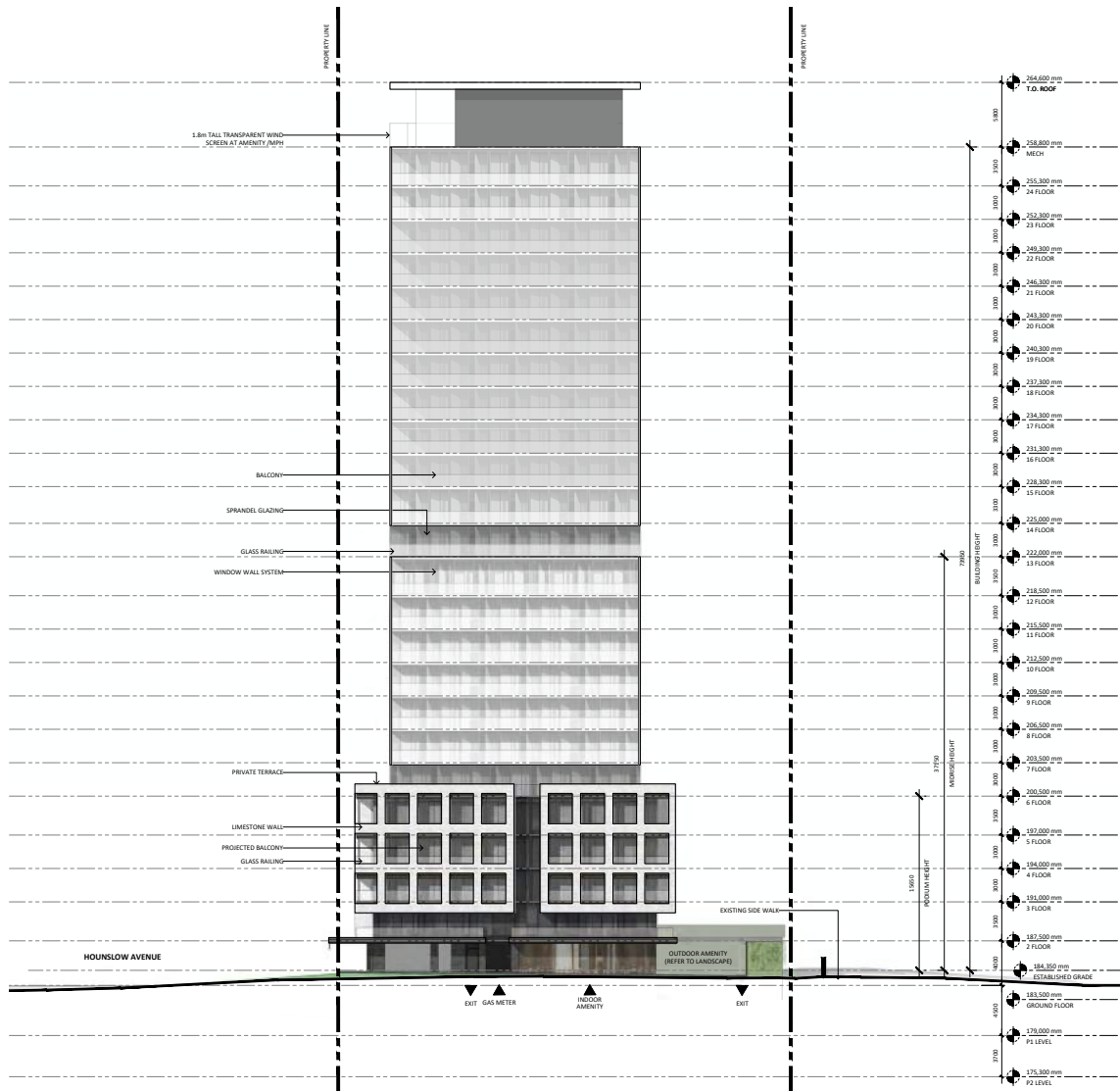


Figure 8 - East Elevation

## Podium Element

The proposal includes a 5-storey podium element, with a metric height of 15.6 metres. The podium will appropriately correspond with the 20-metre right-of-way width of Hounslow Avenue, falling below 80 percent of its right-of-way width and framing the street at a good proportion at a pedestrian scale.

The south face of the podium, along the Hounslow Avenue frontage, is set back 3.0 metres from the front property line at Levels 1 to 5, facilitating a more urban setback condition than the existing single-detached dwellings on the site provide, while still providing a generous pedestrian zone between the property line and the south face of the building, and a minimum 8.3 metre distance from the building face to the curb. The setback provides opportunities for landscaping and streetscaping improvements between the building and the property line, and accommodates individual entryways for four grade related units which front onto Hounslow Avenue. At the easternmost portion of the site, the City-owned parcel is positioned in an intervening manner between the building face and the street, resulting in a significantly greater distance to the Hounslow Avenue curb. The south face of the podium includes 1.5-metre-deep south facing projecting balconies at Levels 2 to 5 (see **Figure 7**, South Elevation).

The east face of the podium, which interfaces with the north-south oriented public mid-block connection, is set back 1.5 metres from the east property line on Levels 1 to 5, again facilitating a more urban interface with the public realm than exists presently. The east face of the podium is oriented parallel to the laneway, framing the public realm with an activated edge condition. A high degree of glazing is proposed along the east building face at Level 1, which in tandem with 1.5-metre-deep east facing projecting balconies at Levels 3 to 5, will enhance pedestrian safety within the laneway through the provision of casual surveillance and 'eyes on the public realm' (see **Figure 8**, East Elevation).



The north face of the podium, which interfaces with the east-west oriented private mid-block connection, includes a varied setback condition. The eastern portion of the building is setback 12.0 metres from the north property line at Levels 1 to 5, accommodating an outdoor amenity space at-grade between the building and the north property line. At the west end of the first floor, the ramp to the underground parking garage extends north of the building wall with a setback of 0.7 metres from the north property line. The garage ramp steps up in height from east to west, allowing for an outdoor amenity terrace above.

The terraced massing is a product of the vertical clearance required for the underground parking garage access/egress ramp. The ramp is located within the building envelope, just south of the north property line, and decreases in grade from west to east. In addition to the space provided at-grade, outdoor amenity space is also included on the roof of Level 1 and the roof of Level 2, and as described below, the stepped massing in this location provides an opportunity to introduce a dynamic and interconnected multi-level outdoor amenity space. The north face of the podium includes 1.65-metre-deep and 1.5-metre-deep projecting balconies at Levels 2 to 5, at the north and east sides, respectively (see **Figure 9**, North Elevation).

The west face of the podium, interfacing with 40 Hounslow Avenue, is built to the west property line at Levels 3 to 5 with a blank wall condition. Levels 1 and 2 are offset from the property line by 0.7 metres. A small light well is included on the west face of the podium, which includes a small east facing window, approximately mid-building face. The blank wall and light well will mitigate any light, view or privacy impacts on the adjacent property as it exists today, while also maintaining its future development potential. As described below, the blank wall has been articulated to provide for a visually interesting condition until such a time as 40 Hounslow Avenue redevelops (see **Figure 10**, West Elevation).

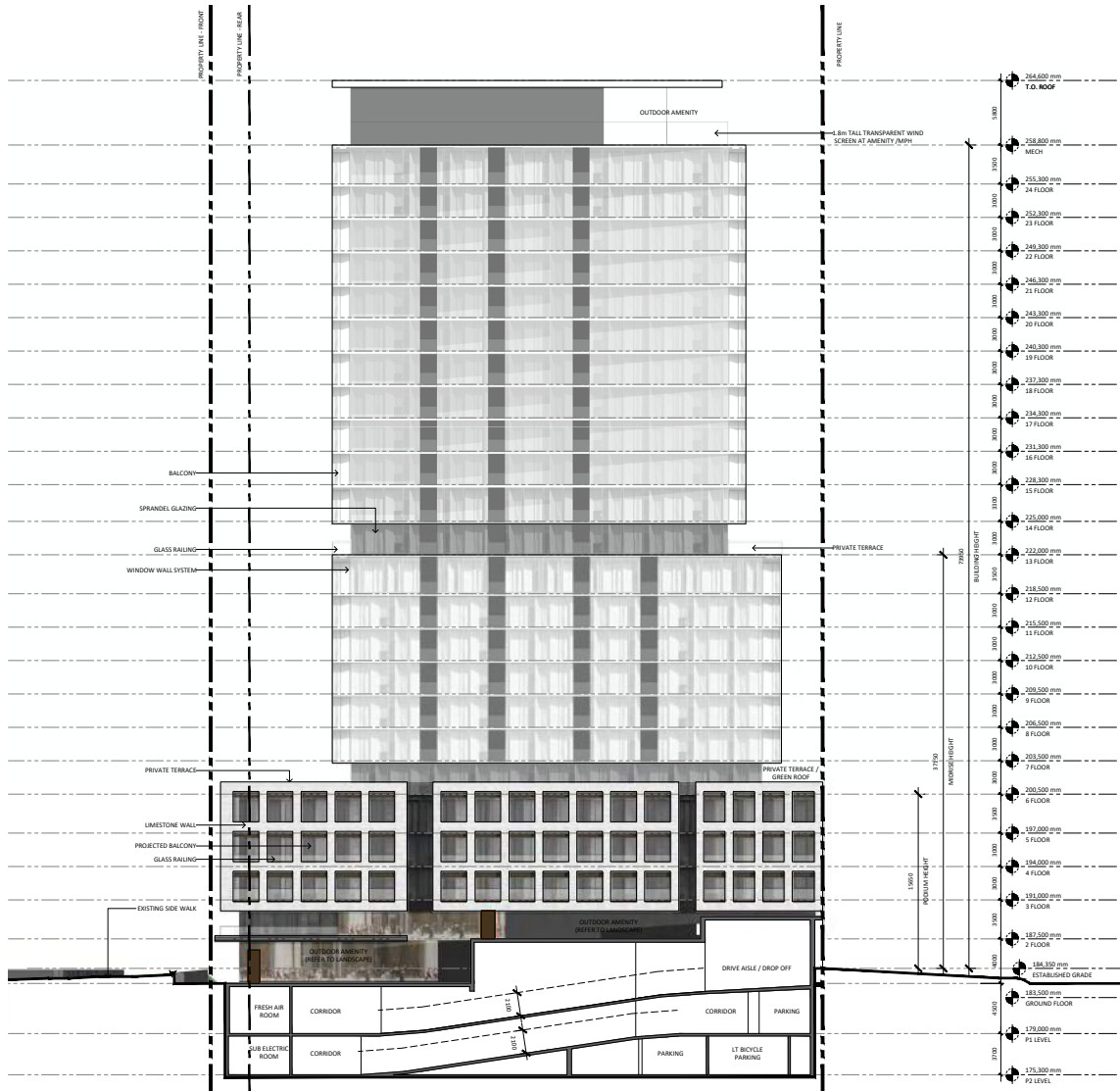


Figure 9 - North Elevation

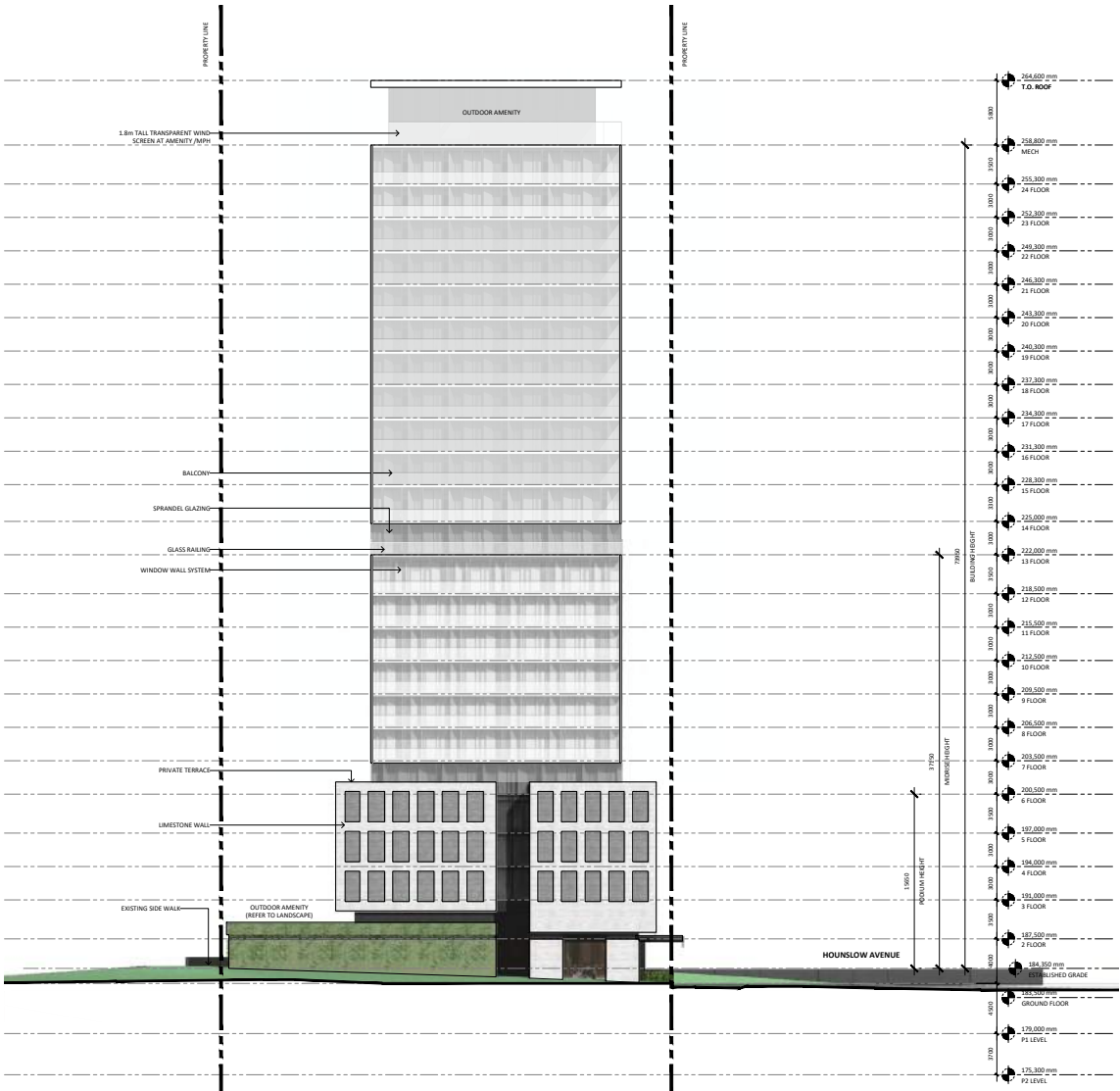


Figure 10 - West Elevation

## Tower Element

Above the podium, the tower element has a height of 19 storeys (73.95 metres to the top of the residential roof and 79.75 metres to the top of the mechanical penthouse). The tower is well articulated, with architectural elements and cladding patterns which will provide for visual interest and result in a high-quality architectural addition to the North York Centre.

The tower element is oriented east-west and steps back from the north, south, east and west faces of the podium, resulting in a reduced floorplate size and a discernable break between the two elements. The tower includes two key elements, the lower-tower (Levels 6 to 12) and upper-tower (Levels 13 to 24). The massing of the lower-tower element incorporates a projecting 'hip' which provides for a unique expression and a slightly larger typical floor plate (relative to the balance of the tower), with a typical gross construction area of 811.9 square metres. The upper-tower element (Level 13 to 24) exemplifies a slenderer typical tower floorplate, with a gross construction area of 748.1 square metres. The averaged floorplate size is 772.5 square metres (gross construction area).

Above the podium, the south face of the building steps back 1.5 metres at Level 6, resulting in a discernable break between the podium and tower levels, and a 4.5-metre setback from the south property line at Levels 6 to 24. The south face of the tower element includes four vertical rows of inset balconies from Levels 7 to 12 and three vertical rows from Levels 13 to 24 (see **Figure 7**, South Elevation).

The east face of the tower steps back between 7.8 metres and 11.1 metres from the east face of the podium element, resulting in a setback which ranges between 9.1 metres and 12.5 metres from the east property line at Levels 6 to 24. The varied setback and step back is a result of the irregular east property line, which flares eastward from south to north. The step back results in a significantly reduced east-west floorplate dimension when viewed from Hounslow Avenue (relative to the podium element), creating a clear break between the podium and the tower. The east face of the tower includes 1.65-metre-deep east facing projecting balconies at Levels 7 to 24 (see **Figure 8**, East Elevation).

The north face of the tower steps back 1.5 metres at Level 6, resulting in a 13.5-metre tower setback from the north property line on the west side and 13.5-metre tower setback on the east side. The north face of the tower includes four vertical rows of inset balconies carried from Levels 7 to 12, and three vertical rows from Levels 13 to 24 (see **Figure 9**, North Elevation).

The west face of the tower steps back 5.5 metres from the west face of the podium below from Levels 6 to 12 and an additional step back of 3.04 metres from levels 13 to 24, resulting in a 8.5-metre tower setback from the west property line. The west tower face includes projecting balconies at Levels 7 to 24 (see **Figure 10**, West Elevation).

Above Level 24, the Mechanical Penthouse Level steps back an additional 1.6 metres from the north building face, 2.3 metres from the south building faces and an additional 5.4 metres from the west building face. The mechanical penthouse does not step back from the east face of the tower, and instead has been designed to read as part of the tower element.

## Public Realm & Landscaping

The proposal will provide a number of public realm improvements relative to the existing condition. Along Hounslow Avenue, the proposal will be setback 3 metres from the property line (a minimum of 8.3 metres from the Hounslow Avenue curb), creating a wide pedestrian zone while also providing a more urban setback condition than provided by the existing single-detached dwellings on the site. Within the pedestrian zone, between the property line and the curb, 9 street trees are proposed along with a new 2.1-metre-wide municipal sidewalk. Presently, the municipal sidewalk ends east of the site, adjacent to the north-south oriented mid-block connection. Within the 3-metre-wide area between the building and the property line, the proposal will introduce a consistent unit paving pattern and grade related plantings. Individual front doors are proposed for dwelling units located at grade, which in addition to the entrance to the residential lobby, will activate the frontage.

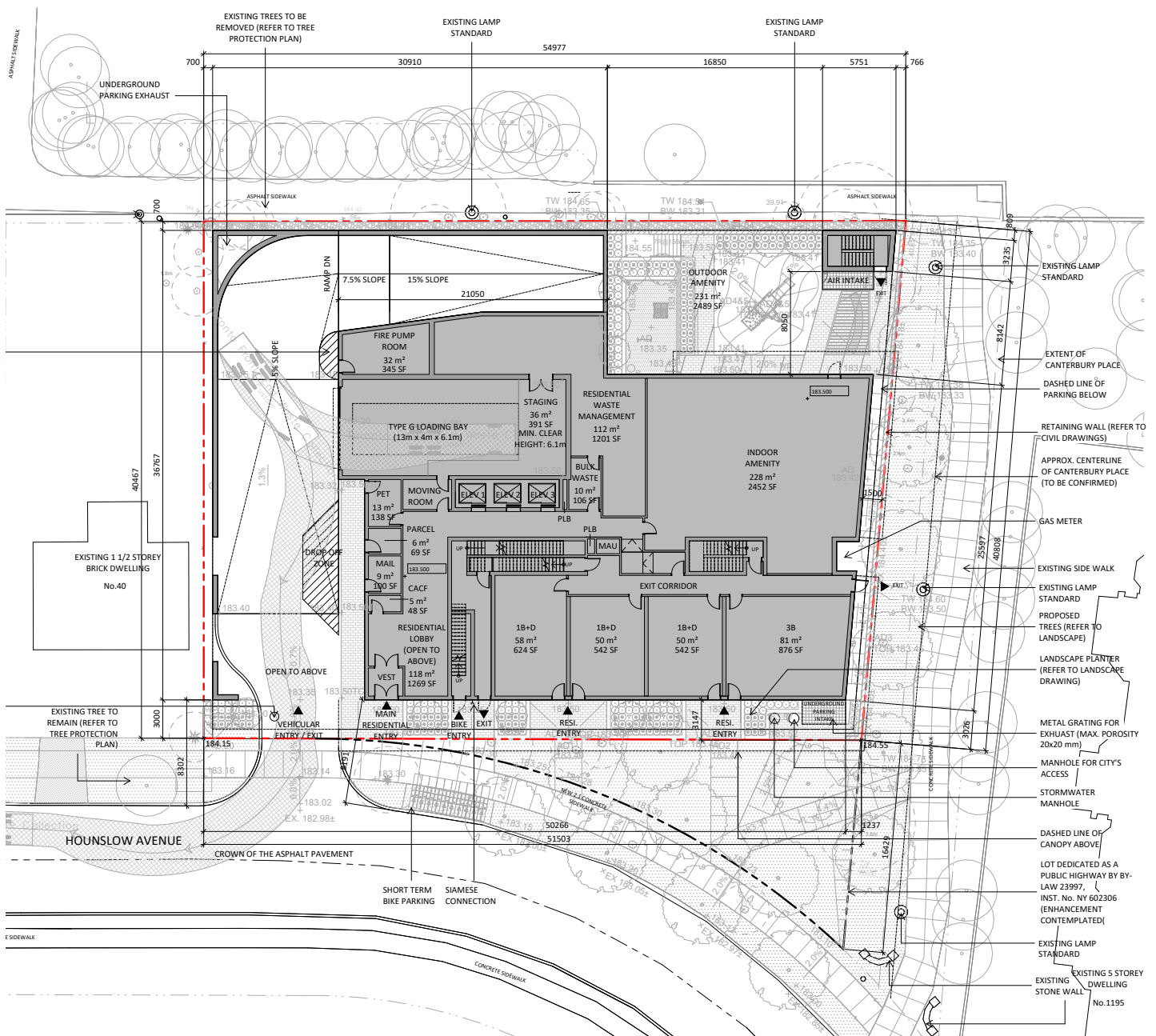
The proposal will be setback 1.5 metres from the east property line, adjacent to the north-south oriented mid-block connection, as well as 3.0 metres from the south property line, adjacent to the east-west connection. With regards to landscaping, the proposed outdoor amenity spaces at levels 1, 2, 3, and at the mechanical floor level, are comprised of 0.6-metre-tall, raised planters, consistent unit paving patterns, trellis structures, and screening mechanisms. The proposed green roof will cover more than 50 percent (397.5 square metres) of the total available roof space on the building.



## Programming

In terms of programming, the ground floor of the proposal includes four grade-related units fronting onto Hounslow Avenue, with individual entrances fronting onto the expanded pedestrian zone adjacent to the Hounslow Avenue sidewalk. West of this is the entrance to the residential lobby. The western portion of the Hounslow Avenue frontage includes the internalized vehicular access driveway to the building's loading, waste, and underground parking areas. To the rear of the at-grade units is an indoor amenity space, which is directly accessible to an outdoor amenity space at the rear of the building.

The balance of the ground floor includes the mail room, parcel room, moving room, as well as the building's three residential elevators which are arranged in one bank. The ground floor also includes the residential garbage rooms, an internalized Type 'G' loading space and a large staging area, as well as the internalized parking garage access/egress ramp (see **Figure 15**, Ground Floor Plan). The balance of the building includes residential units and indoor and outdoor amenity space, which is described in detail below.



**Figure 11 - Ground Floor Plan**

## Unit Mix & Amenity Space

The proposal includes a total of 305 residential units comprised of 117 one-bedroom units (38%), 87 one-bedroom plus den units (29%), 71 two-bedroom units (23%), and 30 three-bedroom units (10%). The proposed dwelling units are provided in the base element, both at-grade fronting onto Hounslow Avenue and within the other podium levels, and in the tower element, accommodating a range of locational preferences and needs within a single building.

A total of 1,350 square metres of amenity space is proposed, including 611 square metres of indoor amenity space and 739 square metres of outdoor amenity space, representing a ratio of more than 4.0 square metres per unit. The indoor amenity space is located on Level 1, Level 2, and on the Mechanical Penthouse Level. The outdoor amenity space is located at-grade to the rear of the building, on the roof of Level 1, on the roof of Level 2, and on the roof of Level 24. The at-grade amenity space and the spaces on the roofs of Level 1 and 24 are located directly adjacent to, and are accessible from, the indoor amenity spaces on Level 1, Level 2, and the Mechanical Penthouse Level.

The at-grade amenity space and the spaces on the roofs of Level 1 and Level 2 have been designed as a multi-level outdoor amenity space, with accessible entrances from both the level 1 and level 2 indoor amenity rooms, and via an outdoor stairwell connecting the two spaces. The space includes a comprehensive amenity program, including covered seating, a children's playground and pet-friendly area at-grade, and a series of barbeque stations and seating areas on Level 2. The outdoor amenity space on the roof of Level 24 is proposed to include a yoga platform and flexible space for physical activity and a series of lounge/fireplace areas located below the trellis structure.

## Access, Parking, Loading & Bicycle Parking

The site is well served by the municipal road network as a result of its frontage along Hounslow Avenue, with convenient access to both Yonge Street and Beecroft Road. Pedestrian access to the building's residential lobby is proposed from the expanded pedestrian zone, connecting to the municipal sidewalk within the Hounslow Avenue right-of-way. The municipal sidewalk is proposed to be widened to 2.1 metres through the proposal. As noted above, in addition to the residential lobby, four at-grade units are also proposed fronting onto Hounslow Avenue and individual front-doors are provided for each unit.

Vehicular access is proposed via Hounslow Avenue by way of a driveway running perpendicular to the street that connects to the parking garage access/egress ramp and servicing areas located within the ground floor.

Vehicular parking is proposed to be accommodated within a two level below-grade parking garage. The proposal includes a total of 80 parking spaces (consisting of 62 resident spaces and 17 residential visitor spaces, 9 accessible spaces and 1 car share space). In terms of loading, the proposal includes one Type "G" loading space, located at-grade, internalized within the ground floor.

Finally, with respect to bicycle parking, the proposal includes a total of 264 bicycle parking spaces, of which 230 spaces will be for residents and 34 spaces will be for residential visitors. The spaces are proposed to be located on the Level 2, the P2 Level of the parking garage, and at-grade, outside the building. 10 of the 34 short-term spaces will be publicly accessible, and are proposed to be located within the Hounslow Avenue right-of-way.



## Articulation & Materiality

The building incorporates high-quality and contemporary building materials that complement the surrounding context. As well, the buildings articulation assists in creating two distinct elements, a human scale and detailed podium element and an architecturally interesting tower element. The building's cladding and fenestration patterns assist in creating a rhythm in the façade on all building faces and breaking the massing up, all while providing for visual interest.

At Level 1, the south face of the building, along the Hounslow Avenue frontage, is proposed to include a high degree of clear tempered glazing to facilitate views to and from the public realm. The glazing will be articulated through the use of vertical black and dark grey honed granite and dark grey metal cladding. Level 2 will be generally free of cladding, functioning as a 'reveal level' which separates the ground floor and its darker design motifs from the balance of the podium above. At Level 3, the front façade of the podium begins to incorporate vertical and horizontal brick cladding bands, which divide the façade into a fine-grain grid. The bands project beyond the face of the building and enclose the south facing projecting balconies in the south, north, and east. At these levels, clear tempered glazing is used, both for the exterior of the units and the balcony guardrails. A break in the masonry grid is incorporated directly over the residential lobby, creating a vertical glazing reveal which extends from Level 1 to Level 5, creating a strong visual focal point and architecturally demarcating the lobby entrance to pedestrians. A similar cladding and fenestration strategy is deployed on the east face of the podium, with a high degree of glazing incorporated at Level 1 and 2 along the public laneway and a brick grid deployed at Levels 3 to 5. A similar reveal is incorporated on the east building face, approximately mid-building-face in order to break the podium grid into two distinct volumes.

The north face of the podium element incorporates a similar strategy as well, with a combination of glazing and blank walls used at grade and at Level 2 (the blank walls are primarily used where the parking garage access/ egress ramp are provided). Levels 3 to 5 incorporate the masonry grid described above, with two vertical reveals that extend from Level 3 to Level 5 and break the grid into three components. The west face of the podium includes a blank wall condition, with a combination of brick patterning which mimics the proportions and rhythm of the cladding grid provided on the other building faces. This provides for visual interest while maintaining the development potential of the adjacent building. A faux vertical reveal is also incorporated approximately mid-building-face to compliment the architecture of the other podium faces and to create a light well.

The tower element is clad with a window wall glazing system which includes a high degree of verticality to compliment the details of the podium. The glazing system includes a 'fly-by' at the corners which provides for visual interest and sharpens the design. Level 6 and Level 13 function as reveal levels and include different fenestration patterns (darker glazing) in order to accentuate the breaks between the podium and lower-tower and the lower-tower and upper-tower. The balance of the tower element includes the use of clear tempered glass for the windows and balcony railings. Along the north and south faces of the tower, four rows of inset balconies arranged vertically in the lower-tower element and three rows of inset balconies arranged vertically in the upper-tower element provide additional articulation. The east and west tower faces are articulated with east and west facing projecting balconies. The tower top includes a well-integrated mechanical penthouse element, with both an enclosed portion (which accommodates the mechanical functions) and an outdoor portion framed by an architecturally distinctive trellis.

## 3.2 Key Statistics

Below is a summary of the key statistics of the proposal:

**Table 1** – Key Statistics

Key Statistics	
Site Area	2,159.8 m <sup>2</sup>
Total Gross Floor Area (GFA)	18,736.5 m <sup>2</sup>
Building Height (Storeys)	24 storeys
Metres, Top of Tower Roof	73.95 metres
Metres, Top of MPH	79.75 metres
Density	8.68 FSI
Total Units	305 (100%)
One-bedroom	117 (38%)
One-bedroom plus den	87 (29%)
Two-bedrooms	71 (23%)
Three-bedrooms	30 (10%)
Total Amenity Space	1,349.9 m <sup>2</sup>
Indoor Amenity Space	610.8 m <sup>2</sup>
Outdoor Amenity Space	738.7 m <sup>2</sup>
Total Vehicle Parking	80
Residential	62
Visitor	17
Car-Share	1
Accessible	9
Total Bicycle Parking	264
Long-Term	230
Short-Term	34
Loading Spaces	1 Type 'G' Loading Space

## 3.3 Required Approvals

In our opinion, the proposal conforms with the City of Toronto Official Plan, and in particular, is permitted by the *Mixed Use Areas* land use designation applying to the site. The proposal requires an amendment to the North York Centre Secondary Plan to permit an increase to the maximum height and density permissions applicable to the site.

The proposal requires an amendment to new City-wide Zoning By-law 569-2013, as amended, in order to introduce the site to the designated area of that by-law, and in order to introduce height and density permissions and to revise other development standards as necessary to accommodate the proposal. It also requires an amendment to former City of North York Zoning By-law 7625, as amended, in order to permit an apartment building, increases to the maximum height and density provisions, and other revisions necessary to accommodate the proposal.





# Policy & Regulatory Context

## 4.1 Overview

As set out below, the re-development proposal is supportive of numerous policy directions set out in the *Planning Act*, Provincial Policy Statement, A Place to Grow: the Growth Plan for the Greater Golden Horseshoe, and the City of Toronto Official Plan, all of which promote the efficient use of land and infrastructure within built-up areas, specifically in Protected Major Transit Station Areas and other areas planned for growth.

### The Planning Act

The purpose of the *Planning Act* is outlined in Section 1.1 and includes the following:

- to promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 of the *Planning Act* sets out matters of provincial interest which municipal councils shall have regard for, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposal are (f): the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (h): the orderly development of safe and healthy communities (j): the adequate provision of a full range of housing (p): the appropriate location for growth and development (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (r): the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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

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

Section 34(12) of the *Planning Act* specifies that, before passing a by-law, the council shall ensure that sufficient information and material is made available to enable the public to understand generally the zoning proposal that is being considered by the council, and at least one public meeting is held for the purpose of giving the public an opportunity to make representations in respect of the proposed by-law.

We also note that on October 25, 2022, the Province of Ontario introduced Bill 23, the More Homes Built Faster Act, 2022, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

The legislative changes brought forward through Bill 23 establish that the maximum amount of parkland that can be required to be conveyed or paid in lieu is capped at 10% of the land or its value for sites under five hectares. In addition, Sections 42(4.30) and 42(4.31), which have been enacted but have not yet been proclaimed in force, would allow an owner to propose the conveyance of lands that are subject to an easement or other restriction or encumbered by below grade infrastructure or "an interest in land other than the fee, which interest is sufficient to allow the land to be used for park or other public recreational purposes".



