BOUSFIELDS INC.

Planning & Urban Design Rationale

5 & 15 Tangreen Court

City of Toronto

Prepared For

CentreCourt

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BOUSFIELDS INC.

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www.bousfields.ca

Urban Planning
Urban Design
Community Engagement

Toronto Office

3 Church Street, Suite 200
Toronto, ON
M5E 1M2

T. 416.947.9744
F. 416.947.0781

Hamilton Office

1 Main Street East, Suite 200
Hamilton, ON
L8N 1E7

T. 905.549.3005
F. 416.947.0781

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This Planning and Urban Design Rationale report has been prepared in support of applications by CentreCourt, as retained by CAPREIT 2 Limited Partnership, to amend the City of Toronto Official Plan and Toronto City-wide Zoning By-law 569-2013, to permit the redevelopment of the site with seven new infill buildings, located on two development blocks, and supported by new public and private roads, and complemented by an open space network, including an approximate 1,910 square metre public park. As well, the development would include the retention of the existing building at 15 Tangreen Court, and the demolition and replacement of existing residential rental units in 5 Tangreen Court.

1 Introduction

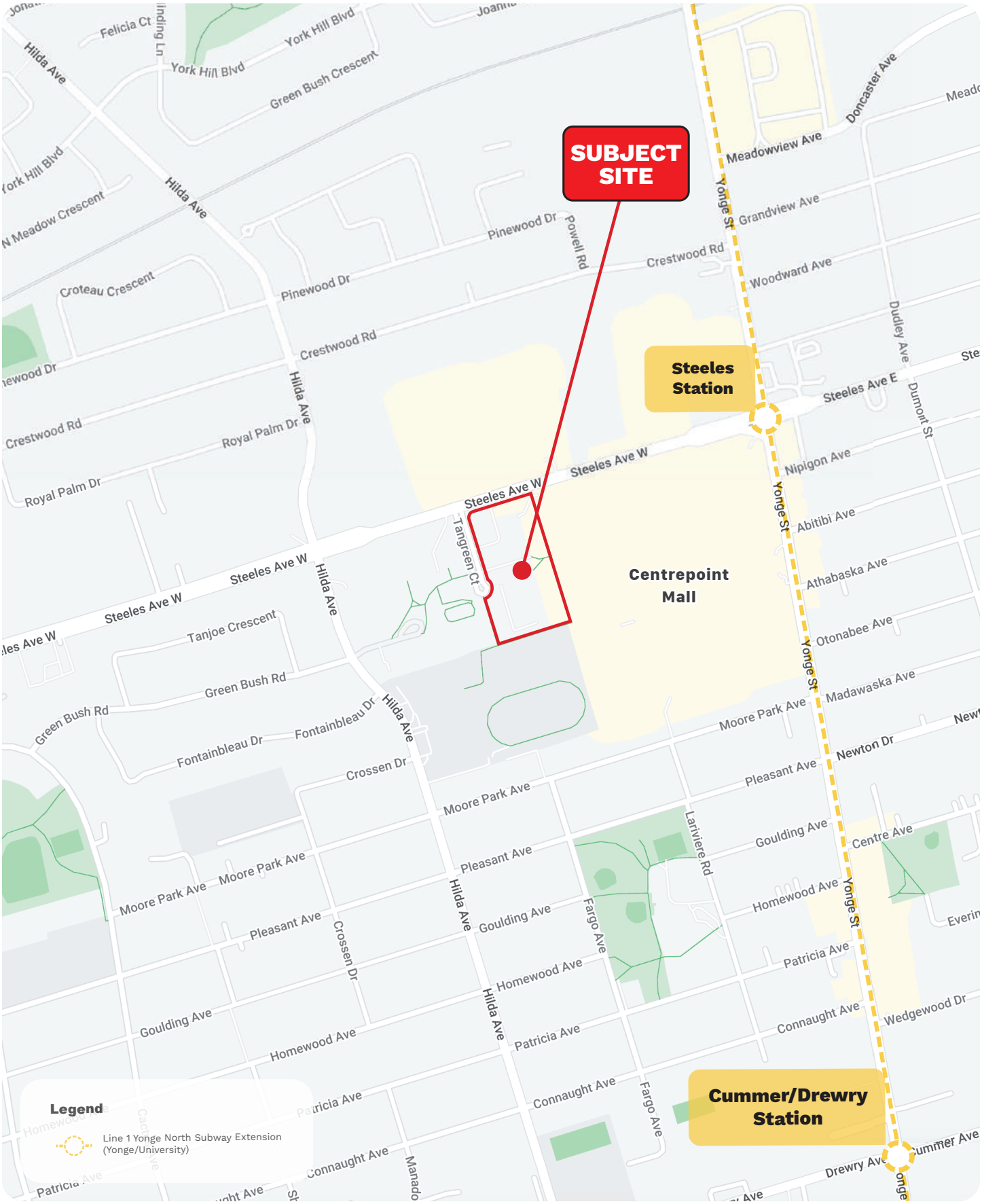


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of applications by CentreCourt, as retained by CAPREIT 2 Limited