## 4.2 Provincial Policy Statement

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

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

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

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

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

In particular, Policy 1.1.1 provides that healthy, livable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;

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

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

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

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

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

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

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

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

While Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", it goes on to say that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". As a result, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Section 5.0 of this Report, it is our opinion that the proposal and, specifically, the requested Official Plan Amendment and rezoning applications, are consistent with the PPS and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.



### 4.3 Growth Plan for the Greater Golden Horseshoe

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 was replaced by A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the "2019 Growth Plan"). All decisions made on or after May 16, 2019, in respect of the exercise of any authority that affects a planning matter must conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No.1.

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

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

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options to serve all sizes, incomes, and ages of households; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development. As noted in Section 2.1 of the Plan:

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

*well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."*

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

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

Pursuant to the Growth Plan, "strategic growth areas" include 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.

The site is considered to be part of a "strategic growth area" pursuant to the Growth Plan (i.e., a focus for accommodating intensification and a higher density mix of uses in a more compact built form) given it would be considered a "major transit station area" (Finch Transit Hub) and is within the boundary of an urban growth centre (North York Centre). In the Growth Plan, a "major transit station area" is defined as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. As mentioned below, Finch Station has been identified as a Protected Major Transit Station Area (PMTSA) pursuant to the Official Plan Amendment 557 (OPA 557), which was adopted by City Council but is awaiting approval from the Minister of Municipal Affairs and Housing.

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

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) and areas with existing or planned public service facilities.

Schedule 3 of the Growth Plan forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. The 2016 Census data indicates that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City’s population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census under coverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form.

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

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

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

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

Section 2.2.4 directs that major transit station areas on priority transit corridors are to be transit-supportive and support active transportation and a diverse mix of uses and activities that achieve a minimum density target of 200 residents and jobs per hectare for lands served by subways. The site falls within the definition of a major transit station area on a priority transit corridor as it is within a 500- to 800-metre radius of the Finch Transit Hub.



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

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

Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. With regard to targets, Policy 5.2.5(1) provides that the minimum intensification and density targets are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS, or any other provincial plan.

Policy 2.2.4(9) provides that, within all major transit station areas, development will be supported, where appropriate by planning for a diverse mix of uses to support existing and planned transit levels, providing alternative development standards, such as reduced parking standards, and prohibiting land uses and built forms that would adversely affect the achievement of transit-supportive densities.

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

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, support the achievement of the minimum intensification and density targets in the Growth Plan and identify a diverse range and mix of housing options and densities to meet projected needs of current and future residents. The housing policies are to be implemented through official plan policies and designations and zoning by-law amendments.

Policy 2.2.6(2) states that, in providing housing choices, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

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

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

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

With respect to public open space, municipalities are encouraged to develop a system of publicly accessible parkland, open space, and trails (Policy 4.2.5(1)). Policy 4.2.5(2) encourages municipalities to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal gardens, and public parks.

With respect to climate change, Policy 4.2.10(1) requires that municipalities develop policies within their official plans that will reduce greenhouse gas emissions and address climate change adaptation goals. Such policies should, inter alia, support the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, seek to reduce dependence on the automobile and support existing and planned transit and active transportation systems.

The timely implementation of the 2019 Growth Plan policies is seen as a key consideration in the Implementation section (Section 5). In this respect, Section 5.1 provides that:

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

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

For the reasons set out in Section 5.0 of this Report, it is our opinion that the proposal and, specifically, the requested Official Plan Amendment and rezoning application conform with the Growth Plan and, in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “urban growth centres” and “major transit station areas”.



## 4.4 Draft Provincial Planning Statement (April 2023)

On April 6, 2023, the Province released the draft version of a new provincial planning policy document titled the "Provincial Planning Statement" for public input. This document combines the elements of the Growth Plan and the PPS into a new land use policy document to support the achievement of housing objectives.

The proposed policies of the draft Provincial Policy Statement are grouped under five pillars:

### 1. Generate an appropriate housing supply

With respect to generating an appropriate housing supply, the proposed policies identify large and fast-growing municipalities, with specific directions to plan strategically for growth. The specific directions in this regard include establishing and meeting minimum density targets for major transit station areas, nodes and corridors, urban growth centres and encouraging transit-supportive greenfield density targets.

The proposed policies require municipalities to provide a range and mix of housing options with an expanded definition to include multi-unit types and typologies, as well as require all municipalities to implement intensification policies.

The proposed policies also require municipalities to align land use planning policies with housing policies, including addressing homelessness and facilitating development of a full range of housing options and affordability levels to meet local needs.

### 2. Make land available for development

The proposed policies provide flexibility for municipalities to use government or municipally established forecasts (at minimum). For municipalities in the GGH, a transition phase is provided. The proposed policies now require the municipalities to plan for a minimum 25-year horizon, maintain a 15-year residential land supply and maintain land with servicing capacity for a 3-year supply of residential units.

Furthermore, the policies allow municipalities to undertake settlement area boundary expansions and would not be required to demonstrate the need for expansion. Municipalities will be required to plan for and protect industrial and manufacturing uses that are unsuitable for mixed use areas, using a new definition of "area of employment". The policies also provide municipalities with greater control over employment area conversions to support the forms of development and job creation that suit the local context.

### 3. Provide infrastructure to support development

The proposed policies require municipalities to plan for infrastructure and to protect for major infrastructure to accommodate growth. The policies also require the integration of land use planning and transportation as well as planning for schools and growth to ensure a coordinated approach.

### 4. Balance housing with resources

In this regard, the proposed policies eliminate the requirement to use the Provincial agricultural system mapping and require municipalities to designate specialty crop areas and prime agricultural areas. However, the policies still require protection of specialty crop areas by maintaining minimum separation distances between livestock operations and houses.

Additionally, the natural heritage policies remain under consideration by the Province and will be made available separately.

### 5. Implementation

The implementation policies speak to alignment with recent legislative amendments, requiring municipalities to undertake early engagement with Indigenous communities and coordinating with them on land use planning matters.

The Province is collecting feedback on the draft Provincial Planning Statement until June 5, 2023.

## 4.5 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the RTP) that builds on the previous RTP (The Big Move), adopted in 2008. The key goals and directions set out in the new RTP are summarized below, particularly as they apply to the site.

The RTP is intended to be a blueprint for an integrated, multimodal regional transportation system that will serve the needs of the Greater Toronto Hamilton Area (GTHA). The introductory text of the RTP states the common vision for the region:

*“The GTHA will have a sustainable transportation system that is aligned with land use and supports healthy and complete communities. The system will provide safe, convenient, and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment.”*

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

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

Strategy 1: recommends completing regional transit projects that are now In Delivery or In Development, while also modifying some projects from The Big Move to reflect more up-to-date information. The RTP emphasizes that GO RER is underway and represents a major focus of the Province’s ‘Moving Ontario Forward’ commitment. It will transform the existing GO rail system from a commuter-focused service into a two-way, all-day service on core segments of the network by 2025. In this respect, Map 4: In Development rapid transit projects identifies Yonge North Subway Extension as planned rapid transit in delivery (see **Figure 12**, Map 4 of the RTP).

Strategy 2: aims to implement a comprehensive and integrated Frequent Rapid Transit Network by 2041. This strategy proposes several additional BRT, LRT, Priority Bus, subway, and RER projects, in addition to existing and planned projects to form an integrated network. Map 5: 2041 Frequent Rapid Transit Network of the RTP identifies several planned frequent transit routes near North York Centre, including Finch East (Priority Bus / Streetcar), and the Finch West LRT East Extension (see **Figure 17**, Map 5 of the RTP).

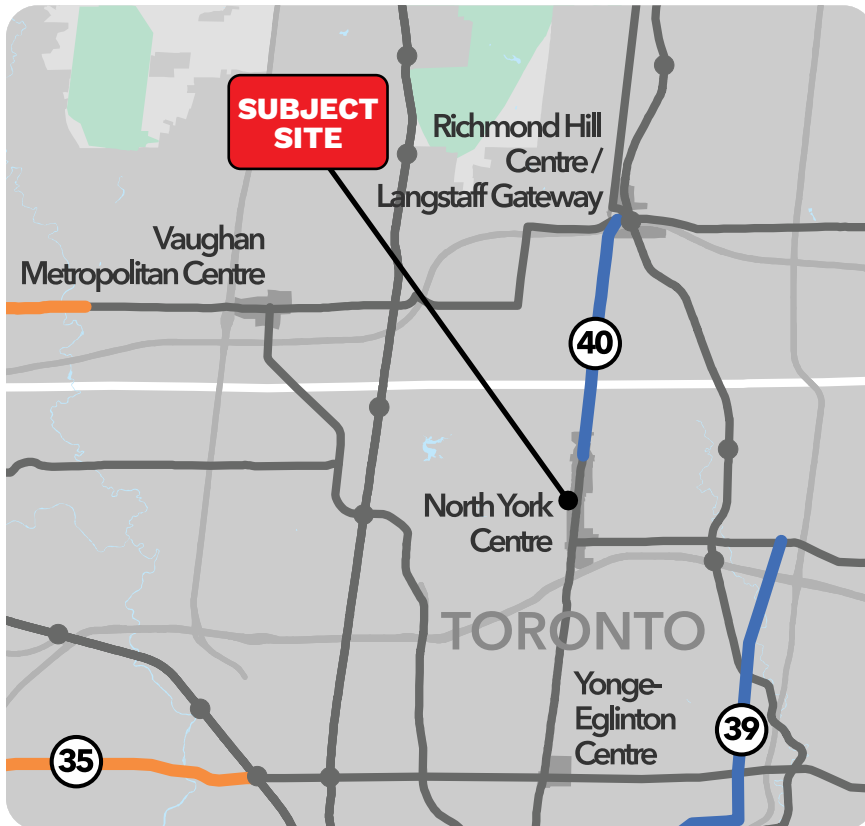
Strategy 3: seeks to optimize the transportation system by, among other things: advancing the integration of transit services and fares; expanding first- and last-mile choices at all transit stations, including improvements to pedestrian and cyclist access and facilities; and prioritizing transportation demand management (TDM) to support all new rapid transit services, transit station areas, and areas impacted by major construction and events.

Strategy 4: encourages the integration of transportation and land use and the creation of a system of connected Mobility Hubs, as introduced in the “Big Move”. The 2041 RTP also looks to focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors. This priority will be achieved by integrating joint development early in rapid transit project planning and in procurement schedules, utilizing new partnerships between the public and private sector; updating the Mobility Hub Guidelines to address emerging challenges and opportunities related to the integration of land use and transportation, and incorporating new tools and guidance for planning Mobility Hubs.

Strategy 5: identifies the need to prepare for an uncertain future and address the need for all levels of government to work together to protect the public interest, while fostering innovation and partnerships that can create new or improved services. This includes, among other things: developing a regional framework for on-demand and shared mobility; coordinating across the region to build resilience to climate change; utilizing data to optimize infrastructure and improve services; and developing a region-wide plan for autonomous mobility.

As it impacts the site, the RTP identifies Cummer Station, a potential station that is planned to be located at Cummer/Drewry and Yonge Street intersection, north of the site. If built, Cummer Station would serve the Newtonbrook Area of North York, and be within distance of 5,700 people and 2,200 jobs.





- Urban Growth Centre
- GGH Built Boundary
- Greenbelt Designation
- Existing or Future Expressway / Provincial Highway
- Existing or In Delivery GO Rail Station
- Planned GO Rail Station
- International Airport
- Existing and In Delivery Regional Rail and Rapid Transit

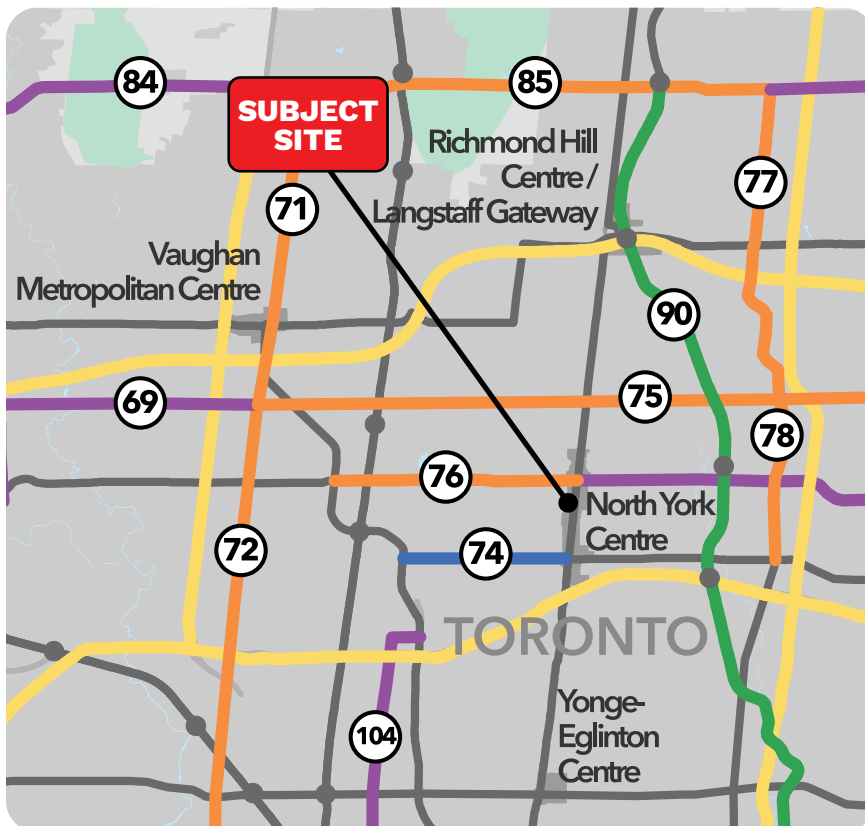
#### Projects In Development

- Subway
- LRT / BRT
- Priority Bus / Priority Streetcar

#### Projects in Development

- 35. Eglinton West LRT
- 39. Relief Line Subway
- 40. Yonge North Subway Station

Figure 12 - 2041 Regional Transportation Plan, Map 4 - In Development Rapid Transit Projects



- Urban Growth Centre
- GGH Built Boundary
- Greenbelt Designation
- Expressway / Provincial Highway
- Existing or In Delivery GO Rail Station
- Planned GO Rail Station
- Existing, In Delivery & In Development Regional Rail and Rapid Transit

#### Frequent Rapid Transit

- Subway
- LRT / BRT
- GO Rail - 15-min Two-Way All-Day
- Priority Bus / Priority Streetcar
- Frequent Regional Express Bus
- TTC Streetcar Network

#### Regional Rail

- GO Rail - Two-Way All-Day

- 69. Steeles West
- 71. Jane North
- 72. Jane South
- 74. Sheppard Subway West Extension
- 75. Steeles
- 76. Finch West LRT East Extension
- 77. Leslie North
- 78. Don Mills/Leslie
- 84. Major Mackenzie West
- 85. Major Mackenzie
- 90. Richmond Hill Line 15-min Extension
- 104. Dufferin

Figure 13 - 2041 Regional Transportation Plan, Map 5 - Frequent Rapid Transit Network

## 4.6 Toronto Official Plan

The Official Plan for the amalgamated City of Toronto (the Official Plan) was adopted on November 26, 2002 and was partially approved by the Ontario Municipal Board on July 6, 2006. Subsequent further approvals followed, including amendments arising out of the City's five year Official Plan Review initiated in 2011.

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

The Official Plan for the City of Toronto sets out a vision encouraging contextually appropriate growth and intensification which is supported by transit, good architecture, high quality urban design and a vibrant public realm.

### Growth Management Policies

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

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

To that end, Policy 2.1(3) provides that Toronto is forecasted to accommodate a minimum of 3.19 million residents and 1.66 million jobs by the year 2031. The sidebar regarding Toronto's growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

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

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include Centres, Avenues, Employment Districts and the Downtown and Central Waterfront, where transit services and other infrastructure are available. On Map 2, the site is located within a Centre (see **Figure 14, Toronto Official Plan, Map 2 - Urban Structure**).

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Official Plan states that:

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



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

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

Section 2.2.2 (Centres: Vital Mixed Use Communities) provides that Centres are:

*“... focal points for surface transit routes drawing people from across the City and from outlying suburbs to either jobs within the Centres or to a rapid transit connection. Substantial past investment in transit and other infrastructure in these Centres has made it possible to accommodate economic growth. Good transit accessibility also makes the Centres attractive locations for developing a range of housing opportunities where people can live close to their work or easily get to their jobs by transit.”*

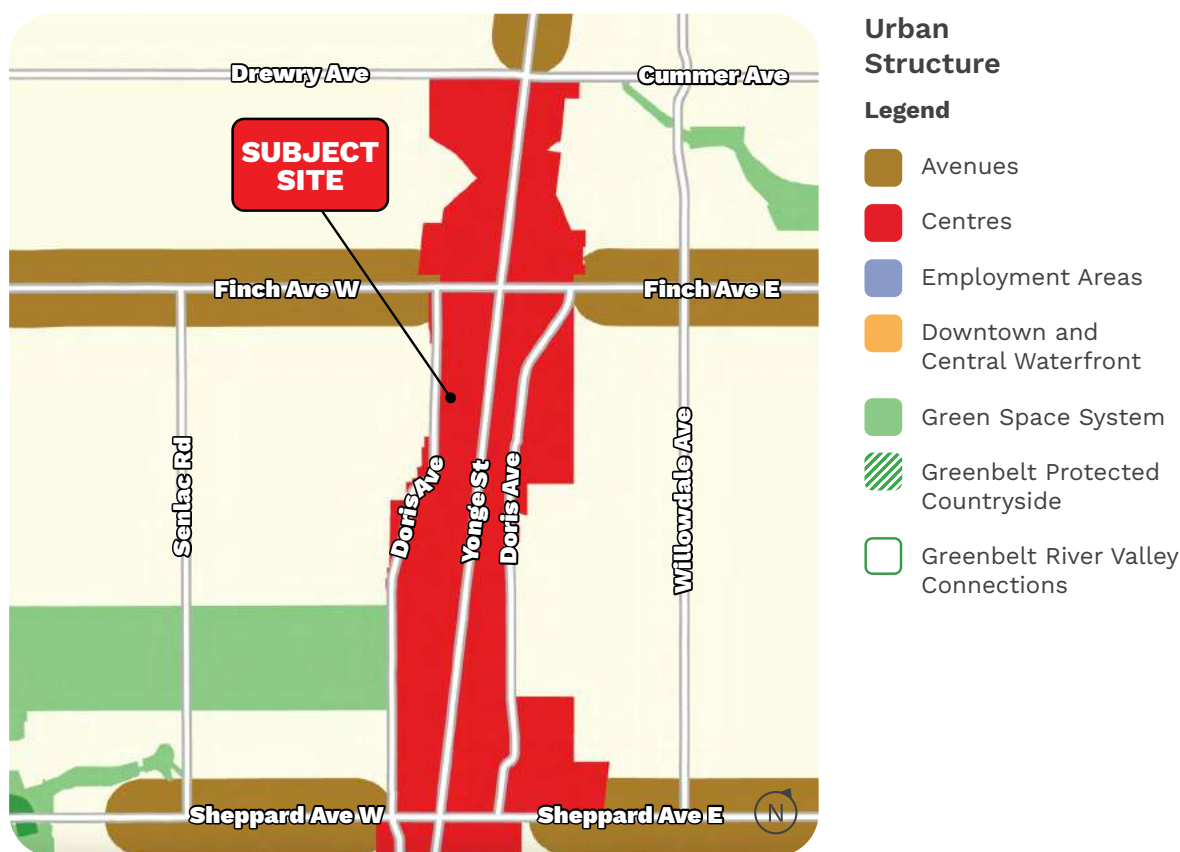


Figure 14 - Toronto Official Plan, Map 2 - Urban Structure

Policy 2.2.2(2) requires that each *Centre* have a Secondary Plan that will, among other matters, set out local goals and a development framework consistent with the Official Plan, create a positive climate for economic growth and commercial office development and support residential development, with the aim of creating a quality living environment for a large resident population. In this respect, the provisions for the North York Centre Secondary Plan are addressed below in Section 4.8 of this report.

Section 2.3.1 sets out policies for creating and maintaining Healthy Neighbourhoods by focusing most new residential development in *Centres*, along *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. Policy 2.3.1(3) requires that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- a. be compatible with those *Neighbourhoods*;
- b. provide a gradual transition of scale and density, as necessary to achieve the objectives of the Official Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- c. maintain adequate light and privacy for residents in those *Neighbourhoods*;
- d. orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
- e. locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and
- f. attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

The introductory text in Section 2.4 ("Bringing the City Together: A Progressive Agenda of Transportation Change") notes that:

*"This Plan integrates transportation and land use planning at both the local and regional scales... 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... Particular attention will be given to enhancing cycling connections between the cycling network and nearby neighbourhood amenities including transit stations, and expanding the public bike share system, to facilitate the use of the bicycle for short trips and multi-modal trips."*

In this regard, Map 4 (see **Figure 15**, Higher Order Transit Corridors) identifies the Finch TTC subway station along the Line 1 (Yonge/University), and Yonge Street as a "Transit Corridor". Additionally, Yonge Street is identified as a "Transit Priority Segment" on Map 5 (see **Figure 16**, Surface Transit Priority Network).

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

Policy 2.4(8) provides that, for sites in areas well serviced by transit including locations along major surface transit routes, consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements.

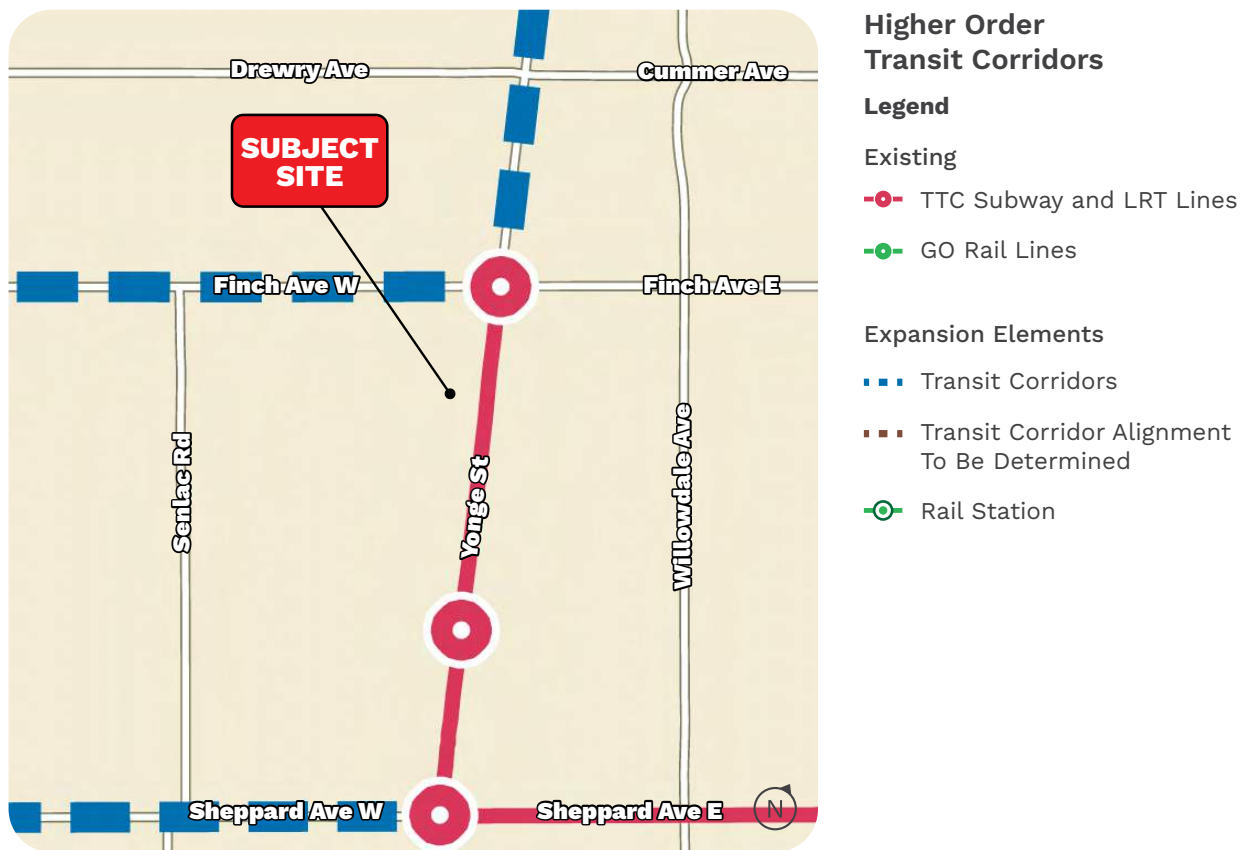


Figure 15 - Toronto Official Plan, Map 4 - Higher order transit corridors

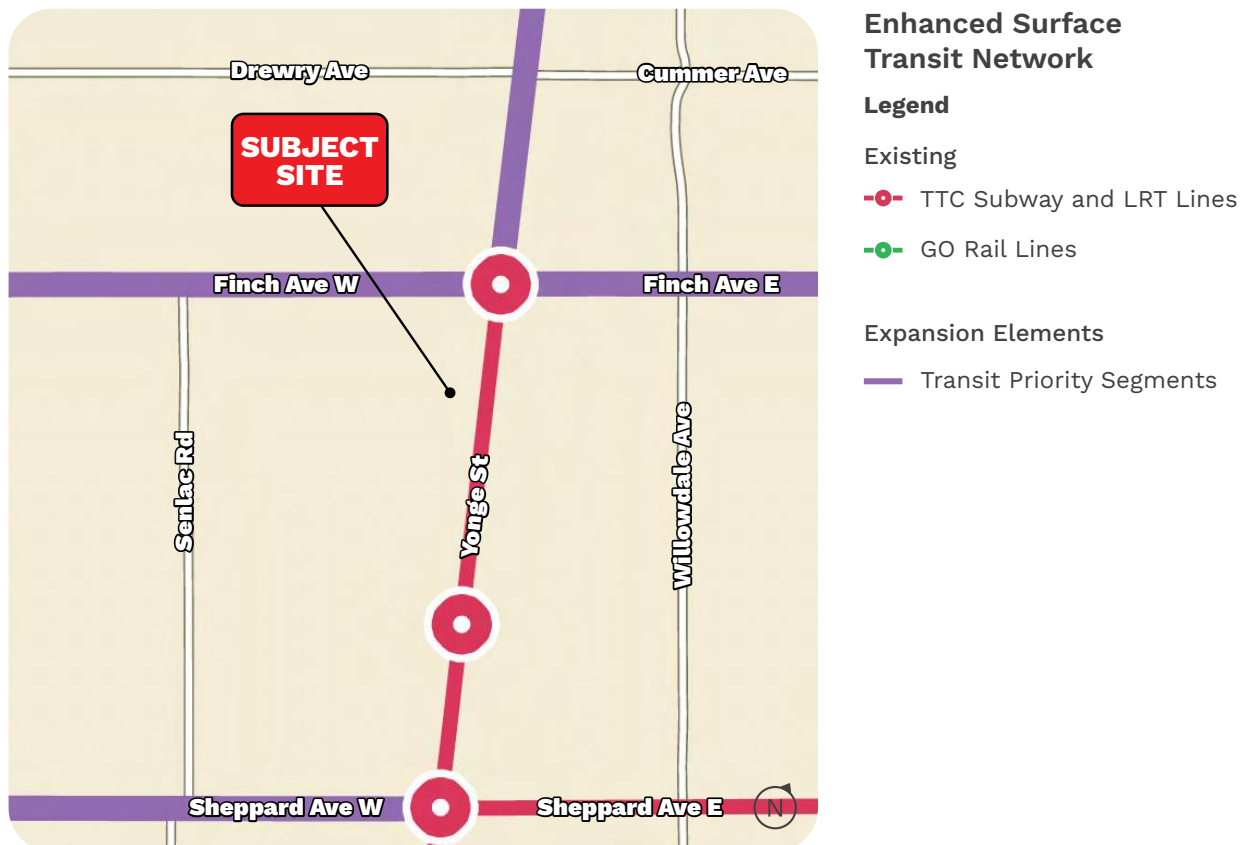


Figure 16 - Toronto Official Plan, Map 5 - Surface transit priority network

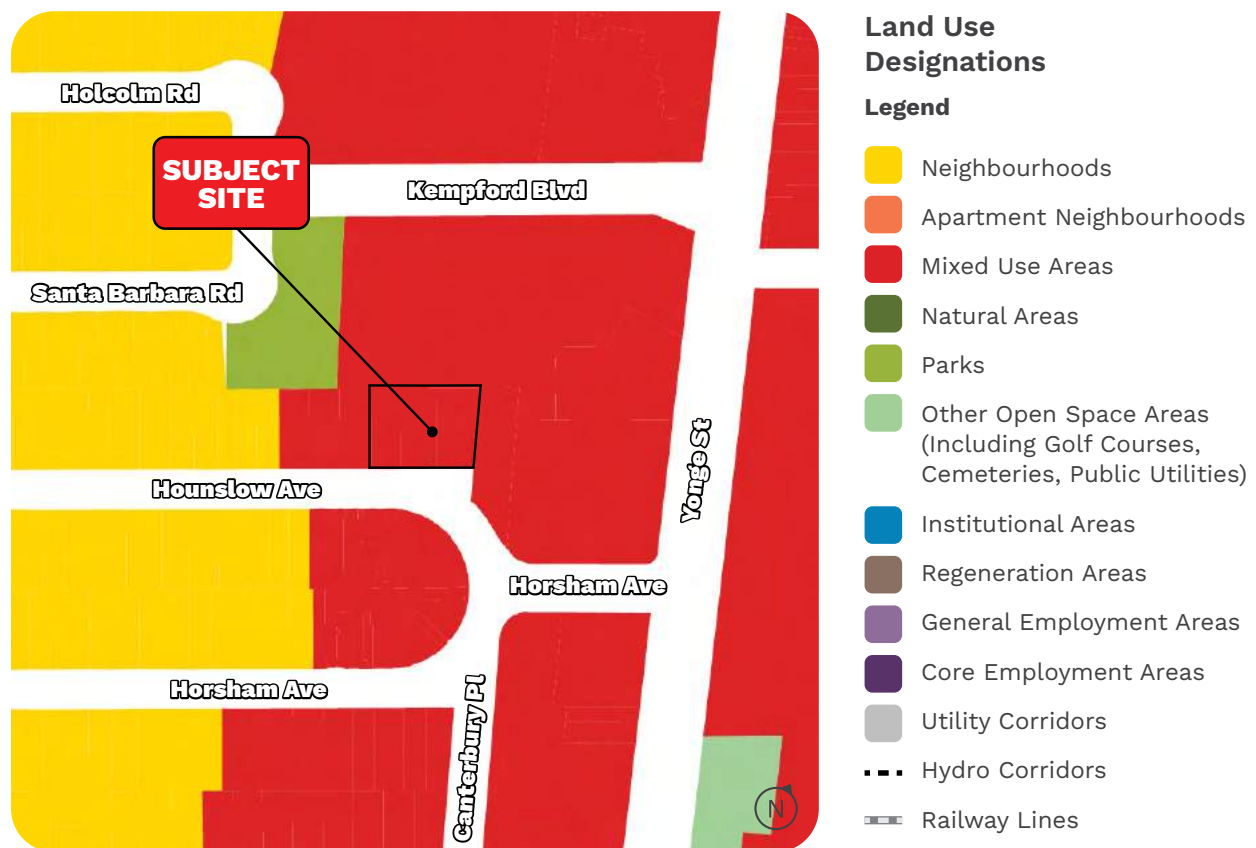


## Land Use Designation Policies

The site is designated *Mixed Use Areas* on Map 16, Land Use Plan (see **Figure 17**). 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. The Official Plan envisions that development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional, and open space uses that reduces automobile dependency, meet the needs of the local community, and will provide for new jobs and homes for Toronto's growing population on underutilized lands.

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

- locate and mass new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the Official Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- 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;
- provide an attractive, comfortable and safe pedestrian environment;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.



**Figure 17 - Toronto Official Plan, Map 16 - Land Use Plan**

## Built Form Policies

Section 3.1 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture, urban design, and environmentally sustainable design, both within the public realm and within the privately-developed built form.

In putting forward policies to guide built form, the Official Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how the buildings and site fit within the existing and planned context of the neighbourhood and the City. Policy 3.1.3(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include:

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

Policy 3.1.3(4) requires that new development locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage area, and utilities to minimize their impact on the property and on surrounding properties by, among other things:

- using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.3(5) sets out policies to ensure that new 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:

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

Policy 3.1.3(6) goes on to state that development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. Where development includes, or is adjacent to, a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight (Policy 3.1.3(8)).

Policy 3.1.2(5) requires that new development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- improvements to adjacent boulevards and sidewalks including sustainable design elements, which prioritize street trees and may include one or more of the following: shrubs, hedges, plantings or other ground cover, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

In terms of building types, Chapter 3.1.4 provides that there are three scales of building types, including Townhouse and Low-Rise Apartments, Mid-Rise and Tall buildings. These building types are defined for their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height. The built form relationships and design of these building types is informed by citywide urban design guidelines to help ensure the proper form and fit with the existing and planned context.

With respect to tall buildings, Policy 3.1.4(7) provides that tall buildings are generally greater in height than the width of the adjacent right-of-way.

Policy 3.1.4(8) provides that tall buildings should typically be designed to consist of three parts, including a base, a tower and a top, carefully integrated into a single whole. The base portion should respect and reinforce good street proportion and pedestrian scale and be in lined with active, grade-related uses (Policy 3.1.4(9)). The Tower portion should be designed to reduce the physical and visual impacts of the tower onto the public realm; limit shadow impacts on the public realm and surrounding properties; maximize access to sunlight and open views to the sky from the public realm; limit and mitigate pedestrian level wind impacts; and provide access to daylight and protect privacy in interior spaces within the tower (Policy 3.1.4(10)).

Policy 3.1.4(11) provides that the tower form should be achieved by stepping back the tower from the base building; generally aligning the tower with, and parallel to, the street; limiting and shaping the size of the tower floorplates above the base buildings; providing appropriate separation distances from side and rear lot lines as well as other towers; and locating and shaping balconies to limit shadow impacts.

Policy 3.1.4(12) provides that the top portion should integrate roof top mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

## Housing Policies

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

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

## Inclusionary Zoning (IZ) Policies

City Council adopted OPA 557 and Zoning By-law 941-2021 for Inclusionary Zoning at its meeting on November 12, 2021. The requirements for affordable housing outlined in Policy 3.2.1.13 will not be applied by the City until the later of September 18, 2022, or approval of a PMTSA by the Minister pursuant to the *Planning Act*.

In this regard, the site is located within the Finch PMTSA and within Inclusionary Zoning Market Area 3. As per Policy 3.2.1(13), new development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of the Official Plan, will not be approved unless it meets certain conditions. For development that is located in IZ Market Area 3 identified on Map 37, if a condominium development is proposed, a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing.



## 4.7 OPA Amendment 570

In June 2020, the City Planning Division initiated a Growth Plan Conformity exercise and Municipal Comprehensive Review, which included the delineation of approximately 180 potential MTSA's to meet provincial minimum intensification requirements. A subset of Major Transit Station Areas were to be identified as PMTSA's, where the Council approved inclusionary zoning policy framework can be implemented.

On July 22, 2022, City Council adopted four Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575) regarding 115 MTSA's and PMTSA's and authorized staff to forward these Official Plan Amendments to the Minister of Municipal Affairs and Housing for approval under the Planning Act. OPA 570 is currently under review by the Province.

OPA 570 includes the site within the boundary of the PMTSA associated with Finch Subway Station, as set out in Site and Area Specific Policy 727 (SASP 727). Pursuant to SASP 727, the Finch PMTSA is planned for a minimum population and employment target of 350 residents and jobs combined per hectare, and a minimum FSI of 2.5 for the area surrounding the site (see **Figures 18 and 19**)

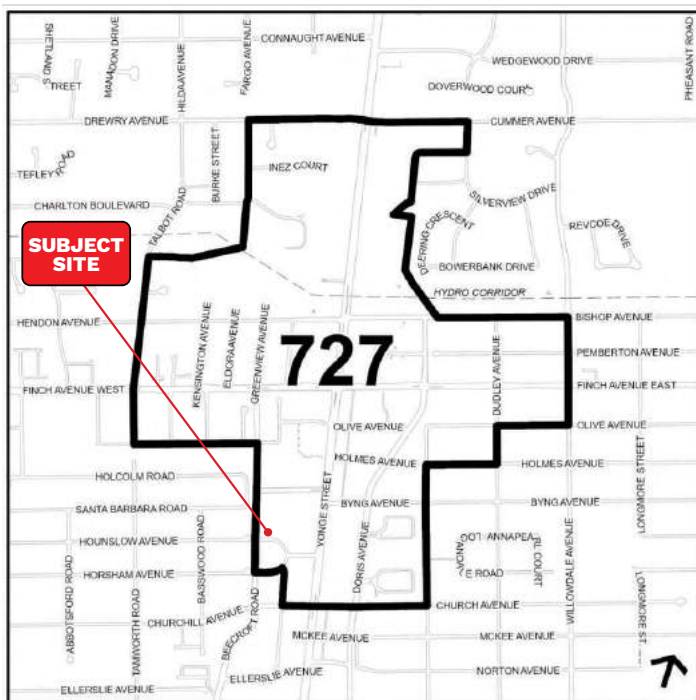


Figure 18 - SASP 727, Map 1 - Finch PMTSA



### Minimum Density

0 FSI	1.0 FSI	2.5 FSI
0.3 FSI or 3 units*	1.5 FSI	3.0 FSI
0.5 FSI or 3 units*	2.0 FSI	3.5 FSI
0.9 FSI or 3 units*		

\*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Figure 19 - SASP 727, Map 2 - Finch PMTSA

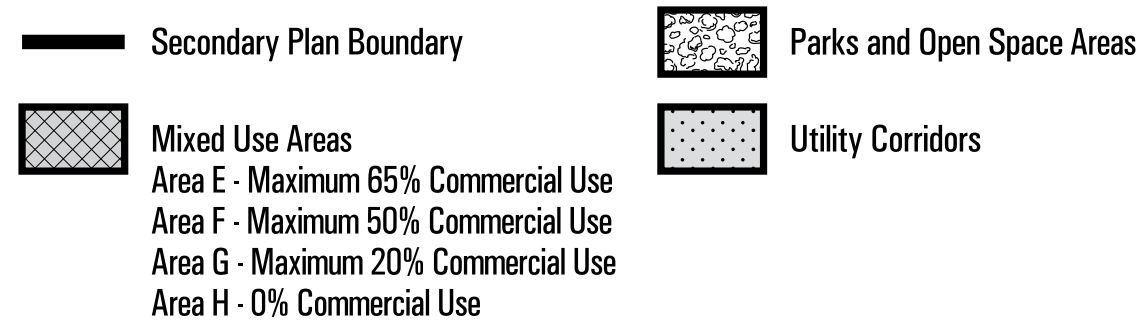
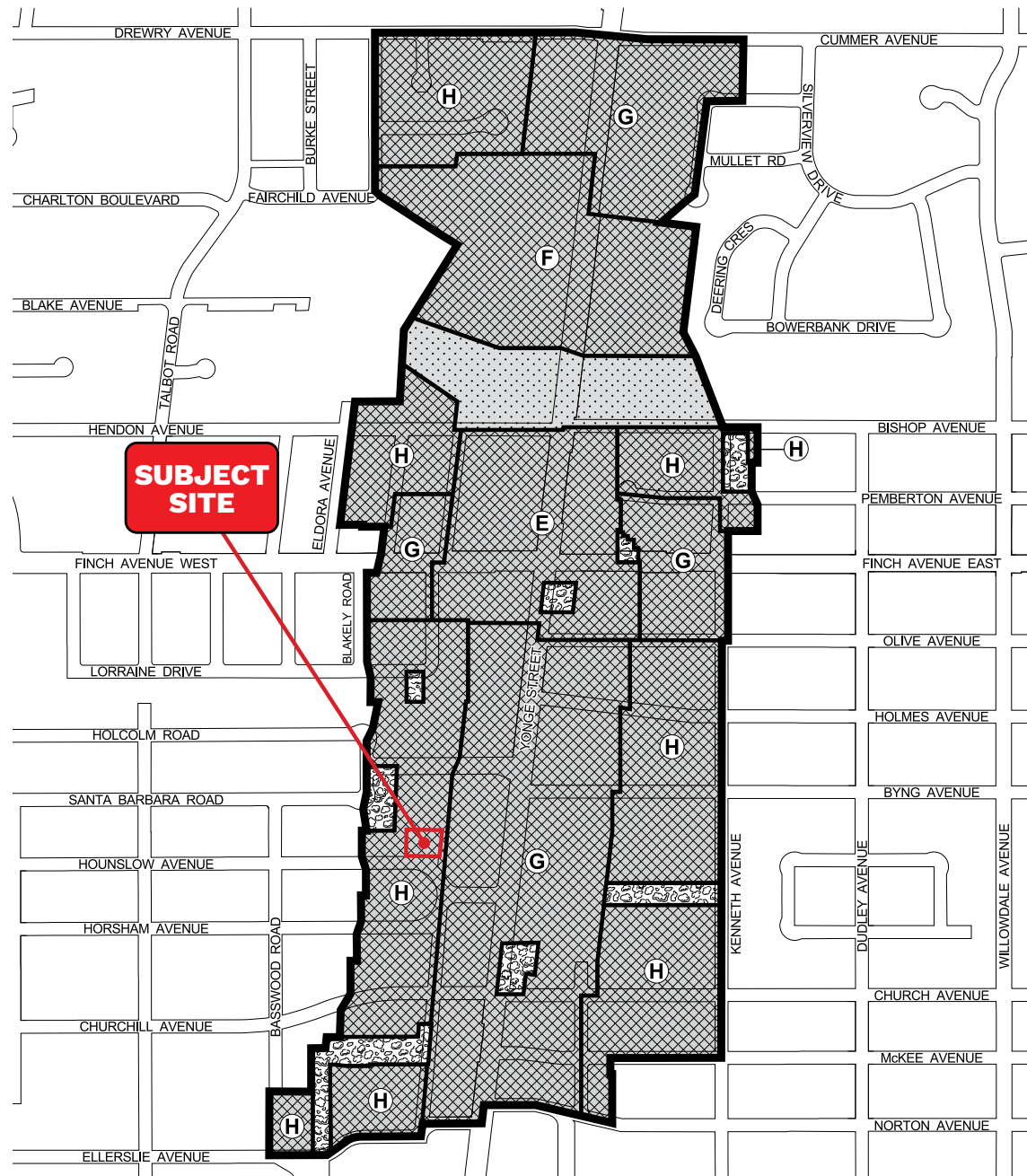
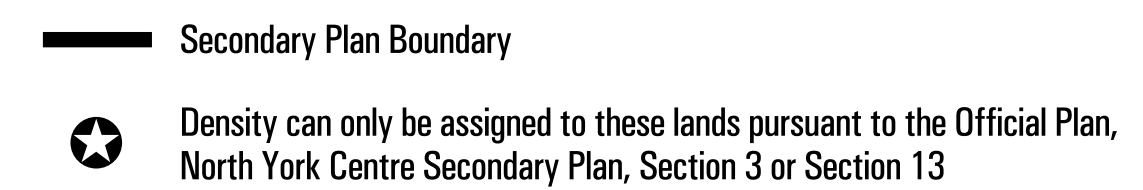
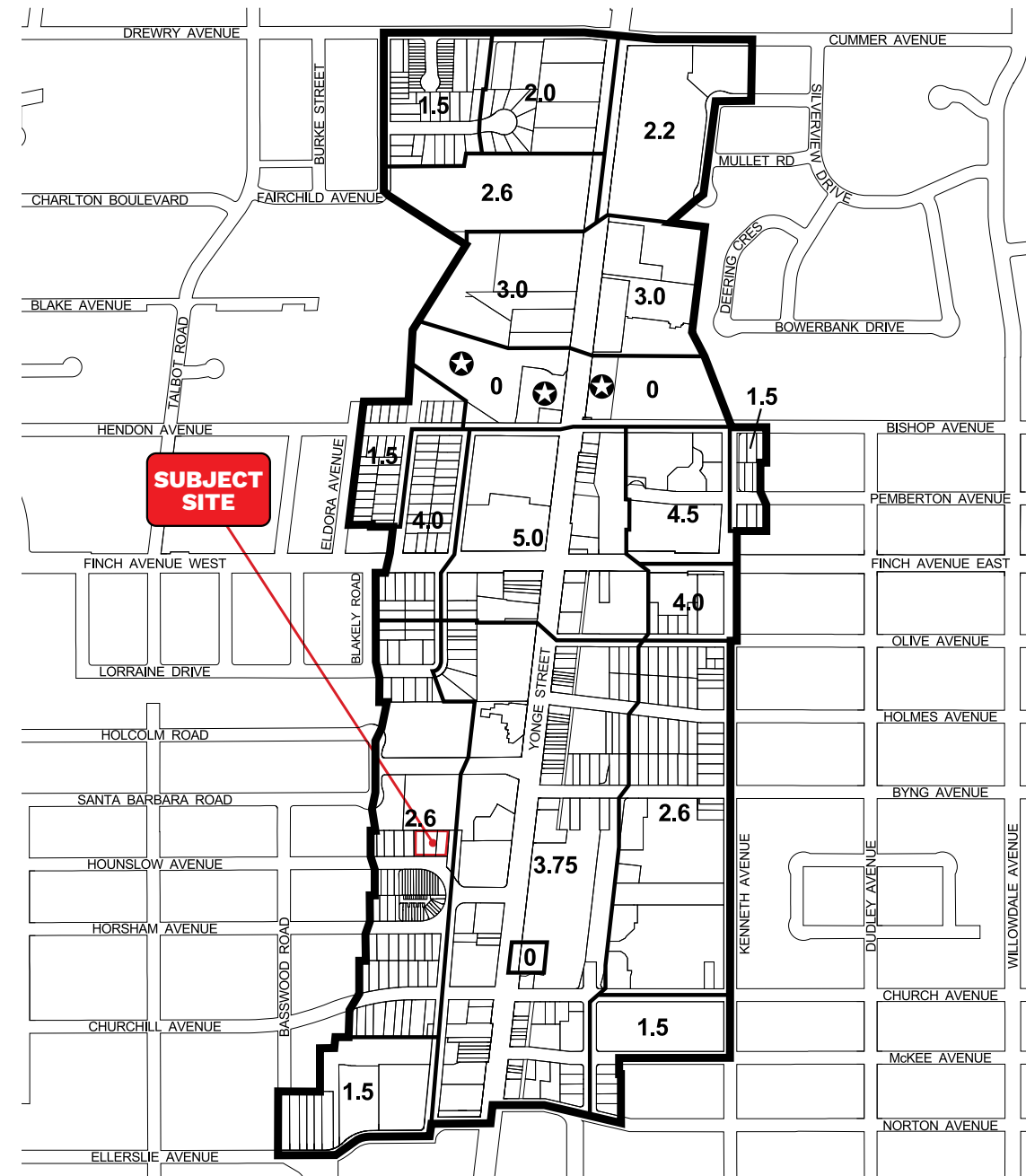


Figure 20 - North York Centre Secondary Plan, Map 8-4 - Land Use Areas



Note: Density Limits are exclusive of density incentives and transfers

Figure 21 - North York Centre Secondary Plan, Map 8-7 - Density Limits

## 4.8 North York Centre Secondary Plan

The site is located within the North York Centre Secondary Plan area, as identified in Chapter 6 of the Official Plan.

The North York Centre Secondary Plan is divided into two areas of which Yonge Street is the spine, being the “North” area which encompasses the area between Drewry Avenue/Cummer Avenue and Eglerslie Avenue/ Norton Avenue and the “South” area which extends to Highway 401. North York Centre as a whole is identified as being an important focus of transit-based employment and residential growth, and as having an important role in achieving the strategic growth objectives of the Official plan.

The site is located within the North area and is designated *Mixed Use Areas H* on Map 8-4 (see **Figure 20**, Land Use Areas). In accordance with Policy 2.2.3(d), the *Mixed Use Areas H* designation permits residential uses, institutional uses that are not predominantly offices, public parks and recreational uses.

Map 8-7 (see **Figure 21**, Density Limits) illustrates the maximum permissible densities within North York Centre North. The maximum permitted density for the site, excluding density incentives and transfers, is 2.6 times the lot area. Policy 3.2(2)(ii) provides that the maximum permissible density, including density incentives and transfers, will not exceed 3.45 FSI (i.e. 2.6 FSI plus 33 percent).

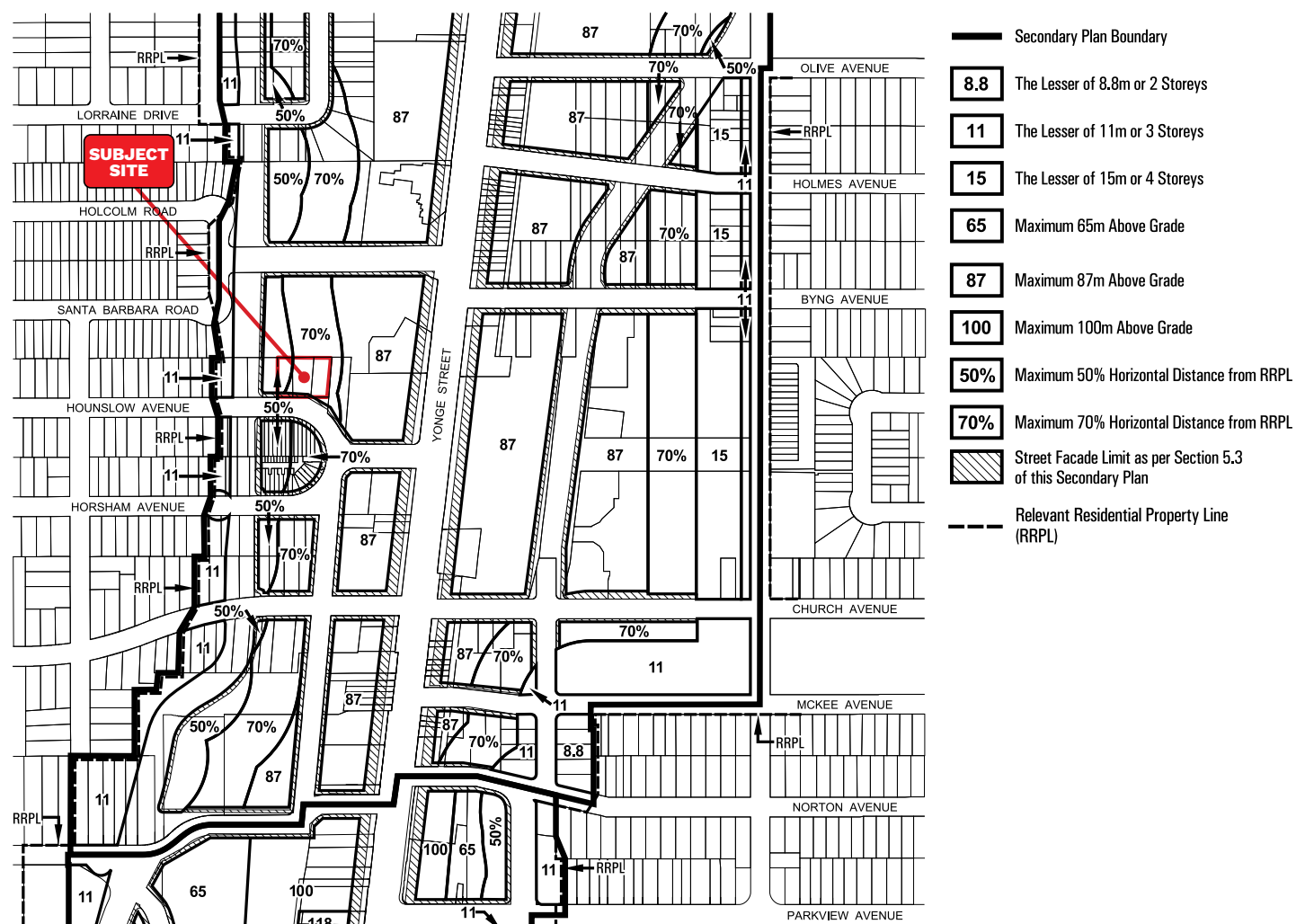
Map 8-8b (see **Figure 22**, Maximum Height Limits) illustrates the maximum permissible heights within North York Centre North. The maximum permitted height for the majority of the site is 70% of the horizontal distance from the relevant residential property line, which equates to a height of 55 metres. At 38 Hounslow Avenue, the maximum permitted height is 50% of the horizontal distance from the relevant residential property line, which equates to a height of 28.5 metres.

Density incentives are described in Section 3.3. Potential density incentives include the retention of a social facility (the gross floor area of the social facility is exempted from the calculation of gross floor area and up to 4 times the gross floor area of the social facility is available as an incentive), as well as monetary contributions towards the cost of constructing and furnishing public recreation centres and social facilities and/or the acquisition of land necessary for the completion of the service road network and associated buffer areas.

As outlined in Section 3.4, density transfers are permitted from lands conveyed to the city for public purposes such as road, public parks and public recreational centres. They are implemented by way of rezoning the donor site and the receiving site so that the total gross floor area permitted does not exceed the aggregate of the gross floor area permitted by the Secondary Plan on individual sites.

Section 5 sets out the Environment and Urban Design policies and provides that the height, massing, and intensity of buildings are to be focused along Yonge Street and in the immediate vicinity of subway stations.

The relationship of buildings to the street is emphasized. Buildings should be designed to maintain animation and interest along the street and have ground floor uses and front doors that relate to the grade of the street. The relationship between buildings and the street should contribute to the definition of the street, while maintaining an attractive pedestrian environment along sidewalks and places.



**Figure 22 - North York Centre Secondary Plan, Map 8-8b - Maximum Height Limits**



## North York at the Centre Initiative

A detailed review of the North York Centre Secondary Plan area is currently being undertaken by the City of Toronto as part of the North York at the Centre Initiative. The North York at the Centre initiative will build on and integrate recent initiatives in the study area, such as Reimagining Yonge, and broader city-wide initiatives. Along with the recently completed plans for Downtown (TOCore), Midtown (Yonge-Eglinton Secondary Plan), and the ongoing Our Scarborough Centre study, the North York at the Centre initiative will contribute to a contemporary policy framework for Toronto's Centres.

A review of the North York Secondary Plan (1987) is needed to better reflect current conditions and trends, and to contribute to the achievement of an inclusive, resilient, and complete community. Key considerations of the Secondary Plan Review include:

- maintaining a balance between residential and non-residential uses to support a robust and diverse economy to achieve a complete community;
- encouraging a diverse range of housing options including affordable housing;
- providing the necessary infrastructure, parks, amenities, and community services and facilities to support daily living;
- encouraging the continued mode-shift towards walking, cycling, transit, and new mobility options; and
- addressing climate change mitigation and adaption.

The North York at the Centre initiative will be completed in three phases, including the "Background Review", "Options and Directions", and "Implementation Strategy." The Background Review will catalog existing and planned conditions in the study area and outline the vision and criteria for developing options on how to update the Secondary Plan. The Options and Directions Report will document alternate options for how the Centre should change over time, particularly in terms of the mix of land uses, the mobility and public realm network, the parks system, density and built form. The Implementation Strategy will identify recommended changes to the North York Centre Secondary Plan and related amendments to the Zoning By-law to meet the area's current and future needs as it grows. Overall, the initiative will result in the development of numerous studies and reports, such as a Community Services and Facilities (CSF) Strategy, Functional Servicing Assessment, and Urban Design Guidelines.

The preliminary background report for the North York at the Centre Initiative was released in August 2023. The report provides important background information related to the North York at the Centre Initiative study area, such as its historical context, policy and regulatory context, people and housing needs, land use, public realm, built form, community services and facilities, arts and culture, municipal servicing and utilities, and aligned initiatives.

## 4.9 Zoning

The in-force Zoning By-law applying to the site is former City of North York Zoning By-law 7625 as amended. The site is located within a 'hole' of the new City-wide Zoning By-law 569-2013, enacted by City Council on May 9, 2013 and currently under appeal to the Ontario Municipal Board, and is therefore exempt from the regulations of the by-law.

Former City of North York Zoning By-law 7625, as amended, zones the site One-family Detached Dwelling Fourth Density Zone (R4) (see **Figure 23**, By-law 7625 Zoning Map). Furthermore, the property at 26 Hounslow Avenue has been legally divided as a product of a lot severance in December of 2000 (Consent Application No. B073/00NY).

The R4 zone permits a limited range of residential and non-residential uses, including one-family detached dwellings and accessory buildings, home occupation (teaching), recreational and institutional uses. The maximum lot coverage is 30% and the maximum height for dwellings with a "flat roof" is 8.0 metres (two-storeys) or 8.8 metres (two-storeys) for a dwelling with any other type of roof. The site is located within District 4 (see **Figure 24**, By-law 7625 Schedule A) and as such, the minimum gross floor area for 1 storey dwellings is 74 square metres, 85 square metres for 1 1/2 storey dwellings and 105 square metres for 2 storey dwellings.

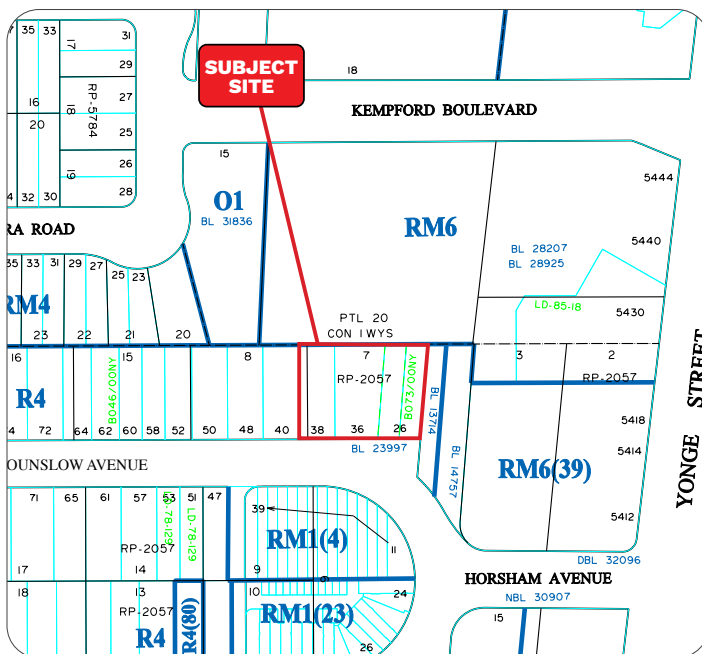


Figure 23 - By-law 7625 Zoning Map

The parcel of land to the immediate east of the site is subject to By-law 14757, which was enacted by the Township of North York in 1958 to close the portion of Canterbury Place north of Hounslow Avenue. Subsequently, By-law and 23997 was enacted by the Borough of North York in 1971 to convey the triangular parcel of land immediately south of the site for the purpose of a highway, known as Hounslow Avenue. As it relates to the site, the aforementioned by-laws do not impose any supplementary development provisions.

The property to the north is zoned Multiple Detached Dwellings Sixth Density Zone (RM6), and is subject to site-specific by-laws. The properties to the west and half of the property to the immediate east are zoned One-family Detached Dwelling Fourth Density Zone (R4), and are subject to site-specific by-laws. The properties to the east fronting onto the east side of Yonge Street, and the north side of Horsham Avenue are zoned Multiple Detached Dwellings Sixth Density Zone (RM6), with a site-specific exception. The properties south of the site, on the south side of Hounslow Avenue, are zoned Multiple-Family Dwellings First Density Zone (RM1), with a site-specific exception.

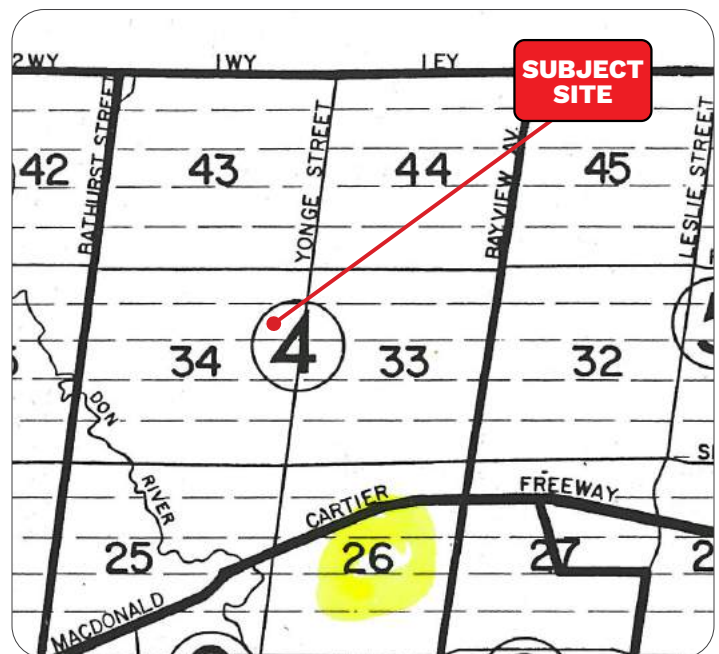


Figure 24 - By-law 7625 Schedule A

## 4.10 Tall Building Design Guidelines

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

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

The proposal is evaluated with respect to these Guidelines in Section 5.5 of this report.

## 4.11 Growing Up Guidelines

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

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

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

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units. In this regard, the proposal provides approximately 23% two-bedroom units and 10% three-bedroom units.

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

In our opinion, the proposal is generally in keeping with the Growing Up Guidelines, as outlined in **Section 5** of this report.



## 4.12 Pet-Friendly Design Guidelines

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

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

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

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

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

A photograph of two women in a professional setting, likely an office or design studio. They are looking down at a large-scale architectural model of a city, which is composed of numerous white rectangular blocks of varying heights. The woman on the left is wearing a black and white striped shirt, and the woman on the right is wearing a light blue button-down shirt. The background is slightly blurred, showing office shelves and a blue wall. A semi-transparent dark blue overlay covers the entire image, and a large white circle with the number '5' is positioned on the left side.

5

## Planning & Urban Design Analysis

## 5.1 Intensification

Residential intensification on the site in the form of the proposed 24-storey building is supportive of the policy framework articulated in the PPS, the Growth Plan, the Metrolinx RTP, and the Official Plan (including the North York Centre Secondary Plan), all of which support intensification on sites that are well served by municipal infrastructure, particularly "higher order transit". The proposal will redevelop the underutilized site with an appropriately scaled transit-supportive development.

The proposal is in keeping with the intensification policies of both the PPS and the Growth Plan. Policy 2.2.1(2)(c) of the Growth Plan directs that growth will be focused in "delineated built-up areas", "strategic growth areas" and locations with existing and planned transit, with a priority on "higher order transit" where it exists or is planned. The site is located within a "delineated built-up area" and has access to existing surface transit, "frequent transit" and "higher order transit", and is well situated relative to planned transit improvements.

The site is also located within a "strategic growth area", defined by the Growth Plan as areas located 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".

The site is located within the North York *Centre*, a Provincially designated "urban growth centre". The Growth Plan directs significant population and employment growth to "urban growth centres" in a manner that achieves minimum density targets and helps to ensure the efficiency and viability of existing and planned public transit. Growth Plan Policy 2.2.3(2)(a) directs that the North York *Centre* be planned to achieve a minimum density target of 400 people and jobs per hectare by 2031 or earlier.

The site is also located approximately 530 metres south of the closest entrance to the Finch Transit Hub (550 metres walking distance, or a 7 minute walk), which provides exceptional transit connectivity, providing access to both local and regional-level service. The Finch Transit Hub includes the Finch Subway Station on TTC Subway Line 1 (Yonge-University-Spadina), which provides direct "higher order transit" connections to major destinations along Line 1 including Union Station, Bloor Station and Eglinton Station, as well as connections to major destinations on TTC Subway Line 2 and Line 4. Finch Subway Station and TTC Line 1 more broadly will be subject to significant transit investments as part of Metrolinx's plans to extend subway service north into York Region in the fullness of time. The Finch Transit Hub also includes the Finch Bus Terminal, which is served by a multitude of YRT, VIVA, GO Transit and TTC surface transit routes, some of which meet the definition of "frequent transit" as set out in the Growth Plan.

Given the site's proximity to the Finch Subway Station, the site forms part of a "major transit station area" along a "priority transit corridor" as defined by the Growth Plan. The Growth Plan promotes development in "major transit station areas" that supports existing and planned transit service levels and maximizes the number of potential transit users that are within walking distance of the station. In this regard, the site and surrounding area have also been identified through the City's on-going Growth Plan conformity exercise as forming part of the Finch PMTSA. The Council-adopted policies in OPA 570 for the Finch PMTSA provide for a minimum density target of 350 residents and jobs combined per hectare.

While OPA 570 is currently awaiting Ministerial approval, the Growth Plan indicates that, in circumstances where a municipality must decide on a planning matter before its official plan has been amended to conform with the Growth Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation. Given the Growth Plan's direction to "maximize" the size of "major transit station areas", it would be reasonable and appropriate to apply the Growth Plan policies regarding "major transit station areas" to the subject proposal.



Similarly, the Metrolinx RTP identifies the Finch subway station as a “Gateway Hub” that will achieve a minimum density of approximately 10,000 people and jobs within 800 metres by 2031. Located within the tertiary zone of the Gateway Hub (i.e. between 500 and 800 metres distance from the subway station), the Mobility Hub Guidelines provide that land use considerations should include the density and height of development gradually stepping down toward the periphery of the mobility hub. In this respect, numerous developments in the surrounding area within the tertiary zone of the Finch Gateway Hub and the tertiary zone of the North York Centre Mobility Hub have been approved or constructed at a level of intensity as the proposal.

Finally, the site has been identified by the City of Toronto as being a focus for accommodating intensification and a higher density uses in a more compact form. The site is designated *Mixed Use Areas* under the Toronto Official Plan, one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan’s growth strategy over the coming decades. The site is also designated *Mixed Use Areas H* on Map 8-4 of the North York Secondary Plan. As it relates to the site, this plan sets out a maximum density of 3.458 FSI (including density incentives and transfers) and a maximum height which ranges between 28.5 metres and 55 metres.

In our opinion, the site is underutilized in its current form, consisting of three vacant 1- to 2-storey single-detached dwellings and associated driveways and front yard and backyard areas, and is an ideal candidate for intensification. An important opportunity exists to create a transit-supportive, higher density residential development, making efficient use of land and existing and planned urban infrastructure on the basis of:

- The size and generous depth of the site and its underutilized current form;
- Its location within an “urban growth centre”
- Its location within a “major transit station area” and proximity to existing subway service and various surface transit routes;
- Its *Mixed Use Areas* land use designation in the City of Toronto Official Plan;
- Its “as-of-right” height and density permissions in the North York Centre Secondary Plan; and,
- The surrounding built form context, most of which is developed at a significantly greater scale and density than the current built form on the site.

The optimization of density on the site is consistent with both good planning practice and would support the broader policy goals of the PPS, Growth Plan, Official Plan, and North York Centre Secondary Plan by furthering the integration of land use and transportation planning and expanding the mix and range of housing options available within an identified intensification area, subject to achieving appropriate built form relationships.

As one of Toronto’s four *Centres*, North York *Centre* is an important growth area that is intended to accommodate intensification to take advantage of the proximity to existing municipal services and “higher order” public transit, as well as regionally-significant employment, cultural, recreational and civic land uses within walking distance. Extending over a period of more than fifty years, the revitalization and redevelopment of underutilized sites along Yonge Street and within the Beecroft-Doris ring road within what is now known as North York *Centre* has been a key policy directive of both the former City of North York and the amalgamated City of Toronto.

The redevelopment of the site with an intensified form of development that includes new housing options is part of a desirable reinvestment and revitalization process, which is anticipated and supported by the existing policy framework. The proposed residential intensification on the site would support transit ridership that would contribute to the achievement of forecasts and minimum density targets in the Growth Plan and the Official Plan and would also allow residents to take advantage of the wide array of shops, services, restaurants, community services and facilities, parks and other uses in the surrounding area.

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

## 5.2 Land Use

In terms of land use, the proposed residential apartment building use is in keeping with the land use permissions established in the Official Plan and the North York Centre Secondary Plan. The site is designated *Mixed Use Areas* as identified on Map 16, Land Use Plan of the City of Toronto Official Plan and is designated *Mixed Use Areas H* on Map 8-4, Land Use Areas of the North York Centre Secondary Plan.

The introductory text in Section 4.5 of the Official Plan states that the intent of the *Mixed Use Areas* designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. The objective of the Official Plan in intensifying *Mixed Use Areas* is that of reurbanization. It is anticipated that residents will be able to live, work and shop in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and at night.

In this regard, the proposal will contribute to the achievement of the overall planning objectives of the *Mixed Use Areas* designation and the development criteria set out in Policy 4.5(2). Specifically, the proposal will introduce high-quality residential units in close proximity to a wide range of shops, restaurants, offices, institutions, community services and parks within the North York *Centre*, and in close proximity to existing "frequent" and "higher order" transit infrastructure, so as to reduce automobile dependency, bolster the viability of transit service, broaden the mix and range of housing available in the neighborhood, and meet the needs of the local community by providing new jobs and homes for Toronto's growing population on an underutilized site in a provincially designated *Centre*. Moreover, the proposal will introduce additional housing in proximity to the commercial and employment node focused on Yonge Street within the *Centre*, which will foster a strong live-work relationship and provide population support to area businesses, bolstering their viability.

The proposal will also be located and massed to provide a transition between taller buildings along the Yonge Street Corridor to the east and the *Neighbourhoods* designated lands to the west, with a scale that is typical of buildings located on either side of the Yonge Street Corridor within the Beecroft Road/Doris Avenue ring road. The proposal will also adequately limit shadow impacts on *Neighbourhoods*, and maintain adequate levels of sunlight and comfortable wind conditions for pedestrians on nearby green spaces, and the public realm, while framing the edges of Hounslow Avenue and the north-south oriented public mid-block connection to the east at a good proportion and comfortable pedestrian scale. As well, the proposal will provide for significant improvements to the public realm, providing for a more urban interface between the site and the adjacent public realm, and improving pedestrian comfort and safety through new pedestrian infrastructure and landscaping and lighting improvements. Finally, the proposal will include high-quality outdoor and indoor amenity space for residents and will locate and screen service areas, ramps and garbage storage internal to the building envelope, minimizing their impact on the public realm.

The proposal is also in keeping with the policy framework of the North York Centre Secondary Plan. The site is located in North York *Centre North*, which is anticipated to be a predominantly residential area, but with a significant commercial node in the vicinity of the Finch Station focused primarily on the intersection of Yonge Street and Finch Avenue. In that regard, the site is designated *Mixed Use Area 'H'*, which permits a range of uses, including residential uses, institutional uses that are not predominantly offices, public parks and recreational uses. Accordingly, the proposed residential apartment use is permitted.

## Requested Official Plan Amendment

The proposal requires an amendment to the maximum height and density limits prescribed to the site by the North York Centre Secondary Plan. The Secondary Plan prescribes a maximum density of 3.45 FSI to the site (2.6 FSI plus 33 percent) and a maximum height of 28.5 metres at 38 Hounslow Avenue (50% of the horizontal distance between the property line and the relevant residential property line) and 55 metres for the balance of the site (70% of the horizontal distance between the property line and the relevant residential property line) to the site. An Official Plan Amendment application has been submitted to seek relief from these provisions. In our opinion, the requested relief is appropriate as the height and density provisions prescribed to the site by the North York Secondary Plan, which was adopted by the Council of the former City of North York in 1997, are outdated and are not in keeping with modern planning and urban design practice.

From a land use planning perspective, these outdated provisions pre-date the creation of the amalgamated City of Toronto in 1998 and predate the OMB approved version of the amalgamated City of Toronto Official Plan in 2006. The provisions also pre-date various policy amendments to the Official Plan, which have arisen out of numerous municipal comprehensive review exercises since 2006, including the recent Growth Plan and *Planning Act* conformity exercise which addressed the Province's requirement for municipalities to delineate "major transit station areas" and establish policies for those areas. Moreover, these policies predate the introduction of several iterations of the PPS and several iterations of the regional growth management plan (which established North York *Centre* as one of 25 "urban growth centres"), as well as several provincial housing directives and legislative changes, which have placed an increasingly stronger emphasis on maximizing housing supply in urban areas and on optimizing the use of land and infrastructure. These documents and directives particularly emphasize the optimization of "higher order transit" infrastructure by optimizing the use of land within "major transit station areas". The height and density provisions do not give effect to the broad policy framework as they prevent the optimization of land and infrastructure and the maximization of new housing supply on the site, which is well-placed to accommodate the proposed intensification (as outlined in **Section 5.1** of this Report).

From an urban design perspective, these provisions pre-date the introduction of the City-wide Tall Building Design Guidelines, which encourage the use of a 45-degree angular plane to achieve transition between tower sites and *Neighbourhoods* designated lands. The height limits, which prescribe heights equivalent to 50% and 70% of the horizontal distance between the site and the relevant residential property line, equate to a 25.5% and 35% angular plane, which is overly restrictive. We note that the use of angular planes as an appropriate transition mechanism more broadly is being studied by City Staff within the context of the City of Toronto's Housing Action Plan. As set out in **Section 5.3** of this Report, it is our opinion the proposal fits harmoniously within the existing and planned context, and in particular with the existing tall building context within this section of the North York *Centre*, notwithstanding that it exceeds the prescribed height limit. Further, as discussed in **Section 5.3**, it is our opinion that the proposed density number should be a factor of the built form and resultant impacts, rather than on the basis of a number alone.

It is our opinion that, in balancing and reconciling the range of diverse objectives affecting land use planning in the City of Toronto, the outdated limits on height and density put a significantly higher emphasis urban design considerations (such as limiting built form impacts on *Neighbourhoods*) and do not give appropriate weight to policies promoting transit-supportive intensification and the maximization of new housing supply within "strategic growth areas". This balance does not have regard for the recent policy directives and legislative changes which place an enhanced emphasis on transit-supportive intensification and the maximization of new housing supply, in response to the growing divergence between the demand for and supply of housing in the Greater Golden Horseshoe. The requested Official Plan Amendment, through the creation of a new Site and Area Specific Policy, will result in more appropriate and modern Official Plan permissions on the site.



## Requested Zoning By-law Amendment

As noted in **Section 4.9** of this Report, the in-force zoning prescribed to the site by Zoning By-law 7625, of the former City of North York, as amended, is the *One-family Detached Dwelling Fourth Density Zone (R4)*. This zone category permits single-detached dwellings and includes a maximum height of 8.8 metres and a maximum density equivalent to 105 square metres. Similar to the North York Secondary Plan, it is our opinion that Zoning By-law 7625, as amended, which was passed in 1952, is outdated and does not appropriately reflect the planned context for the site and surrounding area. The zone category is more typical in areas where single-detached dwellings are planned and anticipated, and reflects the existing built form context on the property. Following the adoption of the North York Centre Secondary Plan in 1997, the planned context for the site was changed to one which included multi-unit buildings as a permitted use, and which included greater height and density permissions than the 8.8 metres and 105 square metres set out in the zoning by-law. In this regard, the zone category has not been in conformity with the land use designation applying to the site since 1997, and additionally, for the reasons set out in **Section 5.1** and **5.2.1** of this Report, does not give effect to the broader policy framework.

The requested Zoning By-law Amendment application is required to rezone the site to a more appropriate zone category, and accordingly bring the zoning by-law into conformity with the North York Centre Secondary Plan, Official Plan and broader policy framework. Based on nearby approvals, it is our opinion that a *Multiple Detached Dwellings Sixth Density Zone (RM6)* with site-specific development standards would be a more appropriate zone category. While the site is not located within the designated area of Zoning By-law 569-2013, as amended, the requested rezoning application is required to introduce the site into the designated area of that by-law and apply a site-specific *Commercial Residential* zone category. The *Commercial Residential* zone category would bring the site into conformity with the *Mixed Use Areas* land use designation in the City of Toronto Official Plan and the *Mixed Use Areas "H"* designation in the North York Centre Secondary Plan. A chart outlining the required site-specific development standards is included as **Appendix B** to this Report.

## 5.3 Height, Massing, and Density

In our opinion, and as noted in **Section 5.1** above, the site is an appropriate location for residential intensification in land use policy terms. From a built form perspective, the site is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan, and is a contextually appropriate location for a tall building given:

- Its overall size (0.21 hectares), frontage (52 metres), depth (40.5 metres) and configuration;
- Its location within an "urban growth centre" as set out in Growth Plan and within the North York Centre, as set out in the Official Plan;
- Its location approximately 530 metres from the Finch Transit Hub, which includes TTC subway service and provides connections to TTC, YRT, VIVA, and GO Transit bus services;
- Its location within a "major transit station area" as defined by the Growth Plan and within the proposed Finch PMTSA (SASP 727), as adopted by City Council;
- Its proximity to a variety of surface transit options, including existing "frequent transit";
- Its location within the North York Centre Secondary Plan "North" Area which is identified as being an important focus of transit-based employment and residential growth;
- Its as-of-right height and density permissions in the North York Centre Secondary Plan, which while antiquated in nature, already recognize the site as being an appropriate location for a tall building and a higher density;
- Its *Mixed Use Areas* designation in the Official Plan, which does not contain height or density limits in a general sense;
- Its position within the emerging urban structure of North York Centre, and its proximity to, compatibility and fit with existing, proposed, approved, and anticipated tall buildings, with existing and approved heights up to 54 storeys (182 metres) in a general sense, and existing and approved buildings up to 32 storeys (108.9 metres) to the immediate southeast;
- Its ability to achieve appropriate setbacks and separation distances, and its position within the block;
- Its substantial separation distance from the closest Neighbourhoods designated lands to the west and its adequately limited built form impacts on these Neighbourhoods; and
- Its distance from and lack of shadow impacts on parks and open spaces.

From an urban structure perspective, the development of a tall building on the site would be in keeping with the existing and evolving tall building context within the North York *Centre* in a general sense, and more specifically the existing variable tall building context within the Beecroft Road/Doris Avenue ring road which encircles much of the "urban growth centre". Given this context it is our opinion that the proposed 24-storey height is in keeping with the pattern of existing, approved and proposed heights surrounding the site, as indicated in **Table 2** and on **Figure 25**, Surrounding Building Heights Map.

It is our opinion that the proposed building **height** of 24 storeys (79.75 including mechanical penthouse) fits within the pattern of existing and approved heights in the vicinity of the site. North York *Centre* has developed and intensified over the past number of decades to consist of a variety of built forms, including older-slab style high-rise residential and office buildings, contemporary high-rise point-tower residential buildings, as well as mid-rise buildings. A wide array of low-rise residential and non-residential buildings continue to exist in the North York *Centre*, including the existing single-detached dwellings on the site. However, given the provincial and municipal policy directives to focus intensification within the North York *Centre*, these sites are anticipated to be redeveloped within the fullness of time.

The broad urban structure of the North York *Centre* generally includes the tallest building heights located along the Yonge Street Corridor, particularly in proximity to existing "higher order transit" stations at the intersection of Yonge Street and Finch Avenue (approved heights up to 54 storeys) and at the intersection of Yonge Street and Sheppard Avenue (approved heights up to 49 storeys), with a variable tall building mix in between. On either side of the Yonge Street Corridor, the existing urban structure generally includes a tall building context which steps down in height with increasing distance from Yonge Street towards the *Neighbourhoods* designated lands on the opposite sides of the Beecroft Road/Doris Avenue ring roads.

The site is located approximately 530 metres south of the Finch Transit Hub, in close proximity to the Yonge Street Corridor, and is well separated from the nearest *Neighbourhoods* designated property outside of the ring-road to the west. In accordance with the general principals of nodal intensification, and the existing and emerging urban structure of North York *Centre* more generally, the site is well positioned to accommodate the height contemplated by the proposal.

In this respect, building heights along Yonge Street range up to 54 storeys, with heights along the Yonge Street Corridor in proximity to the site including a proposed 45-storey and 33-storey building (151.6 metres and 155.56 metres, respectively) at 5320-5334 Yonge Street & 11 Churchill Avenue, a recently approved 32-storey building (108.9 metres) at 5400 Yonge Street, a 31-storey building (113 metres) at 11 Byng Avenue, a 26 storey building at 5 Northtown Way (approximately 92 metres), and two 27-storey buildings (approximately 78 metres) at 5488-5512 Yonge Street. While a number of existing buildings to the east of the site along Yonge Street include relatively shorter heights (i.e. 5440 Yonge Street (21 storeys), 5430 Yonge Street (14 storeys) and 5418 Yonge Street (22 storeys)), these buildings were constructed within the context of a now outdated planning framework.

On either side of the Yonge Street Corridor, heights within the Beecroft Road/Doris Avenue ring-road in close proximity to the site include an 18-storey building (65 metres) at 68 Canterbury Place Avenue, a 30-storey building (98 metres) at 75 Canterbury Place, a 30-storey building (105 metres) at 10 Northtown Way, a 26-storey building (approximately 86 metres) at 15 Northtown Way, and a 32-storey building (104-metres) at 15 Holmes Avenue. Buildings located further west of the site, at a greater distance from Yonge Street and in closer proximity to the *Neighborhoods* designated lands to the west, include two 22-storey buildings (approximately 64 metres) at 503 and 509 Beecroft Road.

Table 2 - Surrounding Building Heights

Address	Status	Height (Storeys)
5320-5334 Yonge Street & 11 Churchill Avenue	Proposed	45 Storeys (Tower A); 33 Storeys (Tower B)
5576 Yonge Street	Proposed	35 Storeys (Tower B); 25 Storeys (Tower A)
5400 Yonge Street and 15 Horsham Avenue	Approved	32 Storeys
15 Holmes Avenue	Built	32 Storeys
11 Byng Avenue	Built	31 Storeys
28 Finch Avenue West	Built	31 Storeys
75 Canterbury Place	Built	30 Storeys
10 Northtown Way	Built	30 Storeys
31 Finch Avenue East & 32-38 Olive Avenue	Approved	29 Storeys
300 Duplex Avenue	Built	29 Storeys
60 Byng Avenue	Built	28 Storeys
18 Holmes Avenue	Built	28 Storeys
5512 Yonge Street	Built	27 Storeys
5488 Yonge Street	Built	27 Storeys
22 Olive Avenue	Built	26 Storeys
5 Northtown Way	Built	26 Storeys
15 Northtown Way	Built	26 Storeys
7 Lorraine Drive	Built	25 Storeys
1 Pemberton Avenue	Built	25 Storeys
26, 28, 26 and 38 Hounslow Avenue (Subject Site)	Proposed	24 storeys
35 Finch Avenue East	Built	23 Storeys
7 Bishop Avenue	Built	23 Storeys
3 Pemberton Avenue	Built	23 Storeys
5650 Yonge Street	Built	23 Storeys
509 Beecroft Road	Built	22 Storeys
503 Beecroft Road	Built	22 Storeys
23 Lorraine Drive	Built	22 Storeys
5418 Yonge Street	Built	22 Storeys
5440 Yonge Street	Built	21 Storeys
18 Byng Avenue	Built	20 Storeys
20 Olive Avenue	Built	19 Storeys
31 Horsham Avenue / 68 Canterbury Place	Built	18 Storeys
30 Canterbury Place	Built	18 Storeys
26 Olive Avenue	Built	18 Storeys
880 Grandview Way	Built	18 Storeys
35 Holmes Avenue	Approved	17 Storeys
5460 Yonge Street	Built	17 Storeys
28 Olive Avenue	Built	16 Storeys
29 Pemberton Avenue	Built	16 Storeys
5430 Yonge Street	Built	14 Storeys
28 Byng Avenue	Built	14 Storeys
39 Pemberton Avenue	Built	12 Storeys
8 Pemberton Avenue	Built	12 Storeys
88 Doris Avenue	Built	12 Storeys



Figure 25 - Surrounding Building Heights Map



Based on the foregoing, it is our opinion that the proposed height of 24 storeys (79.75 metres) represents a logical continuation and reinforcement of this existing and evolving pattern, while optimizing existing higher-order transit and the forthcoming investments in “higher order” transit expansion at Finch Station. At 24 storeys, the proposed building height falls well within the variable tall building context within the Beecroft Road/Doris Avenue ring road, is at a lower-scale than many recent buildings along the Yonge Street corridor (including the 32-storey approval at 5400 Yonge Street) and many buildings which are located closer to *Neighbourhoods* designated lands. As well, we note that the proposed building height falls under a 45-degree angular plane measured from the nearest relevant residential property to the west, in keeping with the Tall Building Design Guidelines. Therefore, given that the site “fits” within the evolving urban structure for the area, and that sufficient separation distance from nearby *Neighbourhoods* designated lands has been provided, it is our opinion that the proposed building heights are appropriate and compatible with the surrounding built form.

As noted above, the North York Centre Secondary Plan recognizes the site as being appropriate for a tall building and prescribes a maximum height which ranges from 28.5 metres to 55 metres. As stated in **Section 5.2** of this Report, it is our opinion that the height limits in the North York Centre Secondary Plan are outdated and do not allow for the optimization of land and infrastructure on the site. This is particularly evident given the considerable number of nearby developments which have been built or approved with greater heights than those permitted by the Secondary Plan, including 5400 Yonge Street immediately southeast of the site, which had a maximum permitted height of 87 metres and was approved at a height of 108.9 metres. Although the North York Centre Secondary Plan states that numeric limits regarding height and density are considered to be absolute, Policy 5.4.2 of the Secondary Plan permits consideration of site-specific applications in accordance with the “tests” set out in that policy. In our opinion, the proposal satisfies the applicable “tests” for an increase in building height. In particular, the proposed building height:

- provides desirable flexibility in built form, by facilitating a tall slender tower form that provides appropriate setbacks from Hounslow Avenue and adjacent properties, rather than a shorter but more massive tower floor plate (as is provided by the other tall buildings within the subject block) which would result in greater impacts on the street and adjacent properties;
- would have no appreciable impact on the residential amenity of properties within the stable residential area to the west (see **Section 5.5** below); and
- meets the Secondary Plan’s urban design objectives (see **Section 5.6** below).

With respect to **massing**, the proposed tall building would fit harmoniously with the built form context in the surrounding area. The proposal will contain three distinct built form elements, including a 5-storey base element that will define Hounslow Avenue at an appropriate scale and respect the existing context in the area, a 19-storey tower element that is appropriately sized and positioned in relation to the adjacent property lines and a top which includes the mechanical penthouse. The proposal will represent a high-quality architectural addition to the North York Centre skyline.

The 5-storey base building will be located parallel to Hounslow Avenue, and will have a streetwall height (and overall podium height) of 15.65 metres, appropriately corresponding to the 20-metre right-of-way width of Hounslow Avenue, falling below 80 percent of its right-of-way width and providing a good sense of proportion and a comfortable pedestrian scale when viewed from the sidewalk on the south side of the street. Furthermore, the height of the podium will be in-line with recent approvals and existing buildings in the area, including the 4-storey plus mezzanine (18-metre) podium of the building at 68 Canterbury Place and the 6-storey plus mezzanine (23.5-metre) podium approved at 5400 Yonge Street.

As noted in **Section 3** above, the podium will be set back 3 metres from the front property line at Levels 1 to 5, providing for a comfortably sized pedestrian and landscape zone and a minimum setback of approximately 8.3 metres between the building face and the Hounslow Avenue curb. A high degree of glazing and active ground floor uses which animate the street are incorporated at-grade, establishing a more urban interface with the street, particularly relative to the existing suburban condition on the site, where the single detached dwellings have little relation to the street.

The east face of the podium is set back 1.5 metres from the west property line at Levels 1 to 5, with a landscaped zone between the building face and west property line. The proposed setback will also create a more urban condition along the north-south oriented public mid-block connection to the east which, in tandem with the positioning of the building parallel to the connection, will improve the perception of safety for pedestrians using the connection with lighting and landscaping improvements, as well as casual surveillance through a high-degree of glazing and 'eyes on the public realm'.

The north face of the podium has a varying setback to accommodate the internalized parking garage access/egress ramp, however, the varying setbacks and heights provide an opportunity to create a unique multi-level outdoor amenity space which spans two levels, with comprehensive programming and an improved interface with the north property line. Above the terraced elements at Levels 1 and 2, the north face includes one volume which is setback 12.0 metres from the north property line. The west façade of the podium is set back from the north property line by 0.7 metres at Levels 1 to 5 with a blank wall condition (with one lightwell, located approximately mid-building-face) to preserve the development potential of the abutting property to the west (40 Hounslow Avenue).

As outlined in detail in **Section 3**, the podium is well articulated. While the ground floor and Level 2 contain a high degree of glazing, the levels above incorporate projecting balconies and cladding with vertical and horizontal elements that divide the façade into a fine-grain grid. Large glazing reveals in the grid are used strategically to visually focalize key elements of the proposal (e.g., the residential lobby).

The tower element begins at Level 6, and is oriented east-west above the rectangular podium element below. As described in **Section 3**, the tower is generally rectangular in shape and is further divided into two key elements, the lower-tower (Levels 6 to 12), which includes a projecting 'hip' to the west and a larger floorplate, and the upper-tower (Levels 13 to 24) with a slenderer typical tower floorplate. Levels 6 and 13 include varied cladding and fenestration patterns to further emphasize the respective breaks between the podium and lower-tower and between the lower-tower and upper-tower elements.

Above the podium, the lower-tower is stepped back 1.5 metres from the south face of the podium, providing a discernable break between the podium and lower-tower element when viewed from Hounslow Avenue. The perception of this stepback is further emphasized given that the projecting balconies and masonry grid at Levels 3 to 5 on the south face of the podium are not carried up the tower, making the step back appear larger (closer to 3 metres). A similar stepback of 1.5 metres is provided on the north tower face. The tower element steps back between 7.87 and 10.0 metres from the east face of the podium and 5.5 metres from the west face of the podium, which further assists in differentiating the tower from the base, and creates a slenderer east-west elevation.

The upper-tower maintains the setbacks of the lower-tower element below along the north, east and south faces, however, is stepped back an additional 3.0 metres from the west façade of the lower-tower element, providing for an 8.5 metre tower setback from the west property line at these levels, and further thinning the silhouette of the building's east-west dimension. Above Level 24, the Mechanical Penthouse Level steps back from the north, south and west building faces, and does not step back from the east face of the tower. The penthouse has been designed to include indoor and outdoor amenity space, with a different cladding program and an architecturally distinctive structural trellis which will provide for an appropriate tower top.

The typical lower tower floorplate (Levels 6 to 12) will have an east-west dimension of 36.9 metres and a north-south dimension of 22.5 metres, resulting in a floorplate size of 811.9 square metres. The typical upper-tower floorplate will have an east-west dimension of 33.8 metres and the same north-south dimension as the lower-tower element, resulting in a floorplate area of 748.1 square metres, which is in keeping with the Tall Building Design Guidelines. The averaged floorplate size across the tower is 772.5 square metres (gross construction area). It is our opinion that the larger lower-tower floorplate area is appropriate at the lower tower levels for the reasons set out below.

Firstly, given the size of the site as well as the siting and orientation of the tower, the lower-tower element is still clearly distinguished from and significantly smaller than the base element below when viewed from the public realm. The lower tower assists with the optimization of new housing supply on the site, while providing a unique architectural interface which transitions heights from 5 storeys to 12 storeys to 24 storeys from west to east. Given the large size of the podium element, the lower-tower floorplate fits well proportionately and does not appear to be overbearing or an extension of the podium from a pedestrian perspective.

Secondly, the lower-tower achieves appropriate built form responses in all directions. In this regard, the step back of 1.5 metres from the south breaks up the podium and lower-tower element and, in tandem with the projecting balconies at the podium levels not being carried up the tower, provides for a perceived step back of 3 metres. The step back of 1.5 metres from the north results in a 13.5 metre setback from the north property line, exceeding the recommended setback of 12.5 metres in the Tall Building Design Guidelines. The step back of 7.8 metres to 10.0 metres from the east does not preclude the redevelopment of lands to the east with a tall building, and in tandem with the intervening city-owned mid-block connection to the east of the site, results in a setback that exceeds the recommended setback in the Tall Building Design Guidelines. The stepback of 5.5 metres to the west is appropriate given that 40 Hounslow Avenue is not a tall building site (see **Section 5.4** and **Section 5.5**).

Thirdly, the lower-tower floorplate would not result in any unacceptable built form impacts on adjacent streets, open spaces or properties, as reviewed in detail in **Section 5.5** of this Report. Instead, the proposed tower floor plate would provide for a more efficient use of the site area and accommodate additional dwelling units with bedrooms that have better access to natural light, which is directly in-line with provincial and municipal directives to introduce additional housing on appropriate sites.

Finally, the larger tower floor plate is in keeping within the built form context surrounding the site, which includes several older, slab-style buildings with significantly larger floorplates and more contemporary point towers with modestly larger floorplates that exceed 750 square metres. There are a number of buildings within the subject block and the broader area with floorplate which exceed 750 square metres. A select few examples are listed in **Table 3**; however, numerous other larger tower floorplates exist in the vicinity.

As well, there are a number of recently approved buildings with tower floorplate areas that exceed those recommended in the City’s Tall Building Design Guidelines. Most recently, this includes the 32-storey building at 15 Holmes Avenue which includes a floorplate area of 800 square metres GCA. The Final Staff Recommendation Report from Community Planning dated February 7, 2019 speaks to the now approved tower floorplate, stating *“Although larger than that permitted in the Tall Building Guidelines, there is a context in the North York Centre with minimum tower separations with larger floor plates. The proposed tower meets or exceeds the building separation requirements in the tall building guidelines.”* In the case of the subject proposal, appropriate tower separation is also provided to all adjacent properties, as discussed in **Section 5.5** below.

**Table 3 - Comparison of Tower Floorplates**

Address	Floorplate Area (GCA)
5440 Yonge Street	1838 square metres*
23 Loraine Drive	1734 square metres*
18 Byng Avenue	1550 square metres*
5460 Yonge Street	1545 square metres*
5 Northtown Way	1360 square metres*
15 Northtown Way	1360 square metres*
5430 Yonge Street	1124 square metres*
11 Byng Avenue	1080 square metres*
10 Northtown Way	1019 square metres*
5418 Yonge Street	983 square metres*
60 Byng Avenue	980 square metres*
5512 Yonge Street	922 square metres*
5488 Yonge Street	922 square metres*

\*Measurements taken from City of Toronto Open Source Data



From a density perspective, it is our opinion that the proposed density of 8.68 FSI is appropriate and desirable. Firstly, for the reasons set out **Section 5.1** of this Report, it is important from a planning policy perspective to optimize density on the site. The site's location relative to existing and planned infrastructure including "higher-order transit" and "frequent transit", its location within the boundaries of a Council-adopted "major transit station area", its proximity to community services and facilities, its *Mixed Use Areas* designation in the Official Plan, and its *Mixed Use Areas "H"* designation in the North York Centre Secondary Plan all warrant the optimization of density at this location.

The maximum permitted density for the site, excluding density incentives and transfers, is 2.6 times the lot area as required by the North York Centre Secondary Plan. Policy 3.2(b)(ii) provides that the maximum permitted density, including density incentives and transfers, will not exceed 3.45 times the area of the lot (i.e. 2.6 FSI plus 33 percent). As set out in **Section 5.2** of this Report, the North York Centre Secondary Plan's approach to density (and particularly the inclusion of prescribed maximum densities) is antiquated, and largely a reflection of the outdated nature of the Secondary Plan itself.

The maximum density of 3.45 times the area of the site is not in keeping with contemporary planning practice, which seeks to establish an appropriate density for a site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers alone. This approach is taken in the Official Plan, which does not generally include density limitations. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City".

Within a policy context that promotes intensification, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposal has no unacceptable built form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns. Limiting the density on the site to 3.45 FSI, notwithstanding the foregoing considerations and the more intensive built form surrounding context, on the basis of a planning approach dating back to 1997, would not promote intensification or provide for the optimization of land and infrastructure.

We note that a number of developments in proximity to the site have proceeded, or are planned to proceed, at densities that are higher than the density that was originally permitted (inclusive of density transfers) by the Secondary Plan. These developments include, but are not limited to 5400 Yonge Street (8.6 FSI), 35-39 Holmes Avenue (7.25 FSI), 4799-5915 Yonge Street (4.09 FSI), and 5800 Yonge Street (4.61 FSI). In its decision increasing the permitted density at 5400 Yonge Street from 4.98 FSI to 8.6 FSI, the Ontario Land Tribunal explicitly commented on the outdated nature of the Secondary Plan, stating that *"The Tribunal also sees a divergence between height and density within the NYCSP as it relates to the CTOP [City of Toronto Official Plan] and the provincial policy documents."* [5400 Yonge Holdings Ltd. v. Toronto (City), OLT Case Number PL180686].

## 5.4 Block Context Plan

A Block Context Plan ("BCP") was prepared by Bousfields Inc. to illustrate and analyze how the physical form of the proposed development fits within the existing and planned context and to evaluate the proposal within the urban design and built form policy framework of the Official Plan and applicable urban design guidelines (see **Figure 26, 27, and 28**). The Block Context Plan studied the area bounded by Kempford Boulevard to the north, Yonge Street to the east, Hounslow Avenue to the south and Beecroft Road to the west (the "study area").

The BCP reviews the surrounding existing and proposed land uses, street network and built form, and demonstrates that the proposed development would fit well with the surrounding context and would result in appropriate built form relationships to adjacent buildings and properties. It also identifies additional conceptual redevelopment sites ("soft sites") within the block and adjacent blocks that may develop in a manner generally consistent with the urban design principles and built form approach proposed on the subject site. The built form principles used in the BCP are consistent with the City's policy framework and in our opinion, are widely accepted as appropriate standards in urban design practice (these are described in the BCP).

Based on the applicable criteria, the BCP illustrates two new tall buildings within the study area, and masses the soft sites to fit within the emerging structure of the area, where tall building heights generally step down away from Yonge Street towards the *Neighbourhoods* designated lands to the west. We note that existing high-rise slab-style buildings are maintained in place given their heights and large floorplates, which makes the feasibility of redevelopment difficult in the context of providing tenant relocation and assistance as well as replacement units to large numbers of tenants.

Based on the above criteria, the BCP identified 2 potential soft sites within the study area. They are described below:

- **5418 Yonge Street:** This soft site is located at the corner of Yonge Street and Horsham Avenue, immediately east of the subject site. The site contains a 22-storey slab-style apartment building fronting onto Yonge Street and a 4-storey stacked back-to-back townhouse block adjacent to the subject site. Given its size, width and adjacencies, it is our opinion that this townhouse site could develop with a tall building with a minimum setback of 12.5 metres from the centreline of the north-south walkway. Given the condominium nature of the townhouse block, we would not anticipate this redevelopment to happen within the short-term horizon.
- **5444 Yonge Street:** This soft site occupies the northern portion of the block, with frontage on Yonge Street, Kempford Boulevard, and Beecroft Road, and is located immediately north of the subject site. The property contains a 21-storey apartment building fronting onto Kempford Boulevard and surface parking, outdoor amenity and open landscaped areas adjacent to the subject site. Given its size, width and adjacencies, it is our opinion that the underutilized areas of this property could develop with a tall building with a minimum setback of 12.5 metres from the mutual property line with the subject site.

While 40 Hounslow Avenue is not illustrated as a soft site in the BCP, it is our opinion that this property could redevelop with a low- to mid-rise building. A redevelopment on this property would likely be massed to function as continuation of the proposal's podium element massing, extending this condition to Beecroft Road.

It is our understanding that Hounslow Holdings Inc. has made efforts to assemble 40 Hounslow Avenue with the subject site, and has offered to purchase these lands from the current owner. We have been advised that these efforts have been unsuccessful as of the date of this report.



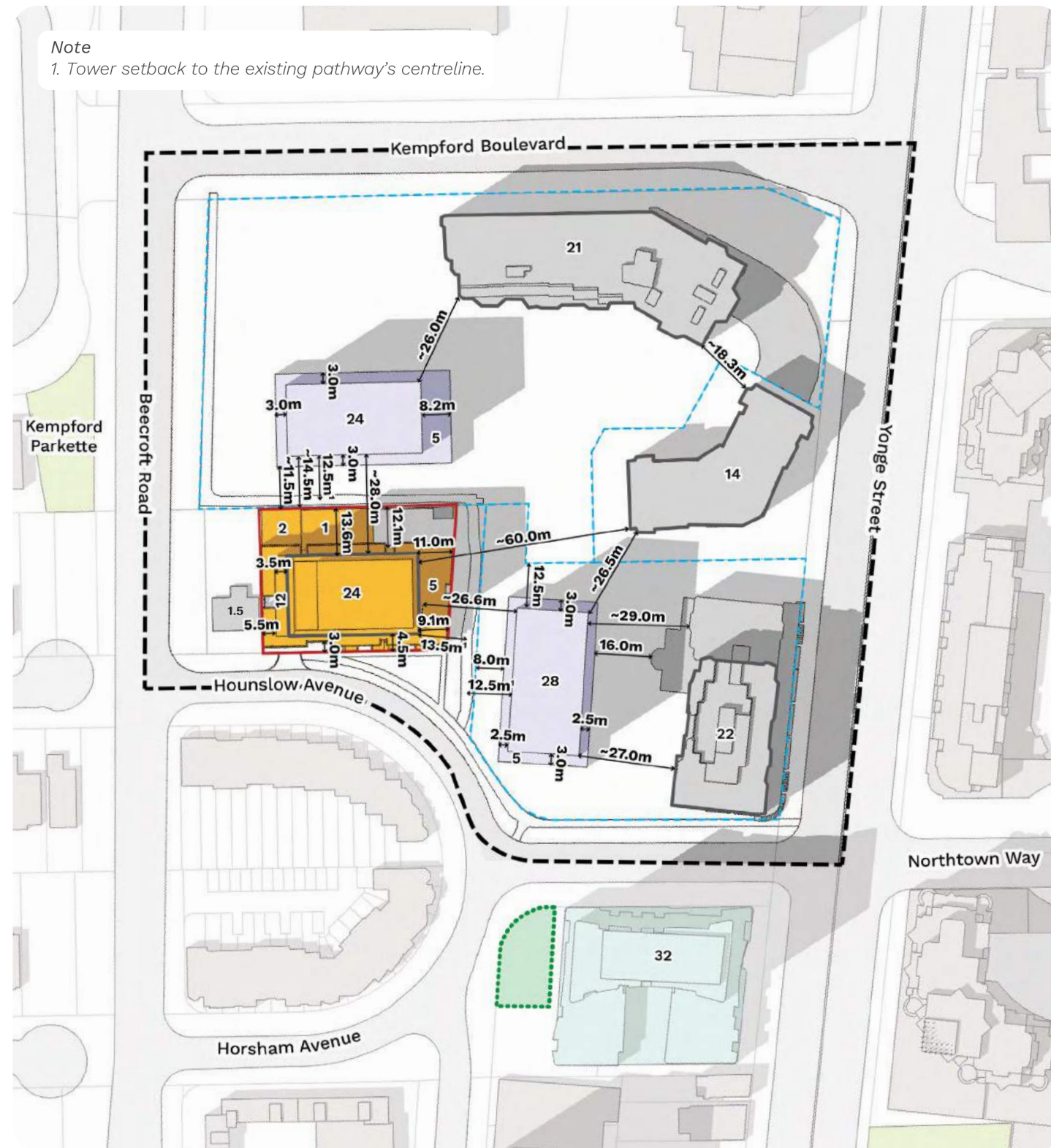


Figure 26 - Block Context Plan - Setback and Separation Distances

### Legend

Study Area Boundary	Soft Site	Setback & Separation Distances	Proposal	Approved Development	Approved Park	Proposed Outdoor Amenity (At Grade)
Subject Site	Height (Storeys)	Existing Pathway	Existing Buildings	Conceptual Massing	Existing Parks/Open spaces	Proposed Outdoor Amenity (Above Grade)

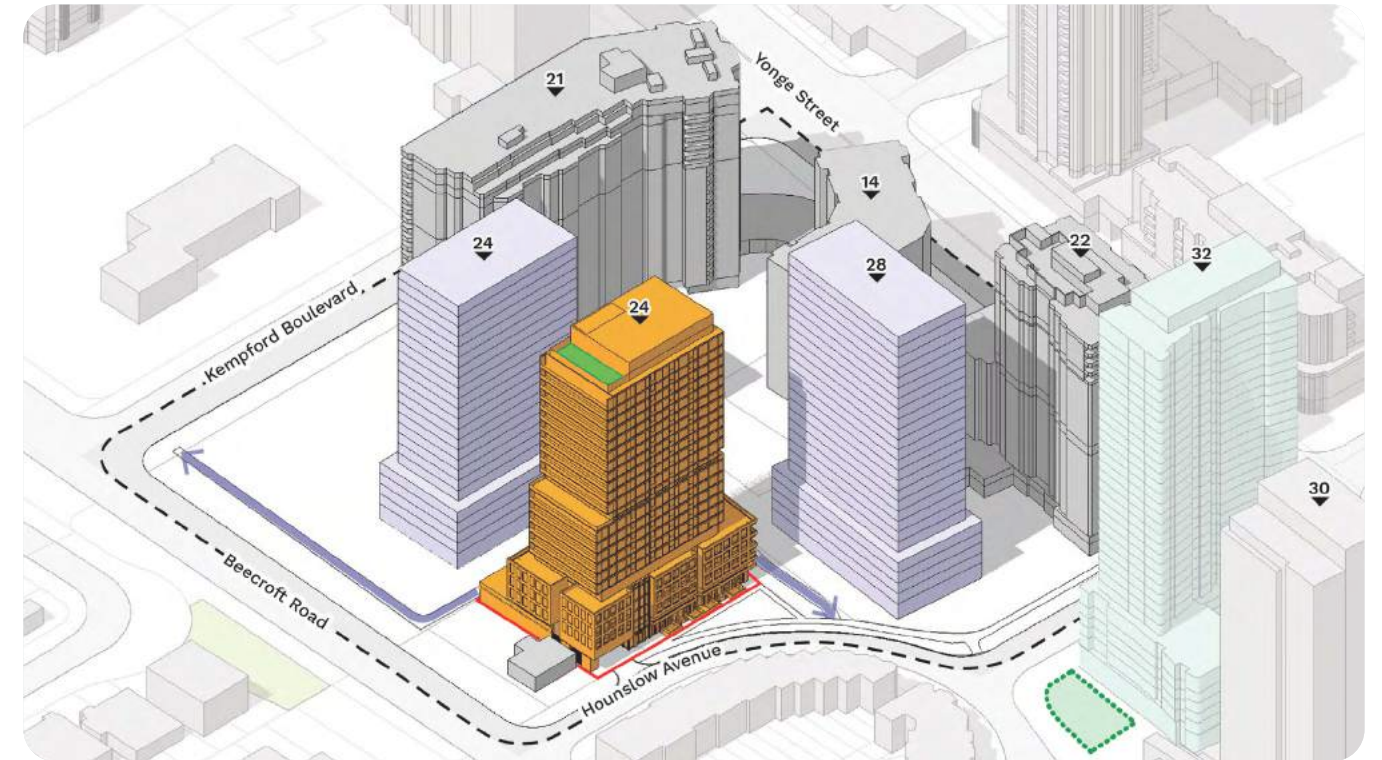


Figure 27 - Block Context Plan - Axonometric View Looking Northeast

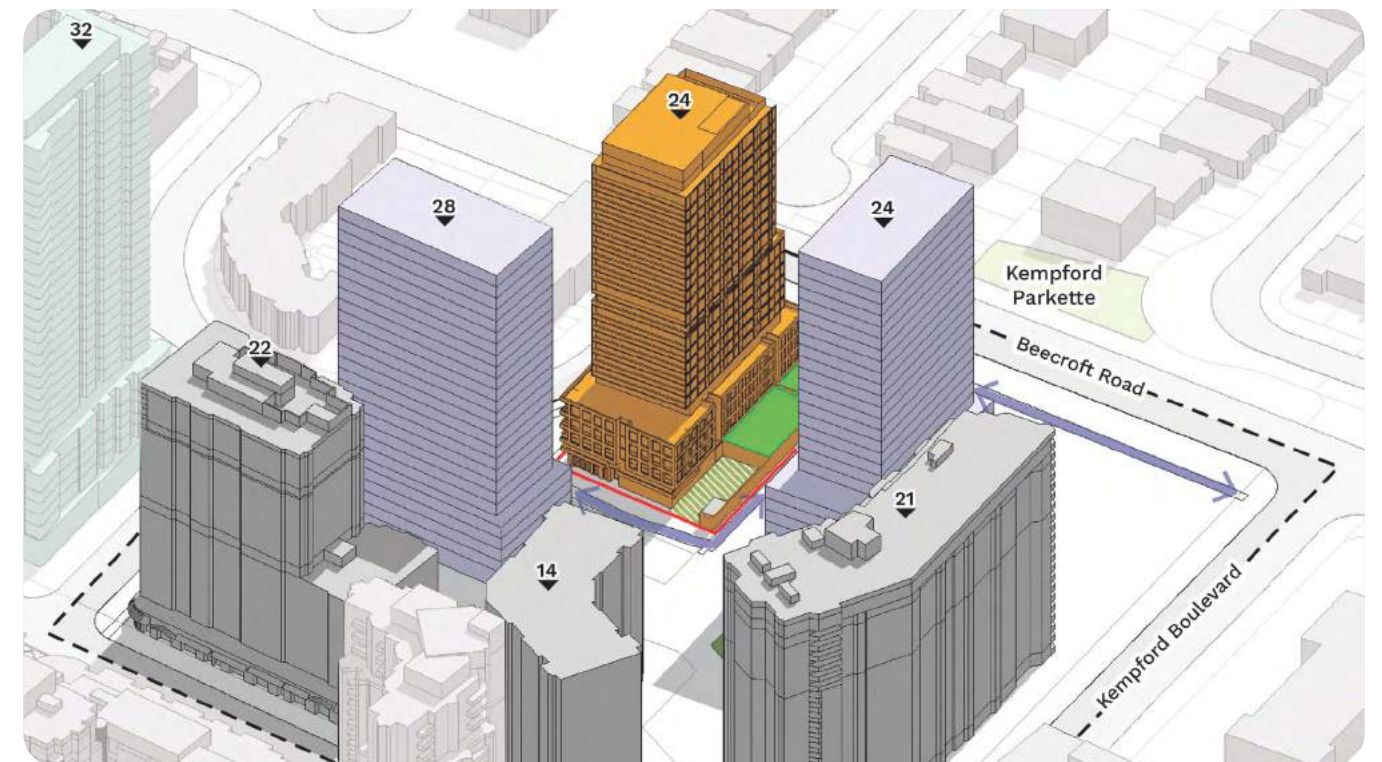


Figure 28 - Block Context Plan - Axonometric View Looking Southwest



## 5.5 Built Form Impacts

In our opinion, the proposal will be compatible with the existing and planned built form context and will have no unacceptable built form impacts, in terms of light, view and privacy ("LVP") impacts, sky view impacts, shadow impacts or wind impacts.

As noted in **Section 5.2** above, the Official Plan development criteria applying to *Mixed Use Areas* designations focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards lower-scale *Neighbourhoods*, while Policy 4.5.2(d) requires buildings to be located and massed to "adequately limit" shadow impacts on adjacent *Neighbourhoods*. As well, Policy 2.3.1 provides that development within *Mixed Use Areas* adjacent to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan, through the stepping down of buildings towards and setbacks from those *Neighbourhoods*, and maintain adequate light and privacy for residents in those *Neighbourhoods*.

In this respect, the subject site is located within a *Mixed Use Areas* designated node, with the designation applying to most of the lands within the boundaries of the North York *Centre*. Lands to the north, south, east and west of the subject site are also all designated *Mixed Use Areas*. The closest *Neighbourhoods* are located to the west, generally commencing west of Beecroft Road.

While use of a specific angular plane is not mandated by the Official Plan as a means to achieve transition, and while the Official Plan provides that transition can be provided in a variety of ways, we note that the entirety of the proposed tower would fall well beneath a 45-degree angular plane measured from the closest *Neighbourhoods* designated lands. In this respect, the closest *Neighbourhoods* are located approximately 57 metres to the west, and are well separated from the subject site by Beecroft Road and 40 Hounslow Avenue (which in our opinion could be redeveloped with a mid-rise building). Additionally, the building height steps down from 24 storeys to 12 storeys, to 5 storeys, gradually stepping down in height from east to west, as the distance to the *Neighbourhoods* designated lands decreases. Given the significant separation between the subject site and the *Neighbourhoods* lands to the west, no negative built form or shadow impacts on the low-rise residential uses are anticipated from the proposed development.

Based on the foregoing, it is our opinion, the proposed development conforms with Policies 2.3.1(3), 4.5(2)(c) and 4.5(2)(d) of the Official Plan, and that the proposed building height and massing is appropriate in relation to the closest *Neighbourhoods* designations, particularly in view of the site's location within a "major transit station area" and "urban growth centre. It is our opinion that the proposed development would not have any unacceptable built form impacts.

### Light, View, Privacy Impacts

LVP impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The accepted standard for LVP impacts is based on the CR zoning in Zoning By-law 569-2013 which specifies a minimum setback of 5.5 metres from principal residential windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site. For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines. The 25-metre separation distance addresses sky view from grade as well as LVP impacts.

Within the parameters outlined above, it is our opinion that the siting of both the 5-storey base building element and 19-storey tower element would result in contextually appropriate setbacks and separation distances, and would meet the intent of the relevant LVP standards.

To the **south**, all of the units within the podium facing Hounslow Avenue will have an adequate separation distance condition by virtue of the Hounslow Avenue right-of-way (20 metres). South facing residential units within the base building are set back a minimum of 3 metres from the south property line on Levels 2 through 5. Across Hounslow Avenue from the subject site, the units' interface with a series of 2-storey townhouses at 11 to 29 Hounslow Avenue, which are setback an approximate minimum 3.3 metres from Hounslow Avenue, resulting in an overall minimum separation of 26.3 metres, exceeding the 11 metre recommendation.

Above Level 5, the south face of the tower element steps back a minimum of 1.5 metres, resulting in a minimum 27.8-metre separation distance. Due to the height of the townhouses, we note that we do not anticipate any interface between south facing windows on the subject site and north facing units at 11 to 29 Hounslow Avenue at any Level other than Level 1 (where the separation distance significantly exceeds 11 metres). It is our opinion that it is unlikely that the townhouse development within the Hounslow Avenue/Horsham Avenue circle will be redeveloped in the short- or medium term; in the unlikely event that they were to be redeveloped, the proposed development incorporates appropriate setbacks and separation distances. Accordingly, no light, view or privacy impacts are anticipated to the south.

To the **west**, the podium is proposed to be built to the west property line with a blank wall condition on Levels 3 to 5, resulting in a party wall interface condition with 40 Hounslow Avenue and no west facing windows, with the exception of a small lightwell approximately mid-building face. The lightwell will include west facing windows which are setback 5.5 metres from the mutual property line and south facing windows which face the blank south face of the light well. Above the podium, Levels 6 to 12 are set back 5.5 metres, with west facing windows. While less than the recommended 12.5 metre setback set out in the Tall Building Design Guidelines, the 5.5-metre setback to the west property line is in keeping with the CR zone standards for buildings with windows which interface with a property which has no tall building development potential (this is discussed below). Above Level 12, the balance of the tower is stepped back an additional 3.0 metres, to provide for a minimum setback of 8.5 metres from the west property line.

As it relates to the development potential of the lands to the west, it is our opinion that 40 Hounslow Avenue would be of a sufficient frontage, size and depth to accommodate a mid-rise building with a height of 6 storeys. The proposed blank wall condition for the west face of the podium element and the proposed 5.5-metre setbacks for the tower element maintain the development potential of these lands for a mid-rise building of this scale. Accordingly, no light, view or privacy impacts are anticipated to the west.

In our opinion, 40 Hounslow Avenue is not a tall building site. In this regard, its slender frontage and small size cannot accommodate a functional tower floorplate, while also providing appropriate tower setbacks to Beecroft Road or the subject site. 40 Hounslow Avenue has approximately 15.6 metres of east-west frontage along Hounslow Road. Providing a 3 metre podium setback from Beecroft Road, any quantum of tower stepback above the podium element along Beecroft Road, and a 12.5 metre setback from the mutual property line with the subject site, would exceed an east-west dimension of 15.6 metres. Even, in the unlikely event, that the owner of 40 Hounslow Avenue applied for and successfully achieved a significant reduction from the 12.5 metre recommended tower setback from the mutual property line with the subject site (e.g. a 5.5 metre tower setback from the mutual property line) and achieved a significant reduction from the tower stepback above the base element along Beecroft Road (e.g. no tower stepback), the resulting tower floorplate would still have an east-west dimension of only 10.1 metres. In our opinion, the corresponding gross construction area, single-loaded efficiency, and unconventional unit layout of a floorplate this slender is not financially feasible in this location. Accordingly, no light, view or privacy impacts are anticipated to the west in terms of the planned condition.

We note that it is our understanding that Hounslow Holdings Inc. has made efforts to assemble 40 Hounslow Avenue with the subject site, and has offered to purchase these lands from the current owner. We have been advised that these efforts have been unsuccessful.

To the **north**, the podium is proposed to be set back a minimum of 12.01 metres from the north property line at Levels 1 to 5, exceeding the 5.5 metre setback standard in the CR zone category. Above the podium, the tower element steps back a minimum of 1.5 metres, resulting in a tower setback of 13.51 metres from the north property line at Levels 6 to 24, exceeding the 12.5 metre recommendation of the Tall Building Design Guidelines. The interfacing areas of 5444 Yonge Street are utilized for surface parking and driveway areas, outdoor amenity space and passive landscaped areas, with the building itself located along the Kempford Boulevard and Yonge Street frontages, at a significant distance from the interfacing property line. A significant separation distance would be maintained between north facing windows within the tower element and south facing windows at 5444 Yonge Street, far exceeding the 25 metre tower separation recommendation of the Tall Building Design Guidelines. Accordingly, no light, view or privacy impacts are anticipated to the north.

As it relates to the development potential of the lands to the north, as illustrated in the Block Context Plan prepared by Bousfields Inc. and described in **Section 5.4**, it is our opinion that the underutilized areas of 5444 Yonge Street (which are currently used for parking, outdoor amenity space and passive landscaped areas) could accommodate a tall building with a height of 24 storeys. Any future tower on the 5444 Yonge Street site would need to be set back a minimum of 12.5 metres, in line with the design guidance of the Tall Building Guidelines, and would result in a tower separation distance which exceeds 25 metres between north facing windows in the tower element on the subject site and south facing windows in any potential tower on that property. Accordingly, no light, view or privacy impacts are anticipated to the north in terms of the planned condition.

To the **east**, the podium is proposed to be set back a minimum of 1.5 metres from the east property line at Levels 1 to 5. While the setback to the east is less than the 5.5 metre setback standard in the CR zone category, the building interfaces with a north-south oriented mid-block connection, owned by the City of Toronto. This connection is located in an intervening manner between the subject site and the nearest residential property to the east, and results in a separation distance of approximately 9.5 metres between the west property line and the east property line of 5418 Yonge Street to the east. The interfacing areas of 5418 Yonge Street are occupied by a block of 4-storey stacked back-to-back townhouses. The townhouse block is setback a minimum of approximately 7.3 metres from the west property line of 5418 Yonge Street, resulting in an approximate separation distance of roughly 16.8 metres at Levels 2 to 5, exceeding the 11 metre standard.

Above the base element, the tower element steps back a minimum of 5.5 metres (resulting in a setback of between 5.5 metres and 8.5 metres to the west property line at Levels 6 to 24). While this setback is less than the 12.5 metre setback recommended by the Tall Building Design Guidelines, we note that the minimum tower setback from the centreline of the adjacent north-south oriented public laneway is 13.47 metres, exceeding the recommendations of the Tall Building Design Guidelines. As well, we note that the proposed tower will be setback a minimum of 73.6 metres from the existing 22-storey tower on the eastern portion of the 5418 Yonge Street site. Accordingly, no light, view or privacy impacts are anticipated to the east.

As it relates to the development potential of the lands to the east, as illustrated in the Block Context Plan prepared by Bousfields Inc. and described in **Section 5.4**, it is our opinion that the townhouse block of 5418 Yonge Street could be redeveloped with a tall building with a height of 28 storeys. Any future tower on the 5418 Yonge Street site would need to be set back a minimum of 12.5 metres, in line with the design guidance of the Tall Building Guidelines, and would result in a tower separation distance which exceeds 25 metres between east facing windows in the tower element on the subject site and west facing windows in any potential tower on that property. Accordingly, no light, view or privacy impacts are anticipated to the north in terms of the planned condition.



## Shadow Impacts

Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to sunlight and daylight in the public realm. Policy 3.1.4(10) further provides that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and sky view from the public realm. Policy 3.2.3(3) requires that the effects of development on parks and open spaces, including additional shadows, "be minimized as necessary to preserve their utility". The policies specific to the *Mixed Use Areas* designation require buildings to be located and massed to adequately limit shadow impacts upon adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes (Policy 4.5(2)(d)).

Accordingly, a shadow study has been prepared by Studio JCI to assess the shadow impacts of the proposal. In accordance with the City's terms of reference, shadow impacts have been analyzed for the spring/fall equinoxes (March / September 21<sup>st</sup>) and the summer solstice (June 21<sup>st</sup>) between the hours of 9:18 a.m. and 6:18 p.m. The study includes shadows for the existing context of the site and surrounding area, as well as the shadows created from the proposal and surrounding approved buildings. The shadow study demonstrates that the proposal would not result in any unacceptable incremental shadowing on neighbouring streets, properties that are designated *Neighbourhoods* and *Parks* and open spaces.

The closest *Neighbourhoods* designated lands, identified as the east relevant residential property line associated with the property at 60 Hounslow Avenue, are located approximately 67.5 metres to the west, west of Beecroft Road and Kempford Parkette. The study demonstrates that on the spring and fall equinoxes and the summer solstice, the proposal will generate minor incremental shadows on a select few *Neighbourhoods* designated properties to the northwest in the morning hours, moving swiftly to the east by 11:18 a.m. on March 21<sup>st</sup> and by 10:18 a.m. on June 21<sup>st</sup> and September 21<sup>st</sup>. In our opinion, the incremental shadows produced by the proposal on *Neighbourhoods* designated lands are minor and in keeping with the extent and nature of the shadows cast on *Neighbourhoods* designated lands west of Beecroft Road by existing and approved buildings in proximity to the site, including 5400 Yonge Street, 75 Canterbury Place, 68 Canterbury Place, and 503 and 509 Beecroft Road.

In terms of parks and open spaces, the shadow study demonstrates that the proposal would cast minor incremental shadows on the Kempford Parkette in the morning hours. On March 21<sup>st</sup>, the proposal will cast minor incremental shadows on the northernmost portion of the parkette at 9:18 a.m. (the balance of the parkette will be shadowed by 5400 Yonge Street at this time). By 10:18 a.m., only the northernmost tip of the parkette is shadowed by the proposal, with the shadows moving off the space by 11:18 a.m. On the summer solstice, the proposal casts very minor shadows on the southernmost portion of Kempford Parkette at 9:18 a.m. and the easternmost sliver of the space at 10:18 a.m. The shadow moves quickly off the space by 11:18 a.m. On September 21<sup>st</sup>, the proposal will cast very minor shadows on the northernmost portion of the parkette in the morning hours, moving off the space by 11:18 a.m. In our opinion, the minor shadow impacts on this parkette are minimized as necessary to preserve its utility in accordance with Policy 3.2.3(3). We note that the proposal will not cast any shadows on the approved park to the south at 5400 Yonge Street due to its location north of space.

The proposal has also been designed to limit shadow impacts on the outdoor amenity spaces of 5444 Yonge Street (located immediately north of the site) through the provision of a generous building setback from the mutual property line, and an additional step back at the tower levels. While the complete absence of new shadows on these spaces is not achievable given the site's location immediately south of this property, the shadows move swiftly across the property ensuring that all amenity areas have multiple consecutive hours of sunlight at varying times of day during the spring and fall equinoxes and the summer solstice.

We note that many of the amenity spaces are already shadowed given the concentration of mature trees across the 5444 Yonge Street property (particularly surrounding the tennis court) as well as the shadows cast by the approved building at 5400 Yonge Street. Furthermore, we note that given the location of the amenity spaces immediately north of the site, even a building with the 'as-of-right' heights set out in the Secondary Plan would generate shadows on these spaces. Based on the foregoing, it is our opinion that the shadow impacts generated by the proposal on these spaces are adequately limited, in accordance with Official Plan Policy 3.1.4(10)(b).

## Wind Impacts

With respect to adjacent streets and sidewalks, the shadow study demonstrates that the proposal would not produce any incremental shadowing on the Hounslow Avenue right-of-way at of the assessed times during the spring and fall equinoxes and the summer solstice. On March 21<sup>st</sup>, the proposal would produce minor incremental shadowing on the Santa Barbara Road and Beecroft Road rights-of-ways from 9:18 a.m. until 11:18 a.m. and on the Yonge Street right-of-way from 5:18 p.m. to 6:18 p.m. On June 21<sup>st</sup>, the proposal would not impact any area streets with the exception of a minor shadow cast on Beecroft Road from 9:18 a.m. until 10:18 a.m. On September 21<sup>st</sup>, the proposal would produce very minor incremental shadowing on the Santa Barbara Road and Beecroft Road rights-of-ways from 9:18 a.m. until 11:18 a.m. and the Yonge Street right-of-way from 4:18 p.m. to 5:18 p.m.

With respect to the lower tower element at Levels 6 to 12, the orientation of the building relative to the sun is such that the shadows cast by the lower-tower floorplate are generally internalized within the shadows cast by the balance of the tower at most studied times. During those times the shadow generated by the 'hip' at Levels 6 to 12 are nearly indiscernible from the shadow of the overall tower element, extending incrementally beyond the overall shadow, and in our opinion are acceptable.

Based on the foregoing analysis, it is our opinion that the incremental shadow impact on neighbouring properties, sidewalks and open spaces would be "adequately limited" in accordance with the applicable Official Plan policies, having regard for the site's location within an urban context in proximity to numerous tall slab-style and point-tower buildings, and in a "strategic growth area", "urban growth centre", and "major transit station area" which is served by "frequent transit" and "higher order transit".

Policy 4.5.2(e) states that development will 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.

A Pedestrian Level Wind Study has been prepared by Gradient Wind Engineering Inc. to test the wind comfort conditions of the proposed development. The study investigated pedestrian wind conditions within and surrounding the subject site and identified areas where wind conditions may interfere with certain pedestrian activities to ensure that mitigation measures may be considered, where required. The study involved a simulation of wind speeds for 16 wind directions using the computational fluid dynamics ("CFD") technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within the subject site and surrounding area, according to the City of Toronto wind comfort and safety criteria. The analysis was undertaken for all four seasons, during appropriate hours of pedestrian usage (i.e., between 06:00 and 23:00) within and surrounding the subject site. The key findings of the study are as follows:

- Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, surface parking, the Kempford Parkette, the existing tennis court and pool amenity area serving 5444 Yonge Street to the north, laneways, drive aisles, walkways, drop-off zones, and in the vicinity of building access points, are considered acceptable.
- *Grade Level Outdoor Amenity:* During the typical use period, wind comfort conditions over the outdoor amenity at the northeast corner of the subject site are predicted to be suitable mostly for sitting, with standing conditions to the east. Where conditions are suitable for standing, they are also predicted to be suitable for sitting at least 77% of the time during the same period, where the target is 80% to achieve the sitting comfort class. Depending on programming, the noted wind conditions may be considered acceptable. Specifically, if the noted windier area to the east will not accommodate seating or more sedentary activities, the noted conditions would be considered acceptable. If required, sitting conditions may be extended to the east with targeted wind barriers, such as wind screens or dense clusters of coniferous plantings, and canopies above seating areas.

## 5.6 Urban Design

From an urban design perspective, the proposal represents a well-designed addition to the North York *Centre*, with a thoughtful design response to the context of the site, adjacent land uses and the proximity to “higher order transit”. In our opinion, the proposal conforms with the built form policies of the Official Plan, conforms with the intent of the built form policies of the North York Centre Secondary Plan, and also has appropriate regard for the Tall Building Design Guidelines.

The proposal will contribute to, and improve, the character of Hounslow Avenue and the adjacent mid-block connections, reurbanizing the derelict site in a manner which promotes vitality and a level of intensity which is more befitting of the site’s strategic location within an “urban growth centre” and “major transit station area”. The building will deploy a more residential articulation, with interesting architecture and a high quality landscape program, that reflects its location within the Beecroft Road/Doris Avenue ring road, and its location outside of the Yonge Street Corridor where the commercial, office and institutional uses in the *Centre* are concentrated.

In this respect, the base building provides for a comfortable pedestrian environment through a generous pedestrian and landscape zone and a minimum 8.3-metre curb to building setback along Hounslow Avenue. This pedestrian zone will be lined with active uses that will be accentuated with tall, transparent glazing elements, and the streetscape will be improved through decorative paving, the extension of the Hounslow Avenue sidewalk (with a 2.1 metre wide pedestrian clearway), the introduction of street furniture and short-term bicycle parking spaces, and the planting of several new trees. The 5-storey base building will frame the street at a good proportion and pedestrian scale, and will include a detailed grid pattern comprised of masonry elements, representing a high-quality and stimulating interface with the street and adjacent mid-block connections.

- **Level 2 Amenity Terrace:** Wind comfort conditions within the common amenity terrace serving the proposed development at Level 2 are predicted to be suitable for sitting.
- **Level 3 Amenity Terrace:** Conditions within the common amenity terrace serving the proposed development at Level 3 are predicted to be suitable for sitting over most of the terrace with standing conditions to the west. The area that is predicted to be suitable for standing is also predicted to be suitable for sitting for at least 77% of the time, where the target is 80% to achieve the sitting comfort class. Depending on the programming of the Level 3 amenity terrace, the noted wind conditions may be considered acceptable. Specifically, if the noted windier area to the west will not accommodate seating or more sedentary activities, the noted conditions would be considered acceptable. If required by programming, comfort conditions within the noted area may be improved with a tall wind screen, typically glazed, along the west elevation of the terrace, in combination with other common landscape elements targeted around seating areas along the west elevation.
- **MPH Level Amenity Terrace:** Conditions within the MPH Level amenity terrace are predicted to be suitable for mostly standing, with conditions suitable for sitting to the north and west. These wind conditions consider a 1.8-metre-tall wind screen along the full perimeter of the terrace. To improve comfort levels within the MPH Level amenity terrace, mitigation inboard of the terrace perimeter targeted around sensitive areas is recommended, in combination with taller perimeter wind screens (that is, greater than 1.8 m, measured from the walking surface). Inboard mitigation could take the form of wind screens or other common landscape elements.

It is noted that the foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, are expected over the subject site. During extreme weather events, pedestrian safety is the main concern. The extent of the mitigation measures is dependent on the programming of the terraces. An appropriate mitigation strategy will be developed in collaboration with the building and landscape architects as the design of the proposed development progresses.



Above the base building, the tower element is clearly distinguished from the base element through tower stepbacks on all building faces, and itself is divided into two floorplates which decrease in size as the distance from the podium increases, providing for a unique architectural expression. From a locational perspective, the proposed tower height, size and siting will result in a harmonious addition to the existing tall building context in the North York *Centre*, and will achieve and, in some cases, exceed the recommended tower separation distances to surrounding buildings and properties (having regard for their development potential). A dynamic structural trellis and visually interesting mechanical penthouse on the rooftop will provide for a skyline enhancing tower-top. The proposed tower has been designed with an exceptional degree of architectural detailing and verticality in its articulation.

## Official Plan

In our opinion, the proposal is appropriate and desirable in urban design terms and conforms with the criteria for development in *Mixed Use Areas*, and with the general built form and urban design policies of the Official Plan, including in particular, Policies 2.3.1(3), 3.1.1(6), 3.1.1(12), 3.1.1(13), 3.1.1(14), 3.1.1(15), 3.1.1(16), 3.1.3(1), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(7), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11), 3.1.4(12) and 4.5(2). In particular, the proposal will:

- locate the building parallel to Hounslow Avenue, with a consistent setback from the street which provides for a generous yet urban pedestrian realm condition, with coordinated streetscaping improvements, landscaping, and weather protection in the form of the projecting balconies over the pedestrian zone;
- provide active ground floor uses (including the main residential lobby entrance and at-grade units with individual front door conditions) fronting Hounslow Avenue, with a high degree of glazing, a tall floor-to-ceiling height and entrances to allow views to and from the street;
- provide a well-designed landscaping program, including decorative paving, a new 2.1 metre wide pedestrian sidewalk, the introduction of street furniture and short-term bicycle parking spaces, and the introduction of several new trees within the boulevard and Hounslow Avenue right-of-way;
- locate the building parallel to the north-south oriented public mid-block connection located to the east of the site, with an urban setback condition, coordinated landscaping, streetscaping and lighting improvements to improve safety through urban design;
- Provide active ground floor uses (including at-grade units and indoor amenity spaces) fronting the mid-block connection, with a high degree of glazing to improve pedestrian safety through casual surveillance;
- provide for comfortable wind conditions and employ suitable mitigation measures as per the findings of the Pedestrian Level Wind Assessment;
- provide an appropriate amount of high-quality indoor and outdoor amenity space, with outdoor amenity space located at-grade and above-grade in a number of locations, and sited to ensure direct access to sunlight;
- protect privacy within adjacent buildings by providing appropriate setbacks and separation distances from neighbouring properties, as described in **Section 5.4** and **5.5** above;
- optimize the amount of curb cuts required for access and egress purposes so as to reduce the number of cuts across the new public sidewalk, and remove all surface driveway areas on the site (these are presently all visible from the street);
- integrate all service and utility functions (access/egress, parking, loading, bicycle parking) within the building envelope and locate and organize these functions in order to minimize their impact and improve the overall safety and attractiveness of the public realm;
- site and mass both the podium and tower to fit within the existing and planned context, through a contextually appropriate and pedestrian-scale streetwall and a discernible stepback for the tower above;
- provide a 5-storey base building that frames the edge of Hounslow Avenue with good proportion and a pedestrian scale;
- provide an architecturally distinctive tower element that is clearly distinct from the base building below through a change in materiality and a reduced floorplate through stepbacks on its north, south, east and west facades, ensuring adequate access to sunlight and sky view from the surrounding public realm while also providing appropriate separation distances from existing buildings and potential mid-rise and tall building development sites;
- locate the tower on the site to fit harmoniously with the existing and planned built form context, maintain surrounding development potential where such potential exists, and limit incremental shadow impacts on adjacent parks, open spaces and lands designated *Neighbourhoods*;

- provide a rooftop mechanical penthouse that is integrated into the tower design on the east face, and that is stepped back from the north, south and west faces to reduce its visibility from the public realm along Hounslow Avenue, and to accommodate outdoor amenity space on the rooftop;
- incorporate a high-quality structural trellis enclosure to provide a defining rooftop element and an appropriate tower top; and
- incorporate a high-quality and compatible material pallet and articulation and fenestration program within the base and tower elements which differentiates the building elements, promotes pedestrian stimulation and architectural interest, and breaks up the massing into finer-grain elements.

As noted above, a separate set of development criteria are outlined within Section 4.5(2) of the Official Plan for lands designated *Mixed Use Areas*, some of which focus on the urban design merits of development. The proposal has been evaluated against these criteria in **Section 5.2** of this report, and in our opinion, conforms to the relevant development criteria, including those with a focus on urban design.

Section 5 of the North York Secondary Plan outlines the urban design objectives to guide redevelopment in the *Centre*. In our opinion, the design of the proposal is generally in keeping with the applicable guidelines set out in the North York Centre Secondary Plan, including in particular, Policies 5.1(a), 5.1(d), 5.1(e), 5.1(g), 5.3.1(c), 5.3.5(a), 5.3.5(c), 5.3.6, 5.4.1(a), 5.4.1(b), 5.4.1(c), 5.4.2(a), 5.4.2(b), 5.4.2(c), 5.6.1(b), 5.6.1(c), 5.6.1(d), 5.6.2(a), 5.6.2(b), 5.6.3, 5.6.4, 5.6.5(c), 5.6.5(d), 5.6.5(e), and 5.6.6. In particular, the proposal will:

- Incorporate a height, massing and intensity which is in keeping with the broad urban structure of the *Centre* and which provides an appropriate scale and massing in relation to the specific context and edge condition of the site;
- Incorporate a building height which protects the stable residential areas adjacent to the *Centre*, provides for appropriate transitions in height between the highest intensity areas along Yonge Street and the residential communities outside the *Centre*, and provides a scale which is at a lower intensity than development along Yonge Street in the vicinity of subway stations;
- Address the “tests” which are considered when pursuing site-specific amendments to the height limits shown on Map 8-8 of the Secondary Plan;

- Adequately limit shadow impacts and wind impacts on adjacent properties and the surrounding public realm, and design pedestrian areas to ensure that acceptable wind and thermal comfort conditions are maintained or enhanced;
- Design the building in a manner that ensures that access to sunlight is not significantly reduced in residential areas outside the *Centre*, as well as along public streets and public open spaces in the *Centre*;
- Incorporate a continuous building frontage along Hounslow Avenue with a comfortable 5-storey human scale base element, which is located parallel to the street and which frames the street with an urban condition and at a good proportion, creating a sense of spatial containment;
- Incorporate a consistent 3 metre setback from Hounslow Avenue in order to provide for a strong urban setback condition, with a generously sized pedestrian zone and a consistent 1.5 metre setback from the north-south oriented public mid-block connection to the east;
- Site the residential lobby along the Hounslow Avenue frontage, in a location which is clearly visible from the street, and provide direct pedestrian access to the lobby from a new municipal sidewalk along Hounslow Avenue;
- Incorporate new street trees, high quality streetscaping, and high-quality landscaping within the setback zone and the adjacent public boulevard along Hounslow Avenue, along with a new 2.1 metre municipal sidewalk;
- Incorporate new trees, landscape improvements and new lighting within the north-south oriented public mid-block connection to the east, improving pedestrian safety;
- Address the Hounslow Avenue frontage and north-south oriented public mid-block connection frontage with active uses and a high degree of glazing;
- Locate mechanical equipment, ventilation shafts, and other appurtenances away from pedestrian routes and screen these elements using landscaping and building design elements;
- Locate the loading, service, garbage pick-up areas, parking and other similar uses internal to the building envelope, screening them from Hounslow Avenue and the north-south oriented public mid-block connection to the east; and
- Establish a sheltered pedestrian zone at-grade through the projecting balconies and the projecting cladding grid along the south, east and north faces of the podium.

The proposal requires amendments the maximum height and density limits set out in the North York Centre Official Plan and Policy 5.3.5, which requires tall buildings along side streets provide a minimum step-back of 3.0 metres above a 12.0 metre tall podium. In our opinion, the site-specific podium height, overall height, and overall density is appropriate and desirable in urban design terms for the reasons set out in **Section 5.3** of this Report.

## Tall Building Design Guidelines

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

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

- The proposed building height of 24 storeys (79.75 metres including the mechanical penthouse) fits within the existing and planned tall building context in the North York Centre. As set out in **Section 5.3** above, the proposed height is similar to the heights of other existing, approved and proposed buildings in the Beecroft Road/Doris Avenue ring-road, within the Finch Protected Major Transit Station Area.
- Furthermore, the proposed building will fall beneath a 45-degree angular plane taken from the closest *Neighbourhoods* designated properties to the west and is significantly spatially separated from any parks or open spaces. The height has been deployed across the site to provide a transition down from east to west, within a single building form. 40 Hounslow Avenue, which we anticipate will be redeveloped with a mid-rise building in the fullness of time, will provide additional transition in scale towards the west.

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

- As discussed in **Section 5.5** of this report, the building has been sited, oriented, and massed such that it casts a slender, fast-moving shadow that will not unduly impact sunlight and sky views within the surrounding context of streets, parks, open space and other shadow sensitive areas. The shadow impacts of the proposal are adequately limited having regard for the site's urban context and location within an intensification area.

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

- The base building has been sited to frame the edge of Hounslow Avenue, measuring approximately 8.3 metres to from the main wall to the Hounslow Avenue curb. This will allow for improvements through decorative paving, a new 2.1 metre wide sidewalk, the introduction of street furniture and short-term bicycle parking spaces, and the planting of several new street trees within the public boulevard. Furthermore, the podium is proposed to be treated with a high-degree of glazing at grade and a robust masonry grid above, providing for a high-quality and stimulating interface with Hounslow Avenue.
- The base building has been sited to frame the edge of the north-south oriented public mid-block connection, with a 1.5 metre setback which provides opportunities for additional landscaping and streetscaping improvements. This frontage is also proposed to be treated with a high-degree of glazing at grade and a robust masonry grid above, providing for a high-quality and stimulating interface.
- Along both frontages, the proposed building placement represents a more urban setback condition than that which exists presently. The existing single detached dwellings on the site are derelict, primarily use solid glazing materials, are well setback from both frontages, which results in them having little relationship with the adjacent street or mid-block connection. The proposed setbacks and building placement will provide for a safer, more activated and more urban interface, improving the pedestrian experience.



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

- The proposal will establish an attractive and inviting pedestrian environment along Hounslow Avenue, and will include the primary building entrance to the residential lobby and at-grade residential units from the Hounslow Avenue pedestrian zone. Entrances will be well-defined, clearly visible, and easily accessible from the public realm. With specific respect to the entrance to the residential lobby, a glazed reveal has been proposed within the masonry grid above, which will extend to grade, to draw attention to the entrance as a focal point within the podium. Further architectural features such as signage and canopies will be explored at the Site Plan Approval stage.

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

- The proposal integrates all loading, servicing and utility areas within the building envelope, minimizing the visual impact of such spaces from the public realm and ensuring they are screened from public view. Parking is provided below grade and the parking garage access/egress ramp is internalized within the building envelope. These areas are strategically located along the west elevation of the building so as to maximize the active frontages along Hounslow Avenue and the north-south oriented public mid-block connection. The terraced massing required to accommodate the parking garage access/egress ramp's grading profile and vertical headways has been utilized to create a dynamic multi-level outdoor amenity space.

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

- A total of 1,350 square metres residential amenity space is proposed, which equates to 4.4 square metres per dwelling unit. This includes 739 square metres of outdoor amenity at -grade and on the roofs of Levels 1, 3 and 24. Three of the four outdoor amenity terraces will be directly accessible from contiguously located indoor amenity areas. Private residential outdoor terraces will also be provided on Levels 6 and 13 and a combination of Juliet and projecting balconies are provided throughout the typical podium and tower levels.

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

- As part of the development, a minimum 8.3-metre curb to building face setback is proposed along Hounslow Avenue, with substantial landscaping and streetscaping improvements, as noted above. The proposal will also extend the Hounslow Avenue sidewalk westward, connecting the site to the municipal sidewalk network to the east. Overall, the proposal will provide a total of 264 bicycle parking spaces, comprised of 34 short term spaces and 230 long term spaces.

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

- As outlined in **Section 5.3** above, the proposed 5-storey (15.65-metre) base building is contextually appropriate and relates well to the 20-metre-wide right-of-way width of Hounslow Avenue. The base building height will frame Hounslow Avenue at a good proportion and comfortable pedestrian scale. Furthermore, the podium height is in line with recent approvals and existing developments in the area.

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

- The base building will be programmed with active grade-related uses to animate the public realm. In this respect, the base building will include the residential lobby and at-grade units with front door entrances immediately adjacent to and clearly visible from Hounslow Avenue. At-grade units and indoor amenity space will be provided along the north-south oriented public mid-block connection to the east. A high degree of glazing will be incorporated at-grade to promote safety within the site and the adjacent public realm.

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

- The first floor height will be 4 metres. Non-residential uses are not proposed at-grade, and accordingly a 4.5 metre first floor height is not required.

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

- The base building will be designed with high-quality masonry materials, comprised of narrow white velour coloured cladding interspersed with transparent glazing and window elements. As noted above, the ground floor will be articulated with tall, transparent glazing elements to provide direct views to and from the public realm. The cladding will create an intricate masonry grid, providing for a visually interesting and stimulating façade.

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

- The entrances to the residential lobby and at-grade units are located along Hounslow Avenue and will have direct access to the public sidewalk, allowing for overlook into the public realm between the building and the adjacent street. The base building setback represents a more urban condition than that which exists presently on the site, providing for a higher quality and more urban interface with the public realm relative to the existing condition.

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

- The majority of the proposed tower element has a floor plate area of 748 square metres GCA, in keeping with the recommended floorplate size. The lower-floorplate (Levels 6 to 12) has a greater floorplate size of 811.9 square metres GCA. As outlined in detail in **Sections 5.3** and **5.4** above, the proposed lower-tower floorplate can be comfortably accommodated on the site and is appropriate from both an intensification and built form perspective. Furthermore, the lower-tower floorplate is in keeping with the existing and recently approved floorplates in the North York Centre.

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

- The tower is stepped back by 1.5 metres above the base building along Hounslow Avenue, resulting in a tower setback of approximately 4.5 metres from the Hounslow Avenue right-of-way. From the east face of the base building, the tower is stepped back between 7.8 and 10 metres (resulting in a separation distance of 9.1 to 12.5 metres from the east property line). From the west face of the base building, the tower is setback between 5.5 and 8.5 metres to the west property line. From the north face of the base building, the tower is stepped back 1.5 metres (resulting in a 13.5 metre setback from the north property line).
- As set out in **Section 5.3, 5.4** and **5.5** above, the tower setbacks and separation distances will reduce the visual and physical impacts of the tower and adequately limit any built form impacts in terms of shadows, wind and skyview. The tower stepbacks or setbacks generally meet or exceed the recommendations of the Tall Building Guidelines to the south (where the building interfaces with the public realm), and adjacent properties to the north and east. With respect to the tower setbacks to the west, it is our opinion no tall building development potential exists on 40 Hounslow Avenue to the west. Accordingly, the proposed tower setbacks would not produce any built form impacts on those adjacent properties with respect to light, view and privacy.

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

- As noted above, the tower setback to the east and north exceeds the 12.5 metre recommendation (inclusive of the city-owned mid-block connection to the east). As noted above and in **Section 5.4** and **5.5**, it is our opinion that 40 Hounslow Avenue cannot accommodate a tall building development.

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

- The tower promotes design excellence through its unique massing which is comprised and defined by two floorplate volumes and a dynamic structural trellis above. The tower elements incorporate a high degree of verticality through the arrangement of inset and projecting balconies and the design of the window wall system.

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

- A combination of inset and projecting balconies are incorporated within the proposal. Inset balconies are utilized on the north and south faces of the tower and are arranged in a sequential linear bands, providing for a visually pleasing design. Projecting balconies are used on the east and west faces of the tower and are used on the south face of the tower.

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

- The tower top is incorporated into the design of the building through the use of similar cladding and fenestration elements as the broader tower element. The mechanical penthouse is stepped back from the south, west and north faces of the tower to distinguish the mechanical penthouse as its own component and accommodate outdoor amenity space. A dynamic structural trellis is proposed within the stepped back area west of the penthouse, on the roof of Level 24, creating an architectural crown for the building. The trellis will provide for architectural interest and contribute to the North York Centre skyline without increasing the perceived bulk of the building.

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

- The proposal will provide for a co-ordinated landscaping program within the wide pedestrian boulevard along Hounslow Avenue as noted in the response to Guideline 2.1 above.

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

- The base building is set back 3 metres from the property line along Hounslow Avenue at-grade, resulting in a curb to building face setback of 8.3 metres and providing an urban-form and enhanced pedestrian zone. In our opinion, this condition will provide adequate space for pedestrian movement.

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

- As outlined in the Pedestrian Level Wind Study, prepared by Gradient Wind Engineering Inc., and summarized in **Section 5.5** above, the proposal has been designed to minimize adverse wind conditions on adjacent streets and open spaces and provide for comfortable pedestrian conditions at building entrances and within outdoor amenity areas.

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

- Level 3 of the proposed base building will include projecting balconies and masonry cladding bands which cantilever over the expanded pedestrian zone by 1.65 metres; these elements will provide weather protection for pedestrians at-grade along Hounslow Avenue.



## 5.7 Housing

The proposal is in conformity with the intent of Policies 3.2.1(1) and 3.2.1(2) of the Official Plan and has general regard for the Growing Up Guidelines.

The site is located in an area that contains a range of housing types, including low-rise ownership housing, with a concentration of mid-rise and tall buildings containing a mix of both rental and condominium tenure units within the *Centre*. The proposal is intended to be condominium in tenure and will continue to support the provision of a diverse mix of housing options and uses in the North York *Centre* area through a mix of additional one-bedroom, two-bedroom and three-bedroom apartment units. In this regard, the proposal conforms with the Official Plan's housing policies, including Policy 3.2.1(1), which encourages a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, which are to be provided and maintained to meet the current and future needs of residents.

The proposed range of unit types provides a variety of housing options, including housing suitable for young professionals, families with children, as well as seniors who may be looking to downsize from larger, family size dwellings. In this regard, the proposed unit mix is in accordance with the targets specified in Section 2.1 of the Growing Up Guidelines and provides a total of 101 (33%) larger units consisting of two or more bedrooms, including 71 two-bedroom units (23%) and 30 three-bedroom units (10%). The proposal has also considered children in the preliminary amenity program, with a playground structure incorporated into the preliminary design of the at-grade outdoor amenity space to the rear of the building.

With respect to the provision of affordable housing, while the site does fall within the Council adopted Finch PMTSA, and while Map 37 does identify the site as falling within Inclusionary Zoning Market Area 3, given that the Minister of Municipal Affairs has not yet issued a decision regarding the Council adopted PMTSA's, it is our opinion that inclusionary zoning would not apply to the proposal. Accordingly, there are currently no in-force policies which would require the provision of affordable housing. We note, however, that Section 5.1.1 of the Official Plan identifies the provision of affordable housing as a potential community benefit in return for an increase in height and/or density. In this regard, the applicant may be amenable to contributing to affordable housing as part of a community benefits package.

## 5.8 Transportation

A Transportation Impact Study was prepared by WSP in support of the proposed development. The purpose of the study was to evaluate whether the proposed development would cause any adverse impacts on the local transportation network, as well as the adequacy of the proposed parking, bicycle parking and loading arrangements. The key findings of the study are as follows:

- It is expected that the proposed development can be readily accommodated by the study area transportation network. The proposed auto and bicycle parking arrangements will also adequately serve the needs of the subject development.
- Under existing conditions, all turning movements at the intersections of Beecroft Road Hounslow Avenue and Hounslow Avenue at Horsham Avenue operate at LOS B or better. Turning movements at the east and west approaches of the intersection of Horsham Avenue at Yonge Street operate with longer delay at LOS 'E' during the p.m. peak hour, which is usual when minor streets intersect major arterial roadways.
- Under future total conditions, all turning movements at the intersections of Beecroft Road at Hounslow Avenue and Hounslow Avenue at Horsham Avenue are projected to operate at LOS B or better, as under future background conditions. Turning movements at the east and west approaches of the Horsham Avenue at Yonge Street intersection are projected to operate at LOS 'F' during both the a.m. and p.m. peak hours. However, all of the critical movements are still operating well within capacity.
- The site is expected to generate 73 auto trips during both the a.m. and p.m. peak hours. The addition of site-generated traffic is projected to have a minor impact on the operations at the study intersections.
- One Type "G" loading space is required and has been provided within the proposed site. All applicable site design standards and dimensions have been met. All loading, waste collection and passenger vehicles can readily access, maneuver through and leave the site with no projected conflicts.
- A review of the non-auto modes of travel at the study intersections show good LOS for transit and pedestrian facilities, as reflected on the walkscore.com ratings for the site.

- The site is required to provide a minimum of 17 parking spaces (all visitor parking) and up to a maximum of 325 parking spaces (290 residential spaces and 35 visitor spaces). A total of 80 parking spaces, including 17 visitor parking spaces, are proposed for the development, which satisfies the By-law requirement. The proposed 9 accessible parking spaces meet the minimum By-law requirement.
- The proposed bicycle parking supply of 264 spaces satisfies the By-law and TGS minimum requirements (24 residential and 10 publicly accessible short-term, and 230 residential long-term). One bicycle maintenance/repair facility will be provided onsite.
- Due to the limited visibility between the loading space and vehicles exiting the underground parking from the ramp and vehicles traveling along the driving aisle to enter the underground parking, a warning system with LED stop and go lights are proposed to be located opposite the loading space and in the northeast section of the passenger pick-up drop-off to warn passenger vehicles that the loading operations are on-going.
- The hatched areas identified in the study should remain free of vertical obstruction at the height of driver's sightline to achieve required sightlines.
- A Transportation Demand Management Plan (TDM) including unbundling of parking, car sharing and bicycle parking, as well as an information package for residents, will reduce single occupant vehicle (SOV) trips to and from this development. The recommended TDM measures will promote sustainable travel modes and are estimated to reduce single-occupancy vehicle trips by 35%, satisfying the TGD Version 4 AQ 1.1 requirement.

## 5.9 Servicing

A Functional Servicing and Stormwater Management Report was prepared by WSP in support of the proposed development. The purpose of the report is to develop a municipal servicing strategy (stormwater, sanitary discharge, and water supply), and to identify any potential constraints within the existing municipal infrastructure. The key findings of the report are as follows:

- *Water Servicing:* A 200mm diameter 'h'-type water service is proposed to provide domestic and fire connections for the proposed development. This will provide the development with the required watermain supply/flow. Connection will be made from the existing 150mm diameter watermain within Hounslow Avenue. A new hydrant is proposed in front of the proposed site in order to comply with required maximum distance requirements to the proposed Siamese connection. Results of the hydrant flow test show that the existing watermain has sufficient pressure to provide the required minimum pressure for fire suppression for the structure.
- *Sanitary Servicing:* The wastewater from the proposed development will be drained to the existing 250mm diameter sanitary sewer within Hounslow Avenue via a 200mm diameter sewer which is to be laid at 2%. The sanitary connection will be made to a new sanitary manhole within Hounslow Avenue directly in front of the proposed development. The wastewater system will be a gravity system. Flows produced due to groundwater pumping will outfall to the sanitary sewer system. The downstream sanitary system has sufficient capacity to accommodate the additional flow from the proposed development. The proposed grading plan will allow for the sanitary services to be installed with required minimum/maximum depths and any connections will not conflict with other existing/proposed services.
- *Storm Servicing:* Stormwater will discharge to the existing 675mm diameter storm sewer within Hounslow Avenue. The on-site quantity control measures will be provided in accordance with the WWFMG and will improve the current condition by reducing the contributing peak flow to the storm sewer. The stormwater discharge from the site will comply with requirements for erosion, water quality and quantity control.

## 5.10 Community Services and Facilities

Based on recommendations from the Strategic Initiatives Policy and Analysis (SIPA) branch and in recognition that a full CS&F for the North York Centre Secondary Plan area is currently being developed by the City of Toronto, a scoped Community Services and Facilities Study (CS&F) has been prepared by Bousfields Inc. to evaluate the availability of community services and facilities in the area (see **Appendix A**). The study includes information regarding school pupil and childcare yields anticipated to be generated by the subject proposal, a summary of nearby development applications, as well as a discussion of how the application would contribute to the achievement of a complete community.

One of the goals of the City of Toronto Official Plan is the achievement of complete communities that are inclusive, accessible, and affordable for people of all ages, incomes, and abilities. The proposed development will contribute to the achievement of a complete community through expanding the range of housing in the area in a compact, transit oriented built form, and by redeveloping the subject site with a variety of new facilities and improvements, including various indoor and outdoor amenity spaces.

With respect to schools, the approximate pupil yield of the proposed development is five (5) catholic elementary school students, two (2) catholic secondary school students, 24 public elementary school students, and nine (9) public secondary school students. There are two (2) public elementary schools, one (1) public secondary school, one (1) catholic elementary school, and four (4) catholic secondary schools within the study area. In total, there are 114 vacancies for public elementary school students, 148 vacancies for public secondary school students, zero vacancies for catholic elementary school students, and 652 vacancies for catholic secondary school students. Overall, there is sufficient space to accommodate public elementary and secondary schools, and limited space to accommodate the projected catholic elementary school students.

With respect to childcare, the Study Area contains 10 child care centres with a total capacity of 925 child care spaces. It is estimated that the proposed 305 units will generate demand for approximately 18 child care spaces. Based on the information provided above, it is our opinion that prospective residents of the proposed development will be served by and have access to various community services and facilities in the Study Area. However, the community and study area would benefit from the addition of any and all of the reviewed community services and facilities, particularly schools and childcare centres, to accommodate the projected yield from the proposed development and surrounding applications.

Based on the existing and planned community services and facilities summarized in the CS&F study, it is our opinion that many service sectors have existing capacity to accommodate the estimated population increase resulting from the proposed development.





# Conclusion

For the reasons set out in this Report, we are of the opinion that the proposal is appropriate and desirable. The proposal will contribute to the achievement of numerous policy directions supporting intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including "higher order transit".

From a land use perspective, the proposal is consistent with the Provincial Policy Statement and conforms with policy directions articulated in the Growth Plan for the Greater Golden Horseshoe (2019) and Official Plan promoting the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including "higher order transit". In this regard, the site would be considered to be located within a "strategic growth area" as defined by the Growth Plan, which are to be the focus for accommodating intensification in a more compact built form. Specifically, the site is located within an "urban growth centre" and falls within a "major transit station area" offering convenient walking access to "higher order transit" at the Finch Transit Hub, which features the Finch Subway Station on TTC Line 1 (Yonge-University), and the Finch Bus Terminal which is served by numerous GO Transit, TTC, YRT and VIVA bus routes, some of which meet the definition of "frequent transit".

In our opinion, the proposal, which consists of a high-rise residential building, is permitted within the *Mixed Use Areas* designation and meets the criteria for development within this designation, representing an improvement to the existing condition of the site. The proposal is also supportive of Official Plan policies which encourage new housing supply through intensification within the *Centres* and in the *Mixed Use Areas* designation. The proposal supports numerous policy objectives of the North York Centre Secondary Plan; however, an Official Plan Amendment is required to seek relief from the outdated height and density limits within this policy document. In our opinion, these height and density limitations are not in keeping with the current policy and growth management framework, nor in keeping with modern good planning practice. The site is an appropriate location for tall residential intensification, given the surrounding existing and planned tall building context and the site's location relative to the Finch Transit Hub and its location within an "urban growth centre".

From an urban design and built form perspective, the proposal has been carefully organized, sited and massed in a manner that complements and contributes to the existing and emerging tall building context in North York *Centre*, while remaining sympathetic to the low-rise neighbourhoods to the west. In particular, the proposed 24-storey building will fit harmoniously within the existing and planned variable tall building context, which generally respects a reduction in height with increasing distance from the Yonge Street corridor towards the low-rise neighbourhoods on the west side of Beecroft Road. The proposal falls under a 45-degree angular plane from the nearest *Neighbourhoods* designated property outside of the ring road. The proposal will also enhance the pedestrian environment along Hounslow Avenue and the adjacent north-south and east-west mid-block connections through a mix of active uses at-grade, wide pedestrian boulevards, a high degree of glazing, the use of high-quality materials, and a stimulating and architecturally interesting façade. The proposal will be oriented towards the street and laneways, and frame the public realm with more urban setbacks, representing a significant improvement over the existing interface provided by the suburban style and derelict detached dwellings on the site. The public realm improvements will improve pedestrian safety and bring life to the street, in keeping with the urban design vision for *Mixed Use Areas* within *Centres*.

For the reasons outlined in this Report, it is our opinion that the proposed Official Plan Amendment and rezoning applications are consistent with the Provincial Policy Statement (2020), and conform with the Growth Plan for the Greater Golden Horseshoe (2019). The proposal represents good and appropriate land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new housing, which will increase housing choices in the area and support the development of complete communities.

Accordingly, this Planning and Urban Design Rationale report concludes that the proposal is appropriate and desirable, and the requested Official Plan Amendment and rezoning applications should be approved.

# Appendix A



## Community Services & Facilities Report



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# 1 Introduction

A detailed study of the community services and facilities in the North York Centre Secondary Plan area is currently being undertaken by the City of Toronto as part of the North York at the Centre initiative. The North York at the Centre initiative will build on and integrate recent initiatives in the study area, such as Reimagining Yonge, and broader city-wide initiatives. The Community Services and Facilities (CS&F) Strategy prepared as part of the North York at the Centre initiative will include an analysis of current conditions and future needs, and recommend improvements to child care facilities, schools, libraries, recreation facilities, and human services. The CS&F Strategy will be developed in three parts, including a CS&F Background Report, CS&F Directions Report, and final CS&F strategy. Along with the recently completed plans for Downtown (TOCore), Midtown (Yonge-Eglinton Secondary Plan), and the ongoing Our Scarborough Centre study, the North York at the Centre initiative will contribute to a contemporary policy framework for Toronto's Centres.

The preliminary background report for the North York at the Centre Initiative was released in August 2023. The report provides important background information related to the North York at the Centre Initiative study area, such as its historical context, policy and regulatory context, people and housing needs, land use, public realm, built form, community services and facilities, arts and culture, municipal servicing and utilities, and aligned initiatives.

With respect to community services and facilities, the preliminary background report notes that a wide array of community services and facilities serve the North York Centre study area, many of which are located outside of the North York Centre. There are currently 36 human service providers, eight (8) child care facilities, three (3) publicly funded elementary schools, and two (2) publicly funded secondary schools, that are currently located within North York Centre. The North York Central Library is the only library branch located within North York Centre, and one public recreation facility, the Douglas Snow Aquatic Centre, is located in the Centre. It is noted that a full community services and facilities study will be undertaken as part of the Secondary Plan review to provide a more complete picture of these assets as well as to examine the needs of the existing local community and of planned future populations.

Based on recommendations from the Strategic Initiatives Policy and Analysis (SIPA) branch and in recognition that a full CS&F for the North York Centre Secondary Plan area is currently being developed by the City of Toronto, a scoped Community Services and Facilities Study was prepared by Bousfields Inc. The CS&F was prepared in support of the proposed development, in line with the standard scope of work for CS&F Studies for sites within the City of Toronto. The study includes information regarding school pupil and childcare yields anticipated to be generated by the subject proposal, a summary of nearby development applications, as well as a discussion of how the application would contribute to the achievement of a complete community.

## 2 North York Centre Secondary Plan Study Area

The study area used to complete the community services and facilities inventory is based upon the boundaries identified by the City of Toronto as the North York at the Centre initiative study area.

The study area for the North York at the Centre initiative is consistent with the current North York Secondary Plan boundary, which is bounded by Yonge and Highway 401 to the south, Drewry Avenue and Cummer Avenue to the north, Beecroft Road to the west, as well as Doris Avenue and Kenneth Avenue to the east.

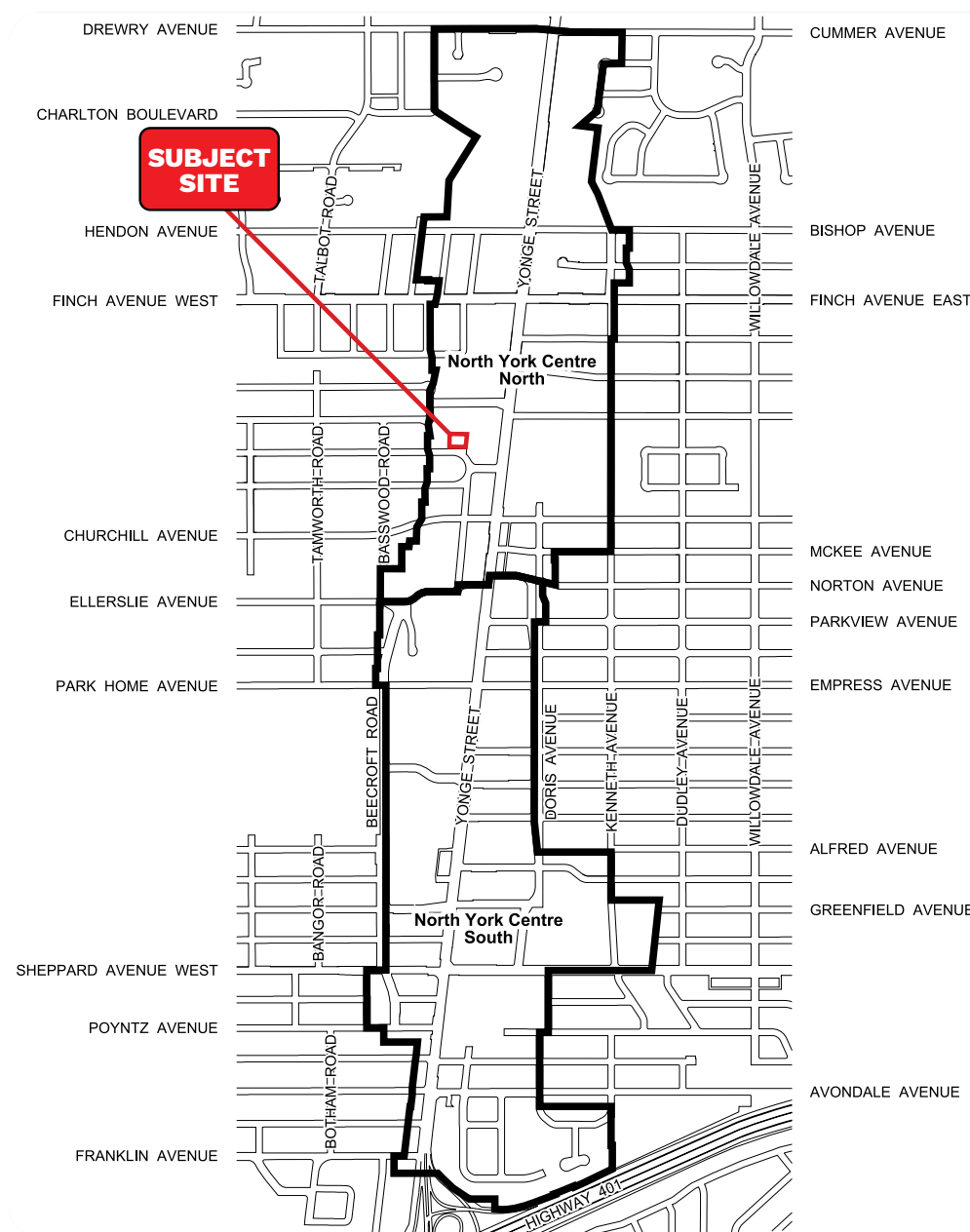


Figure 1 - North York Secondary Plan, Map 8-1 - Secondary Plan Boundaries



# 3 Proposed Community Services & Facilities

One of the goals of the City of Toronto Official Plan is the achievement of complete communities that are inclusive, accessible, and affordable for people of all ages, incomes, and abilities. The proposed development will contribute to the achievement of a complete community through expanding the range of housing in the area in a compact, transit oriented built form, and by redeveloping the subject site with a variety of new facilities and improvements, including various indoor and outdoor amenity spaces.

## 3.1 Indoor & Outdoor Amenity Spaces

The indoor and outdoor amenity spaces provided within the proposed development will support the livability of a vertical community and provide extended living spaces for gathering and community building. While the new development does not include any non-residential uses, it proposes outdoor and indoor amenity areas and reinvigorated pedestrian pathways, providing safe and convenient access to open space in the neighbourhood. The proposed development will also provide a variety of new, family-friendly amenities for residents of the new building. For example, the proposal contemplates a pet-friendly area at grade connected to several levels of indoor amenity space. In accordance with Policy 3.1.3(11) of the Official Plan, the proposed outdoor and indoor amenity spaces will be high-quality, well-designed, and consider the needs of all ages and abilities over time and throughout the year, including but not limited to seniors, families, and children.

Overall, the proposal will contribute to the achievement of a complete community through the redevelopment of the subject site with a variety of new facilities and/or facility improvements. It will support the creation of a complete community in which people of all ages and at all stages of the family life cycle can live, work, and play.

# 4 Nearby Development Activity

To further understand the context of the study area, residential development applications and approvals surrounding the subject site were reviewed. A total of 16 residential development applications were found within a 1,000 metre radius of the subject site. There were five (5) under review applications, two (2) applications under appeal at the Ontario Land Tribunal (formerly called the Ontario Municipal Board (OMB)), six (6) applications that have been approved by City Council or the Ontario Land Tribunal, and three (3) applications for developments that have since been constructed. **Table A1** below illustrates key aspects of these developments such as the number of units, tenure, gross floor area, and projected populations.

With the information currently available, the estimated population resulting from the development activity surrounding the site is approximately 7,536 residents (excluding the proposed development). The details of each application are provided in the table below.

The estimated population was calculated by building and unit type according to the City of Toronto's Design Criteria for Sewers and Watermains. The relevant rates are:

- 3.1 ppu for 3-bedroom apartment units
- 2.1 ppu for 2-bedroom apartment units and
- 1.4 ppu for 1-bedroom or bachelor apartment units.

Where unit mixes were not available or undetermined, the average household size for the City of Toronto (2.42) was applied.

**Table 1 - Nearby Development Activity**

Address	Status	Unit Count	Type	Tenure	Gross Floor Area (m2)	Unit Mix	Projected Population Yield
5400 Yonge Street & 15 Horsham Avenue	OLT Approved	533	Mixed Use (Residential/Retail)	Condo	30,380	1B: 251 2B: 92 3B: 57	721
5320-5334 Yonge Street & 11 Churchill Avenue	Under Review	862	Mixed Use (Residential/Retail)	Rental / Condo	58,094.55	Studio: 14 1B: 528 2B: 231 3B: 89	1,520
5294-5304 & 5306 Yonge Street	OLT Approved	265	Mixed Use (Residential/Retail)	Condo	9,510.15	-	642
36-40 Churchill Avenue	Constructed	14	Residential (Townhouse)	Townhouse	-	-	34
72 Church Avenue	Under Review	14	Residential	-	1,462.1	Studio: 3 1B: 1 2B: 7 3B: 3	30
68-78 Churchill Avenue	Appealed to OLT	44	Residential (Townhouse)	Townhouse	8,158	-	107
5182-5190 Yonge Street	Constructed	374	Mixed Use (Residential/Retail)	Condo	24,699.15	-	906
5203-5215 Yonge Street & 11 Parkview Avenue	OLT Approved	270	Mixed Use (Residential/Retail)	Condo	18,700	-	654
5576 Yonge Street	Under Review	608	Mixed Use (Residential/Retail)	Condo	41,413	Studio: 32 1B: 366 2B: 154 3B: 56	1,054
31 Finch Avenue East & 32-38 Olive Avenue	Council Approved	350	Residential	Condo	20,264	-	847
57, 59, 61, and 63 Finch Avenue West	Constructed	42	Residential (Townhouse)	Townhouse	-	-	102
52 Finch Avenue West	Under Review	2	Mixed Use (Residential/Office)	Condo	417.50	-	5
40-48 Hendon Avenue	OLT Approved	30	Residential (Townhouse)	Townhouse	3,500	-	73
5051-5061 Yonge Street	Appealed to OLT	365	Mixed Use (Residential/Retail)	Condo	28,983.52	Studio: 27 1B: 194 2B: 101 3B: 43	655
11, 13, 15, and 19 Altamont Road	OLT Approved	26	Residential (Townhouse)	Townhouse	4,650	-	63
104-114 Finch Avenue East	Under Review	57	Mixed Use (Residential/Retail)	-	4,458.04	Studio: 10 1B: 31 2B: 15 3B: 11	123
<b>Total</b>		<b>3,856</b>			<b>225,706</b>		<b>7,536</b>

# 5 Child Enrollment & School Pupil Yields

## 5.1 Childcare Enrollment

**Table A2** lists 10 child care centres identified within the Study Area. Data pertaining to each child care centre was sourced from the City of Toronto's Child care locator website. A total of 925 child care centre spaces are provided.

The Study Area contains 10 child care centres with a total capacity of 925 child care spaces. The distribution of the spaces is as follows:

- 70 infants spaces (7.6 percent);
- 140 toddler spaces (15.1 percent);
- 324 pre-school spaces (35 percent);
- 115 spaces for children in full-time kindergarten (12.4 percent); and
- 276 spaces for school age children (29.8 percent)

It is estimated that the proposed 305 units will generate demand for approximately 18 child care spaces. This figure is based on a residential population increase of 528 people (305 units multiplied by the PPU rates described in section 1.2), of which approximately 11 percent would be "Children" (aged 0-14) in the Willowdale West neighbourhood, as shown in the 2016 neighbourhood profile. The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA – 61.7 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

Notwithstanding the foregoing, it is our opinion that the childcare yield would be lower than 18 children given that school aged children older than 12 years typically do not require childcare, whereas, the "Children" category includes those aged 0-14 years. The projected number of children generated from the proposed development who will require child care (18 children) may be accommodated by the existing facilities within the Study Area, subject to age and care requirements. In addition to projected yields and capacities of existing child care centres in this neighbourhood(s), child care needs will be informed by the City of Toronto Children's Services identification of priority child care areas.

The number of available childcare spaces, and/or the capacities of the centres, that have been reported in this CS&F review may change by the time the development has been approved and constructed. Further, there may be additional private home-based childcare services offered in the area that would not be captured by this analysis. In addition to the projected yields and capacities of existing child care centres in this neighbourhood, child care needs will be informed by the City of Toronto Children's Services identification of priority child care areas.



**Table 2 - Child Care Service Enrollment in the Study Area**

Facility	Fee Subsidy Available	Enrollment/ Vacancy	Infant (0 to 18 Months)	Toddler (18 Months to 2.5 years)	Pre-school (2.5 to 5 years)	Kindergarten (4 to 6 years)	School Age (6 to 12 years)	Total
<b>St. Cyril's Before and After School Programme</b> 18 Kempford Boulevard	Yes	Capacity	-	-	-	26	70	96
		Vacancy	-	-	-	Yes	Yes	-
<b>Yonge-Churchill Child Care Cere</b> 5350 Yonge Street	No	Capacity	10	30	48	13	-	101
		Vacancy	Unknown*	Unknown*	Unknown*	Unknown*	-	-
<b>McKee McKids Enrichments Centre</b> 35 Church Avenue	Yes	Capacity	-	-	24	50	90	164
		Vacancy	-	-	No	No	Yes	-
<b>Yorktown Montessori School</b> 349 Kenneth Avenue	No	Capacity	-	-	30	-	11	41
		Vacancy	-	-	Unknown*	-	Unknown*	-
<b>Lansing Co-Op Nursery School</b> 80 Church Avenue	No	Capacity	-	-	40	-	-	40
		Vacancy	-	-	Unknown*	-	-	-
<b>Kids &amp; Company</b> 5650 Yonge Street	No	Capacity	10	25	30	-	-	65
		Vacancy	Unknown*	Unknown*	Unknown*	-	-	-
<b>Yonge Hearts Child Care Centre</b> 5176 Yonge Street	Yes	Capacity	20	30	64	-	-	114
		Vacancy	No	No	No	-	-	-
<b>The Neighbourhood Group Yonge and Sheppard Child Care Centre</b> 30 Sheppard Avenue East	Yes	Capacity	10	20	32	-	-	62
		Vacancy	Yes	Yes	Yes	-	-	-
<b>Petit Pearson Child Care</b> 7 Snowcrest Avenue	Yes	Capacity	-	15	24	26	105	170
		Vacancy	-	No	No	Yes	Yes	-
<b>Network – Lansing Child Care Centre</b> 49 Bogert Avenue	Yes	Capacity	20	20	32	-	-	72
		Vacancy	Yes	No	Yes	-	-	-
<b>Total</b>			<b>70</b>	<b>140</b>	<b>324</b>	<b>115</b>	<b>276</b>	<b>925</b>

\*Capacity and enrolment data was unavailable for this child care centre. This child care centre does not have a service agreement with the City of Toronto and therefore it is not assessed by the City for quality standards and vacancy information is not collected.

## 5.2 School Pupil Yields

**Table A3** contains the addresses, capacities, enrollments, and utilization rates of Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) elementary and secondary schools within the study area.

**Table 3** - TDSB and TCDSB Capacity and Enrolment (2022-2023)

School	Address	Capacity	Full-Time Enrollment (2022-2023)	Utilization Rate
<b>Public Elementary School</b>				
<b>Churchill Public School</b> (Kindergarten to Grade 5)	188 Churchill Avenue	520	406	78%
<b>Willowdale Middle School</b> (Grades 6 to 8)	225 Senlac Road	513	530	103%
<b>Public Secondary School</b>				
<b>Northview Heights Secondary School</b> (Grades 9 to 12)	550 Finch Avenue West	1,707	1,559	91%
<b>Catholic Elementary School</b>				
<b>St. Antoine Daniel</b> (JK to Grade 8)	160 Finch Avenue West	216	312	144.4%
<b>Catholic Secondary School</b>				
<b>Marshall McLuhan</b> (Grades 9 to 12, Mixed Gender)	1107 Avenue Road	969	1,040	107.3%
<b>James Cardinal McGuigan</b> (Grades 9 to 12, Mixed Gender)	1440 Finch Avenue West	987	1,006	101.9%
<b>Brebeuf College</b> (Grades 9 to 12, Male Gender)	211 Steeles Avenue East	1,008	643	63.8%
<b>St. Joseph's Morrow Park</b> (Grades 9 to 12, Female Gender)	3379 Bayview Avenue	798	511	64%
<b>Total</b>		<b>6,718</b>	<b>4,968</b>	<b>135%</b>

\* Yields are not reflective of cumulative development in this study area. Yields provided apply to the current proposal and the data provided is current as of August 21, 2023. Further analysis including a review of cumulative development will be applied upon receipt of a development application.

### Approximate Pupil Yield of Proposed Development – TCDSB

- Elementary: 5 pupils (Figure supplied by TCDSB)
- Secondary: 2 Pupils (Figure supplied by TCDSB)

The 5 projected Catholic elementary school students may be accommodated at St. Antoine Daniel Catholic School. As per **Table A3**, the elementary school has a utilization rate of 144.4 per cent and thus, will likely have limited capacity for additional pupils. There are currently no vacancies for catholic elementary school students.

With respect to the anticipated secondary school yield, the 2 projected students may be accommodated at Brebeuf College and/or St. Joseph's Morrow Park, a male and a female gender school, respectively. There are approximately 652 vacancies for catholic secondary school students. The two other catholic secondary schools in the catchment area, including Marshall McLuhan Catholic Secondary School and James Cardinal McGuigan Catholic High School, are operating above capacity with utilization rates of 107.3% and 101.9%, respectively, and will likely have insufficient space to accommodate the pupils projected from this development. Overall, there is sufficient space to accommodate catholic secondary school students projected for this development, and limited space to accommodate the projected catholic elementary school students.

It is noted that St. Antoine Daniel Catholic Elementary School will be replaced with a new 510 pupil school as part of the TCDSB capital plan. The anticipated opening date for the new building is 2025. The new replacement school may have additional capacity to accommodate pupil overflow from schools in the catchment area, as well as elementary school students anticipated from this development.

Based on the enrolment figures, there is currently limited capacity at the local TCDSB elementary schools and secondary schools to accommodate the 7 catholic school students anticipated from this development.

### Approximate Pupil Yield of Proposed Development – TDSB

- Elementary 24 pupils (Figure supplied by TDSB)
- Secondary: 9 pupils (Figure supplied by TDSB)

The elementary schools in the area, Churchill Public School and Willowdale Middle School, have utilization rates of 78 per cent and 103 per cent, respectively, and may have limited space to accommodate the 24 additional elementary school students. There are approximately 114 vacancies for public elementary school students. Likewise, the secondary school in the study area, Northview Heights Secondary School, has a utilization rate of 91 per cent and thus, may have limited capacity for new enrollment of 9 pupils. There are approximately 148 vacancies for public secondary school students. Overall, there is sufficient space to accommodate the public and secondary school students projected for this development.

In its communications regarding projected pupil yields, TDSB noted that there is currently insufficient capacity at the local middle school to accommodate students anticipated from this development. Therefore, based on the enrolment figures, there is currently limited capacity at the local TDSB elementary schools and sufficient capacity at the secondary school to accommodate the public school students anticipated from this development.

The TDSB is currently undertaking a comprehensive review of secondary schools, with the primary objectives being to ensure that all students have equitable access to programs or opportunities, reduce excess capacity, and to 'right-size' TDSB's network of secondary schools. The current review may result in the closure of some TDSB secondary schools or changes to some of the current secondary school boundaries. In addition, changes to the provision of some secondary programs, such as French as a Second Language-related programs, may be impacted as a result of the group reviews. Completion of Phase 1 of the Review is anticipated for June 2024.

It is important to note that it has not been determined if potential students from this development will attend the schools listed in **Table A3** and whether they will choose Public or Catholic schools. This level of detail will be considered later in the application review process when the TDSB and TCDSB determine where prospective students will attend school. As such, the TDSB and TCDSB may accommodate students outside of the area until adequate funding or spaces become available. Furthermore, it is also important to consider that schools' statistics change year by year due to a variety of factors such as affordability, tenancy, unit size and availability/proximity to commercial and community amenities, and that by the time the proposed development is fully realized, the overcapacity issues may be resolved. Monitoring of these numbers will be important as specific details of the proposed development are finalized and as other developments in the area build out.

# 6 Conclusion

One of the goals of the City of Toronto Official Plan is the achievement of complete communities that are inclusive, accessible, and affordable for people of all ages, incomes, and abilities. The proposed development will contribute to the achievement of a complete community through expanding the range of housing in the area in a compact, transit oriented built form, and by redeveloping the subject site with a variety of new facilities and improvements, including various indoor and outdoor amenity spaces.

With respect to schools, the approximate pupil yield of the proposed development is five (5) catholic elementary school students, two (2) catholic secondary school students, 24 public elementary school students, and nine (9) public secondary school students. There are two (2) public elementary schools, one (1) public secondary school, one (1) catholic elementary school, and four (4) catholic secondary schools within the study area. In total, there are 114 vacancies for public elementary school students, 148 vacancies for public secondary school students, zero vacancies for catholic elementary school students, and 652 vacancies for catholic secondary school students. Overall, there is sufficient space to accommodate public elementary and secondary schools, and limited space to accommodate the projected catholic elementary school students.

With respect to childcare, the Study Area contains 10 child care centres with a total capacity of 925 child care spaces. It is estimated that the proposed 305 units will generate demand for approximately 18 child care spaces.

Based on the information provided above, it is our opinion that prospective residents of the proposed development will be served by and have access to various community services and facilities in the Study Area. However, the community and study area would benefit from the addition of any and all of the reviewed community services and facilities, particularly schools and childcare centres, to accommodate the projected yield from the proposed development and surrounding applications.

Our recommendation may be revised in the future should further details become available or should City priorities shift. We trust that the information and conclusions presented in this Study will be sufficient for the City's purposes at this time. Should more information regarding the provision of services summarized in this CS&F Study be required, further investigations can be completed with a scope of work to be determined in consultation with City staff.



# Appendix B

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Zoning  
Compliance  
Chart

By-law No. 569-2013 - CR SS1			
Regulation No.	Excerpts from By-law No. 7625 (2012 last updated)	Proposed Zoning By-law Amendment Provisions	Rationale for Amendment
Chapter 40 Commercial Residential			
40.5.1.10-Interpretation	<p>(1)Application of General Regulations Section The regulations in Section 40.5 apply to all lands, uses, buildings and structures in the Commercial Residential Zone category.</p> <p>(2)Interpretation of the Commercial Residential Zone Symbol The zone symbol on the Zoning By-law Map for zones in the Commercial Residential Zone category consists of the letters CR, indicating the primary land use permitted in the respective zone.</p> <p>(3)Interpretation of the Zone Label In the Commercial Residential Zone category, the letters following the zone symbol in the zone label have the following meaning: (A)a numerical value representing the permitted maximum floor space index of all land uses on a lot and may be followed by one or both of the following in brackets: (i)the letter "c" and a numerical value indicating the permitted maximum floor space index for non-residential uses on a lot; and (ii)the letter "r" and a numerical value indicating the permitted maximum floor space index for residential uses on a lot; and (B)the Development Standard Set symbol (SS) and number indicates the set of development standards in regulation 40.5.1.10(4), that applies to a lot. (4)Interpretation of the Development Standard Set Symbol The Development Standard Set symbol (SS) in the zone label on the Zoning By-law Map identifies the Development Standard Set with a numerical value that corresponds to a specific set of development standards that may control one or all of the following requirements:</p> <p>(A)Required Minimum Building Setback from a Front Lot Line; (B)Permitted Maximum Building Setback from a Front Lot Line; (C)Required Minimum Building Setback from a Rear Lot Line; (D)Required Minimum Building Setback from a Side Lot Line; (E)Required Building Angular Plane from a Front Lot Line or Side Lot Line abutting a street; (F)Required Building Angular Plane from a Rear Lot Line; (G)Required Minimum Landscaping Area on a Lot; and (H)Permitted Maximum Building Height</p>	<p>Despite regulations 40.5.1.10(3) and 40.10.40.40(1), the maximum gross floor area of all buildings permitted on the lands identified on Diagram 1 of By-law [Clerks to supply by-law #] must not exceed 8,250 square metres, of which a maximum of 260 square metres may be non-residential gross floor area;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, Section 40.5.1.10(3) will need to be amended to propose a site-specific gross floor area for the subject site. As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.5.40.10-Height	<p>(1)Determining the Height of Buildings in Commercial Residential Zones In the Commercial Residential Zone category, the height of a building is the distance between the average elevation of the ground along the front lot line, or in the case of a corner lot the average elevation of the ground along all lot lines that abut a street, and the elevation of the highest point of the building.</p> <p>(2)Determining the Height of Structures in Commercial Residential Z</p>	<p>Despite regulations 40.5.40.10(1) and (2), the height of a building or structure is the distance between the Canadian Geodetic Datum of 184.35 metres and the elevation of the highest point of the building or structure;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, These sections 40.5.1.10(3) will need to be amended to propose a site-specific geodetic elevation for the subject site. As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.5.40.60-Permitted Encroachments	<p>(1)Canopies and Awnings In the Commercial Residential Zone category, a canopy, awning or similar structure, with or without structural support, may encroach into a required minimum building setback that abuts a street, if no part of the canopy, awning or similar structure is located more than 5.0 metres above the elevation of the ground directly below it.</p>	<p>Despite regulations 5.10.40.70(1), (3) and (4), 40.5.40.60, and 40.10.40.60; 40.10.40.70(2), the following may encroach into the required building setbacks as shown on Diagram 3 of By-law [Clerks to insert the by-law #]: (i) at or on the level of the ground – stairs, stair enclosures, pillars, planters, seating areas, light fixtures, decorative screens, privacy screens, ornamental elements, art and landscape features, landscaping, patios, decks, ventilation shafts, railings, fences, site servicing features, retaining walls, bollards, air shafts, wheel chair ramps and vehicular parking ramps; (ii) above the level of the ground - balconies, balcony platforms, balcony guards and dividers, may project/encroach by a maximum of 3.0 metres; (iii) awnings, canopies and all vertical extensions of such awnings and canopies and related architectural elements may project/encroach by a maximum of 3.0 metres; and (iv) eaves, roof drainage, cornices, ornamental elements, light fixtures, parapets, window washing equipment, architectural flutes and window sills, may project/encroach by a maximum of 0.5 metres;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, These sections will need to be amended to propose a site-specific encroachments which are more typical for an apartment building. As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>

40.5.40.70-Setbacks	<p>(1)Building or Structure to be Set Back from a Lane A building or structure in the Commercial Residential Zone category may be: (A)no closer than 3.0 metres from the original centreline of a lane if the lot abutting the other side of the lane is not in the Residential Zone category or Open Space Zone category; and (B)no closer than 3.5 metres from the original centreline of a lane if the lot abutting the other side of the lane is in the Residential Zone category or Open Space Zone category.</p>	Despite regulations 5.10.40.70(1) and (3), 40.5.40.70(1), 40.10.40.70(2) and (4), and (C) and article 900.11.10.341, the required minimum setbacks for buildings and structures are as shown in metres on Diagram 3 of By-law	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, These sections will need to be amended to propose a site-specific building envelope. As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.10.30.1-General	In the CR zone, if two or more lots are developed together, the requirements in this By-law apply collectively to the parts of the lots within the CR zone.	Despite regulation 40.10.30.1(1), the requirements in this exception and By-law No. 569-2013 apply collectively to the lands delineated by heavy black lines on Diagram 1 attached to By-law [Clerks to supply by-law #] for those lots or portions of lots within the CR (x####) zone;	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, Section 40.10.30.1(1 will need to be amended to apply the by-law to the site as a whole. As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.10.30.40-Lot Coverage	<p>(1)Maximum Lot Coverage In the CR zone: (A)if a lot is in an area with a numerical value on the Lot Coverage Overlay Map, that numerical value is the permitted maximum lot coverage, as a percentage of the lot area; and (B)if a lot is not in an area with a numerical value on the Lot Coverage Overlay Map, no lot coverage applies.</p>	Despite Clause 40.10.30.40, no maximum permitted lot coverage a	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, Section 40.10.30.40 will need to be amended to remove lot coverage requirements - these are not appropriate for an apartment building form in an urban growth centre context. As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.10.40.10-Height	<p>(1)Development Standard Set 1 - Maximum Height In the CR zone subject to Development Standard Set 1 (SS1), the permitted maximum height of a building or structure on a lot is: (A)the numerical value, in metres, following the letters "HT" on the Height Overlay Map; or (B)16.0 metres, if there is no numerical value following the letters "HT" on the Height Overlay Map; and (C)regulations (A) and (B) do not apply to the area bounded by York Street, Adelaide Street West, Wellington Street West, and Yonge Street.</p> <p>(2)Development Standard Set 2 - Maximum Height In the CR zone subject to Development Standard Set 2 (SS2), the maximum height of a building or structure on a lot is: (A)the numerical value, in metres, following the letters "HT" on the Height Overlay Map; or (B)14.0 metres, if there is no numerical value following the letters "HT" on the Height Overlay Map.</p> <p>(3)Development Standard Set 3 - Maximum Height In the CR zone subject to Development Standard Set 3 (SS3), the permitted maximum height of a building or structure on a lot is: (A)the numerical value, in metres, following the letters "HT" on the Height Overlay Map; or (B)11.0 metres, if there is no numerical value following the letters "HT" on the Height Overlay Map.</p> <p>(4)Required Minimum Height in Certain CR Zones In the CR zone: (A)If a lot has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(ii) that is greater than 0.0 and the lot is located in whole or in part in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), or Policy Area 4 (PA4) on the Policy Areas Overlay Map, the required minimum height of a building or structure is 10.5 metres and it must have at least 3 storeys; and (B)The required minimum height and storeys requirement in regulation (A) does not apply to a vehicle fuel station.</p> <p>(5)Minimum Height of First Storey In the CR zone, the required minimum height of the first storey, is measured between the floor of the first storey and the ceiling of the first storey, is 4.5 metres.</p> <p>(6)Place of Worship Height of First Storey Exemption In the CR zone, a place of worship is exempt from regulation 40.10.40.10 (5).</p> <p>(7)Maximum Number of Storeys The permitted maximum number of storeys in a building on a lot in the CR zone is: (A)the numerical value following the letters "ST" on the Height Overlay Map; and (B)if the lot is in an area with no numerical value following the letters "ST" on the Height Overlay Map, the number of storeys is not limited by this regulation. [ By-law: 1353-2015 ]</p>	<p>Despite regulation 40.10.40.10(2) or (3), the permitted maximum height of a building or structure is the number in metres following the letters "HT" as shown on Diagram 3 of By-law [Clerks to insert By-law number];</p> <p>Despite regulation 40.10.40.10(5), the required minimum height of the first storey, as measured between the floor of the first storey and the ceiling of the first storey, is 4.0 metres;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, Provisions 40.10.40.10(2) and (5) will need to be amended to recognize the site specific building envelope proposed. As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>

40.10.40.40-Floor Area	<p>(1)Floor Space Index In the CR zone, the letters and numbers in brackets following the zone symbol on the zone label on the Zoning By-law Map have the following application: (A)the numerical value following the zone symbol is the total permitted maximum floor space index for all uses on the lot; (B)the letter "c" refers to the floor space index and the numerical value is the permitted maximum floor space index for non-residential uses on the lot; and (C)the letter "r" refers to the floor space index and the numerical value is the permitted maximum floor space index for residential uses on the lot.</p> <p>(3)Pedestrian Walkways - Gross Floor Area Exclusion in SS1 Areas In the CR zone subject to Development Standard Set 1 (SS1), the gross floor area of a non-residential building or mixed use building is reduced by the area in the building used for: (A)enclosed pedestrian walkways that: (i)provide direct access to streets, parks, public buildings, outdoor amenity space accessible to the public, public transportation uses, or a similar walkway in an adjacent building; (ii)are within 2.0 metres of the ground; (iii)have a minimum width of 3.0 metres; (iv)are not used for commercial purposes, such as hotel lobbies, retail areas, commercial display areas or other rentable space; (v)are located a minimum distance of 10.0 metres from any street that is within 20 degrees of parallel from the pedestrian walkway; and (vi)provide direct access between streets or similar walkways in adjacent buildings, and are located at least 60.0 metres from any part of any other pedestrian walkway; and (B)washrooms or sitting areas that have access to the enclosed pedestrian walkways described in regulation (A) above.</p>	<p>Despite regulation 40.10.40.40(1), the permitted maximum gross floor area of all buildings and structures on the lot is 18,851 square metres, of which: (i)the permitted maximum gross floor area for residential uses is 18,851 square metres;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific building density proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.10.40.50- Decks, Platforms and Amenities	<p>(1)Amenity Space for Buildings with 20 or More Dwelling Units In the CR zone, a building with 20 or more dwelling units must provide amenity space at a minimum rate of 4.0 square metres for each dwelling unit, of which: (A)at least 2.0 square metres for each dwelling unit is indoor amenity space; [ By-law: 1353-2015 ] (B)at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space; and (C)no more than 25% of the outdoor component may be a green roof. (2)Amenity Space for Buildings with Non-Residential Uses in SS1 Areas In the CR zone subject to Development Standard Set (SS1), if a building with non-residential gross floor area is on a lot with one or more lot lines exceeding 12.0 metres in length and which abut a street, outdoor amenity space must be provided at a minimum rate of: (A)the lesser of 1.5% of the non-residential interior floor area in the building, or 4.5% of the area of the lot, if one lot line exceeds 12.0 metres in length and abuts a street; (B)the lesser of 3.0% of the non-residential interior floor area in the building or 9.0% of the area of the lot, if two lot lines exceed 12.0 metres in length and abut a street; (C)the lesser of 4.5% of the non-residential interior floor area in the building, or 13.5% of the area of the lot, if three lot lines exceed 12.0 metres in length and abut a street; or (D)the lesser of 6.0% of the non-residential interior floor area in the building, or 18.0% of the area of the lot, if four or more lot lines exceed 12.0 metres in length and abut a street.</p>	<p>Despite regulation 40.10.40.50(1) and (2), amenity space must be provided at the following rate: (i)at least 2.0 square metres for each dwelling unit as indoor amenity space; (ii)at least 2.0 square metres of outdoor amenity space for each dwelling unit of which 40 square metres must be in a location adjoining or directly accessible to the indoor amenity space; and (iii)no more than 25 percent of the outdoor component may be a green roof;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific building amenity proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.10.40.60-Permitted Encroachments	<p>(1)Permitted Encroachments - Decks, Porches and Balconies In the CR zone a platform with no roof, such as a deck, porch, balcony or similar structure, attached to or less than 0.3 metres from a building, is subject to the following: (A)a platform with a floor level no higher than the floor level of the first storey of the building may encroach into the required minimum building setback the lesser of 2.5 metres or 50% of the required minimum building setback, if it is no closer to a lot line than 0.3 metres and is not located between the building and a lot line that abuts a street; (B)in the CR zone subject to Development Standard Set 1 (SS1), or Development Standard Set 3 (SS3), a platform with a floor level higher than the floor level of the first storey of the building may encroach into the required minimum building setback a maximum of 1.5 metres; and (C)in the CR zone subject to Development Standard Set 2 (SS2), a platform attached to the front main wall with a floor level higher than the floor level of the first storey of the building must: (i)be located above the first three storeys of the building above-ground; (ii)be located entirely behind the front main wall of the three storeys of the building above-ground; and (iii)not project more than 1.5 metres from the main wall to which it is attached. (2)Permitted Encroachments - Canopies and Awnings In the CR zone a canopy, awning or similar structure, with or without structural support, or a roof over a platform which complies with regulation 40.10.40.60(1), may encroach into a required minimum building setback for the building as follows: (A)to the same extent as the platform it is covering; and (B)if it is not covering a platform, the canopy, awning or similar structure: (i)in a rear yard, the lesser of 2.5 metres or 50% of the required rear yard setback, if it is no closer to a side lot line than the required side yard setback; (ii)in a side yard that does not abut a street, a maximum of 1.5 metres, if it is no closer than 0.3 metres from the side lot lines; and (iii)in a front yard or side yard that abuts a street, in compliance with regulation 40.5.40.60(1). (3)Permitted Encroachments - Exterior Stairs, Access Ramp and Elevating Device In the CR zone: (A)exterior stairs providing access to a building or structure may encroach into a required minimum building setback, if the stairs are: (i)no longer than 1.5 horizontal units for each 1.0 vertical unit above-ground at the point where the stairs meet the building or structure; (ii)no wider than 2.0 metres; and (iii)no closer to a lot line than 0.3 metres; and (B)an uncovered ramp providing pedestrian access to a building or structure may encroach into a required minimum building setback, if the ramp is: (i)no longer than 15 horizontal units for each 1.0 vertical unit above-ground at the point where the ramp meets the building or structure; (ii)no wider than 1.5 metres for each sloped ramp segment; and</p>	<p>Despite Clause 40.10.40.60 and 40.10.40.70(1)(2) and (3), the following elements may encroach into the required minimum building setbacks and main wall separation distances as follows: (i)balconies, by a maximum of 1.8 metres; (ii)canopies and awnings, by a maximum of 2.0 metres; (iii)exterior stairs, access ramps and elevating devices, by a maximum of 2.0 metres; (iv)cladding added to the exterior surface of the main wall of a building, by a maximum of 0.5 metres; (v)architectural features, such as a pilaster, decorative column, cornice, sill, or belt course, by a maximum of 0.5 metres; (vi&gt;window projections, including bay windows and box windows, by a maximum of 0.5 metres; and (vii)air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 0.5 metres;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific building encroachments and setbacks proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
40.10.40.70-Setbacks	<p>(1)Development Standard Set 1 - Building Setbacks In the CR zone subject to Development Standard Set 1 (SS1), a building or structure is subject to the following: (A)at least 75% of the main wall of the building facing a front lot line must be at or between the front lot line and a maximum of 3.0 metres from the front lot line; (B)where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a lot line that is not adjacent to a street or lane, otherwise no building setback is required; (C)where the main wall of a building does not have windows or openings, the main wall must be set back at least 3.0 metres from a rear lot line or side lot line that abuts a lot in the Residential Zone category or Residential Apartment Zone category, otherwise no building setback is required; and (D)a place of worship is exempt from regulation (A) above.</p>	<p>Despite regulation 40.10.40.70(1)(2) or (3), the required minimum building setbacks are as shown in metres on Diagram 5 of By-law [Clerks to insert By-law number];</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific building envelope proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>



40.10.40.80-Separation	<p>(1)Separation of Building Walls - Development Standard Set 1 For a lot in the CR zone, subject to Development Standard Set 1 (SS1), any main wall of a building must comply with the following: (A)where a main wall of the building has windows and a line projected at a right angle from one of these main walls intercepts another main wall with windows on the same lot, the required minimum above-ground distance between the main walls must be 11.0 metres; and (B)where a main wall of the building has windows facing another main wall on the same lot which does not have windows and a line projected at a right angle from one of these main walls intercepts the other main wall, the required minimum above-ground distance between the main walls is 5.5 metres.</p> <p>(2)Separation of Building Walls - Development Standard Set 2 and Development Standard Set 3 For a lot in the CR zone, subject to Development Standard Set 2 (SS2) or Development Standard Set 3 (SS3), the portion of a building which has a height equal to or less than the width of the right-of-way of the street it abuts must comply with the following: (A)where a main wall of the building has windows and a line projected at a right angle from that main wall intercepts another main wall with windows on the same lot, the required minimum above-ground distance between the main walls is 11.0 metres; and (B)where a main wall of the building has windows facing another main wall on the same lot which does not have windows and a line projected at a right angle from one of these main walls intercepts the other main wall, the required minimum above-ground distance between the main walls is 5.5 metres.</p>	Despite regulation 40.10.40.80(1) or (2), the required separation of main walls are as shown in metres on Diagram 5 of By-law [Clerks to insert By-law number];	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific building envelope proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
Chapter 200 Parking Space Regulations			
200.5.1-General	<p>(1)Application of This Section The regulations in Section 200.5 apply to all parking spaces and drive aisles.</p> <p>(2)Requirement to Provide Parking Spaces Parking spaces must be provided collectively for each use on a lot in an amount that complies with the regulations in Chapter 200 Parking Space Regulations.</p> <p>(3)Drive Aisle Width The following are the minimum drive aisle widths: (A)If the centreline of a parking space is at an interior angle of 70 to 90 degrees to the centreline of the drive aisle providing vehicle access, the minimum width for that one or two lane drive aisle is 6.0 metres; (B)If the centreline of a parking space is at an interior angle from 50 to less than 70 degrees to the centreline of the drive aisle providing vehicle access, the minimum width for that drive aisle is 5.5 metres for each aisle; [ By-law: 0559-2014 (OMB PL130592) ] (C)If the centreline of a parking space is at an interior angle of less than 50 degrees from the centreline of the drive aisle providing vehicle access, the minimum width for that drive aisle is 4.0 metres for each aisle. [ By-law: 0559-2014 (OMB PL130592) ]</p>	Despite regulations 200.5.1(2), 200.10.1(1) and (2), clause 200.5.10.1 and table 200.5.10.1, parking spaces must be provided and maintained as follows: (i) a minimum of 0.38 parking spaces for each dwelling unit for the use of residents of the buildings; (ii) a minimum 0.01 parking spaces for each dwelling unit for the visitors of the buildings;	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
200.5.1.10-Interpretation	<p>(1)Application of Parking Space Rates in Parking Zones A and B A lot located entirely or partly within Parking Zone A or Parking Zone B on the Parking Zone Overlay Map is subject to the following: (A)if the buildings on the lot cover at least 50 percent of the area located within 40 metres of the lot line that abuts the street in the Parking Zone, the parking space rates for uses in that Parking Zone apply to the entire lot; and (B)in cases other than (A) above, the applicable parking space rate for a use is the parking space requirements for uses not located in Parking Zone A or Parking Zone B. [ By-law: 89-2022 ]</p> <p>(2)Parking Space Dimensions - Minimum A parking space is subject to the following: (A)A parking space must have the following minimum dimensions: (i)length of 5.6 metres; (ii)width of 2.6 metres; (iii)vertical clearance of 2.0 metres; and (iv)the minimum width in (ii) must be increased by 0.3 metres for each side of the parking space that is obstructed according to (D) below; (B)For a parking space accessed by a drive aisle with a width of less than 6.0 metres, whether it is a one-way or two-way drive aisle, the minimum dimensions of a parking space are: (i)length - 5.6 metres; (ii)width - 2.9 metres; (iii)vertical clearance - 2.0 metres; and (iv)the minimum width in (ii) must be increased by 0.3 metres if one or both sides of the parking space is obstructed according to (D) below; (C)The minimum dimensions of a parking space that is adjacent and parallel to a drive aisle from which vehicle access is provided are: (i)length - 6.7 metres; (ii)width - 2.6 metres; (iii)vertical clearance - 2.0 metres; and (iv)the minimum width in (ii) must be increased by 0.3 metres for each side of the parking space that is obstructed according to (D) below; and (D)The side of a parking space is obstructed if any part of a fixed object such as a wall, column, bollard, fence or pipe is situated: (i)within 0.3 metres of the side of the parking space, measured at right angles, and (ii)more than 1.0 metre from the front or rear of the parking space. (E)Equipment for the charging of one electric vehicle is permitted within a parking space, subject to the equipment being located in the same parking space as the vehicle to be charged and: (i)being within 0.25 metres of two adjoining sides of the parking space which are not adjacent and parallel to a drive aisle from which vehicle access is provided, measured at right angles; or</p>	Despite Regulation 200.5.1.10(2)(A)(iv), a maximum of 15 percent of the total parking spaces may be obstructed on one or two sides in accordance with 200.5.1.10(2)(D) without a requirement to increase the minimum width by 0.3 metres; Despite regulation 200.5.1.10(12)(C), if an apartment building, mixed use building or a building with non-residential uses, has an area for parking 2 or more vehicles, the vehicle entrance and exit to the building must be at least 3.0 metres from the lot line abutting a street;	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
200.5.10.1-Parking Rates	Off street parking spaces must be provided for every building or structure erected or enlarged, in compliance with Table 200.5.10.1 - Parking Space Rates below: [ By-law: 89-2022 ]	Despite regulation 200.5.10.1(1) and Table 200.5.10.1, parking spaces must be provided in accordance with the following: (i)a minimum of 0.2 residential occupant parking spaces for each dwelling unit; and (ii)a minimum of 0.01 residential visitor parking spaces for each dwelling unit;	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>

200.10.1-General (Visitor Pakrings)	<p>(1)Access to Visitor Parking Spaces All driveways or drive aisles that provide vehicle access to visitor parking space must be clearly identified.</p> <p>(2)Visitor Parking Space - Marking All visitor parking spaces must be clearly identified and marked.</p> <p>(3)Visitor Parking Space Dimensions A visitor parking space must comply with the parking space dimensions in Section 200.5.</p>	<p>Despite regulations 200.5.1(2), 200.10.1(1) and (2), clause 200.5.10.1 and table 200.5.10.1, parking spaces must be provided and maintained as follows:</p> <p>(i) a minimum of 0.38 parking spaces for each dwelling unit for the use of residents of the buildings;</p> <p>(ii) a minimum 0.01 parking spaces for each dwelling unit for the visitors of the buildings;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
200.15.1-General (Accessible Parking)	<p>(1)Accessible Parking Space Dimensions An accessible parking space must have the following minimum dimensions:</p> <p>(A)length of 5.6 metres;</p> <p>(B)width of 3.4 metres; and</p> <p>(C)vertical clearance of 2.1 metres; [ By-law: 579-2017 Under Appeal ]</p> <p>(2)Accessible Parking Space Dimensions - Parallel Parking Space The minimum dimensions of an accessible parking space that is adjacent and parallel to a drive aisle from which vehicle access is provided is:</p> <p>(A)length of 7.1 metres;</p> <p>(B)width of 2.6 metres; and</p> <p>(C)vertical clearance of 2.1 metres; [ By-law: 579-2017 ]</p> <p>(3)Barrier Free Aisle The entire length of an accessible parking space must be adjacent to a 1.5 metre wide accessible barrier free aisle or path as shown on Diagram 1 and Diagram 2 of By-law 579-2017; [ By-law: 579-2017 Under Appeal ]</p> <p>(4)Location of Accessible Parking Spaces Accessible parking spaces must be the parking spaces closest to a barrier free:</p> <p>(A)entrance to a building;</p> <p>(B)passenger elevator that provides access to the first storey of the building; and</p> <p>(C)and shortest route from the required entrances in (A) and (B). [ By-law: 579-2017 Under Appeal ]</p>	<p>Despite regulations 200.5.1.10(2) and 200.15.1(1), every required parking space provided within an automated parking system shall have dimensions not less than 2.45 metres in width and 5.6 metres in length;</p> <p>Notwithstanding Table 200.15.10.5, every required parking space provided within an automated parking system shall be considered an accessible parking space provided that the parking garage lift shall be adjacent to a 1.5 metres wide accessible barrier free aisle or path on both sides;</p> <p>Despite Regulations 200.15.1(4) and 200.15.1.5(1), an accessible parking space is not required to be the closest parking space to a barrier free entrance to a building or to a passenger elevator or be the shortest route from such entrance or elevator;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
230.5.1.10-Interpretation	<p>(1)Application of This Section The regulations in Section 230.5 apply to all bicycle parking spaces.</p> <p>(2)Rounding of Bicycle Parking Space Requirements If the calculation of the minimum bicycle parking spaces for all uses results in a fraction of a bicycle parking space being required, the number of required bicycle parking spaces must be rounded up to the next whole number.</p> <p>(3)Meaning of Long-Term Bicycle Parking and Short-Term Bicycle Parking The terms "long-term" bicycle parking space and "short-term" bicycle parking space have the following meaning:</p> <p>(A)"long-term" bicycle parking spaces are bicycle parking spaces for use by the occupants or tenants of a building; and</p> <p>(B)"short-term" bicycle parking spaces are bicycle parking spaces for use by visitors to a building.</p> <p>(4)Bicycle Parking Space Dimensions A bicycle parking space must comply with the following:</p> <p>(A)the minimum dimension of a bicycle parking space is:</p> <p>(i)minimum length of 1.8 metres;</p> <p>(ii)minimum width of 0.6 metres; and</p> <p>(iii)minimum vertical clearance from the ground of 1.9 metres; and</p> <p>(B)the minimum dimension of a bicycle parking space if placed in a vertical position on a wall, structure or mechanical device is:</p> <p>(i)minimum length or vertical clearance of 1.9 metres;</p> <p>(ii)minimum width of 0.6 metres; and</p> <p>(iii)minimum horizontal clearance from the wall of 1.2 metres; and</p> <p>(C)if a stacked bicycle parking space is provided, the minimum vertical clearance for each bicycle parking space is 1.2 metres.</p> <p>(5)Vertical Clearance of a Bicycle Parking Area An area used to provide bicycle parking spaces must have a minimum vertical clearance of:</p> <p>(A)2.4 metres if it is a stacked bicycle parking space; and</p> <p>(B)1.9 metres in all other cases.</p> <p>(6)Long-Term Bicycle Parking Space Locational Requirement "Long-term" bicycle parking spaces must be located in a building.</p> <p>(7)Change and Shower Facilities</p>	<p>Despite regulation 230.5.1.10(4), the required minimum dimensions of a stacked bicycle parking space are:</p> <p>(i)length of 1.8 metres;</p> <p>(ii)width of 0.46 metres; and</p> <p>(iii)vertical clearance of 1.9 metres;</p> <p>Despite regulation 230.5.1.10(7), shower and change facilities are not required;</p> <p>In addition to the locations a "long-term" bicycle parking space may be located as in regulations 230.5.1.10(9)(A)(i)(ii) and (iii), "long-term" bicycle parking spaces may be located on any parking level below ground;</p> <p>Despite regulation 230.5.1.10(10), "short-term" bicycle parking spaces may also be located in a stacked bicycle parking space;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific bicycle parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
230.40.1.20-Standards (Bicycle Parking Regulations in the Commercial - Residential Zone Category)	<p>(1)Bicycle Parking - Location CR Zones In the Commercial Residential Zone category, a bicycle parking space for a dwelling unit may not be:</p> <p>(A) in a dwelling unit;</p> <p>(B) on a balcony;</p> <p>(C) in a storage locker; or</p> <p>(D) in an area used for commercial space. [ By-law: 451-2022 ]</p> <p>(2)Location Relative to Building Entrance In the Commercial Residential Zone category, a "short-term" bicycle parking space may be no more than 30 metres from a pedestrian entrance to the building on the lot.</p>	<p>Despite regulations 230.5.1.10(9) and (10), and clause 230.40.1.20, longterm and short-term bicycle parking spaces may be located in a stacked bicycle parking space arrangement, in any combination of vertical, horizontal or stacked positions, may be located in a secured room or area on any floor of a building above or below ground level and may be located more than 30 metres from a pedestrian entrance.</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific bicycle parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>

230.5.10.1-Bicycle Parking Rates All Zones	<p>(1)Bicycle Parking Space Rates</p> <p>For a building or portion of a building constructed pursuant to a building permit issued more than three years after May 9, 2013, bicycle parking spaces must comply with Table 230.5.10.1(1).</p> <p>(3)Use With Interior Floor Area of 2000 Square Metres or Less</p> <p>Despite the bicycle parking space rates set out in regulations 230.5.10.1(1) and 230.5.10.1(5) and (6), if a bicycle parking space is required for uses on a lot, other than a dwelling unit, and the total interior floor area of all such uses on the lot is 2000 square metres or less, then no bicycle parking space is required.</p> <p>(4)Multiple uses on a lot</p> <p>If Table 230.5 10.1(1) Bicycle Parking Space Rates, requires a bicycle parking space for one or more uses on a lot, the total number of bicycle parking spaces required is equal to the cumulative total of all bicycle parking spaces required for each use on the lot.</p> <p>(5)Bicycle Parking Space Requirements for Dwelling Units</p> <p>Bicycle parking space requirements for dwelling units in an apartment building or a mixed use building are:</p> <p>(A)in Bicycle Zone 1, a minimum of 1.1 bicycle parking spaces for each dwelling unit, allocated as 0.9 "long-term" bicycle parking space per dwelling unit and 0.2 "short-term" bicycle parking space per dwelling unit; and [ By-law: 839-2022 ]</p> <p>(B)in Bicycle Zone 2, a minimum of 0.75 bicycle parking spaces for each dwelling unit, allocated as 0.68 "long-term" bicycle parking space per dwelling unit and 0.07 "short-term" bicycle parking space per dwelling unit.</p> <p>(6)Interior Floor Area Exclusions for Bicycle Parking Space Calculations</p> <p>To calculate bicycle parking space requirements for other than dwelling units, the interior floor area of a building is reduced by the area in the building used for:</p> <p>(A)parking, loading and bicycle parking below-ground;</p> <p>(B)required loading spaces at the ground level and required bicycle parking spaces at or above-ground;</p> <p>(C)storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;</p> <p>(D)shower and change facilities and bicycle maintenance facilities required by this By-law for required bicycle parking spaces; [ By-law: 839-2022 ]</p> <p>(E)elevator shafts;</p>	<p>Despite regulations 230.5.10.1(1)(3) and (5) and Table 230.5.10.1(1), bicycle parking spaces must be provided in accordance with the following minimum rates:</p> <p>(i)0.68 "long-term" bicycle parking spaces for each dwelling unit; and</p> <p>(ii)0.07 "short-term bicycle parking spaces for each dwelling unit;</p>	<p>An amendment is required because the subject site is not within the designated area of Zoning By-law 569-2013. Should the site be inserted into Zoning By-law 569-2013, this provision will need to be amended to recognize the site specific bicycle parking proposed.As set out in our Planning Rationale, an apartment building with the characteristics proposed herein is appropriate and desirable.</p> <p>The underlying R4 Zoning in Zoning By-law 7625, as amended zones the site R4, which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed. A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed site specific provision is more appropriate for this building type.</p>
By-law No. 7625 RM-6: Multiple Family Dwellings Sixth Density Zone			
Regulation No.	Excerpts from By-law No. 7625 (2012 last updated)	Proposed Zoning By-law Amendment Provisions	Rationale for Amendment
Section 6			
6(9) - Permitted Projections Into Minimum Yard Setbacks	<p>Every part of any minimum yard setback shall be open, and unobstructed by any structure, from the ground to the sky, except for the following:</p> <p>(a) Belt courses, chimney breasts, cornices, eaves or gutters, pilasters and sills shall be permitted to project into any minimum yard setback not more than 0.5 m;</p> <p>(b) Exterior stairways and wheelchair ramps shall be permitted to project into the minimum front yard setback and minimum rear yard setback not more than 2.1 m;</p> <p>(c) For R and RM zones, exterior stairways, wheelchair ramps, and porches and decks 2.3 m2 or less in area, shall be permitted to project into one minimum side yard setback only, not more than 1.6 m, but no closer than 0.6 m from any side lot line;</p> <p>(d) Except for R and RM zones, exterior stairways, wheelchair ramps, and porches and decks, shall be permitted to project into a minimum side yard setback not more than 1.6 m;</p> <p>(e) Notwithstanding subsection (c), for one-family detached dwellings, semidetached dwelling units and duplex dwellings, only exterior stairways that do not exceed the height of the first storey floor joists, shall be permitted to project into one minimum side yard setback not more than 1.6 m, but no closer than 0.6 m from any side lot line;</p> <p>(f) Porches and decks, either excavated or unexcavated, and canopies shall be permitted to project into the minimum front yard setback not more than 2.1 m but no closer to the side lot line than the minimum side yard setback for the main building;</p> <p>(g) For R and RM zones, unexcavated porches and decks shall be permitted to project into the minimum rear yard setback but no closer than 3 m from the rear lot line;</p> <p>Explanatory Note:</p> <p>For rear yard requirements for porches and decks see also subsection 6(24)(d)(ii).</p> <p>(h) For all zones except R and RM zones, unexcavated porches and decks shall be permitted to project not more than 1.6 m into the minimum rear yard setback;</p> <p>(i) Canopies shall be permitted to project into the minimum rear yard setback a distance of not more than 1.8 m;</p> <p>(j) For one-family detached dwellings, and semi-detached dwellings, canopies 2.3 m2 or less in area shall be permitted to project into one minimum side yard setback not more than 1.6 m, but no closer than 0.6m from any side lot line;</p> <p>(k) For one-family detached dwellings, semi-detached dwellings and duplex dwellings, balconies located at a height greater than the first floor ceiling joists shall be permitted to project not more than 1.6 m into the minimum front yard setback, minimum rear yard setback and minimum side yard setback if it abuts a street;</p> <p>(l) Except for one-family detached dwellings, semi-detached dwellings and duplex dwellings, balconies located at a height greater than the first floor ceiling joists shall be permitted to project not more than 1.6 m into the minimum front yard setback, minimum rear yard setback and minimum side yard setback;</p> <p>(m) Recladding or other replacement finish to the exterior walls of the building shall be permitted to project 0.15 m into any minimum yard setback.</p> <p>(n) For all R3, R4, R5, R6 and R? zones any bay, bow or other window may project up to 0.6 m from the front or rear wall of the dwelling if the total width of all such windows on the front or rear wall does not exceed one half of the width of the dwelling measured along that front or rear wall.</p> <p>(By-law 32343 32737 32892 169-1998)</p>	<p>Please refer to draft zoning by-law amendment.</p>	<p>The subject site is subject to Zoning By-law 7625, as amended, and is zoned R4., which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed, and in our opinion, an RM6 zone is a more appropriate zone category for the proposed use and built form.</p> <p>A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed RM6 Zone with site specific provisions is more appropriate for this building type.</p>
Section 15			
15.8-Landscaping	<p>(a) An area of 18 square metres of landscaping for each 82 square metres of gross floor area of the building, a part of which may be designated as a children's play area, shall be provided for multiple family dwelling other than semi-detached dwellings and duplex dwellings. Landscaping may include paths, patios, walkways and existing natural treed areas, but shall not include driveways, ramps, lanes or parking areas or any space beneath, within or on top of the building.</p> <p>(b) All yard areas, other than driveways and parking spaces shall be landscaped.</p> <p>(e) The following front yard landscaping provisions shall apply to multiple attached dwellings where a driveway leads directly to the dwelling unit, semi-detached dwellings, and duplex dwellings:</p> <p>(i) For lots with a frontage less than 6 metres, the front yard not covered by a permitted driveway shall be maintained as landscaping.</p> <p>(ii) For lots with a frontage of 6 metres to less than 15 metres, a minimum of 50% of the front yard shall be maintained as landscaping.</p> <p>(iii) For lots with a frontage of 15 metres and greater, a minimum of 60% of the front yard shall be maintained as landscaping.</p> <p>(iv) For the purpose of this subsection, landscaping means trees, shrubs, grass, flowers, vegetables, and other vegetation, decorative stonework, walkways, patios, screening, or other horticultural or landscape-architectural elements, or any combination of these. Landscaping does not include driveways or parking areas, and directly associated elements such as curbs or retaining walls.</p> <p>(f) The following soft landscaping provisions shall apply to multiple attached dwellings where a driveway leads directly to the dwelling unit, semi-detached dwellings, and duplex dwellings:</p> <p>(i) A minimum of 75% of the front yard not covered by a permitted driveway shall be maintained as soft landscaping.</p> <p>(ii) For the purpose of this subsection, soft landscaping means trees, shrubs, grass, flowers, vegetables, and other vegetation, but does not include hard surfaced areas such as but not limited to driveways, parking areas, decorative stonework, walkways, patios, screening, or other landscape-architectural elements.</p> <p>(By-law 971-2006)</p>	<p>Please refer to draft zoning by-law amendment.</p>	<p>The subject site is subject to Zoning By-law 7625, as amended, and is zoned R4., which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed, and in our opinion, an RM6 zone is a more appropriate zone category for the proposed use and built form.</p> <p>A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed RM6 Zone with site specific provisions is more appropriate for this building type.</p>
Section 20-A			
	No person shall use, or cause or permit the use of any land, building or structure, or cause or permit a building or structure to be erected in a Multiple-Family Dwelling Sixth Density Zone (RM6), except in accordance with the following provisions: (By-law 31736)		

20-A.2.1-Lot Area	Minimum 1375 square metres.	Please refer to draft zoning by-law amendment.	<p>The subject site is subject to Zoning By-law 7625, as amended, and is zoned R4., which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed, and in our opinion, an RM6 zone is a more appropriate zone category for the proposed use and built form.</p> <p>A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed RM6 Zone with site specific provisions is more appropriate for this building type.</p>
20-A.2.2-Lot Coverage	Maximum all buildings thirty-five (35) percent.	Please refer to draft zoning by-law amendment.	<p>The subject site is subject to Zoning By-law 7625, as amended, and is zoned R4., which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed, and in our opinion, an RM6 zone is a more appropriate zone category for the proposed use and built form.</p> <p>A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed RM6 Zone with site specific provisions is more appropriate for this building type.</p>
20-A.2.4-Yard Setbacks	(a) Front Yard Setback The minimum front yard setback shall be 7.5 metres. (b) Side Yard Setbacks The minimum side yard setback shall be 4.5 metres on each side. (c) Rear Yard Setback The minimum rear yard setback shall be 7.5 metres. (By-law 32737)	Please refer to draft zoning by-law amendment.	<p>The subject site is subject to Zoning By-law 7625, as amended, and is zoned R4., which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed, and in our opinion, an RM6 zone is a more appropriate zone category for the proposed use and built form.</p> <p>A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed RM6 Zone with site specific provisions is more appropriate for this building type.</p>
20-A.2.5-Gross Floor Area	The gross floor area of a building on a lot shall not exceed one hundred and fifty (150) per cent.	Please refer to draft zoning by-law amendment.	<p>The subject site is subject to Zoning By-law 7625, as amended, and is zoned R4., which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed, and in our opinion, an RM6 zone is a more appropriate zone category for the proposed use and built form.</p> <p>A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed RM6 Zone with site specific provisions is more appropriate for this building type.</p>
20-A.2.6-Building Height	The height of an apartment house may exceed 11 metres, provided however, that the distance between each portion of the building having a greater height than 11 metres and each lot line shall be not less than the distance specified in 20-A.2.4 plus 0.3 metres for every 0.6 metres of additional height in excess of 11 metres. (By-law 30964)	Please refer to draft zoning by-law amendment.	<p>The subject site is subject to Zoning By-law 7625, as amended, and is zoned R4., which is intended to accomodate single family houses. The proposed zone change is required because an apartment building is being proposed, and in our opinion, an RM6 zone is a more appropriate zone category for the proposed use and built form.</p> <p>A rationale for this change is provided in the Planning and Urban Design Rationale Report. In our opinion, the underlying zone category is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, the Official Plan of the City of Toronto, or the North York Centre Secondary Plan. It does not give effect to provincial direction regarding intensification on lands well served by municipal infrastructure, including frequent and higher order transit. It does not give effect to the City's urban design guidance for tall buildings. The proposed RM6 Zone with site specific provisions is more appropriate for this building type.</p>



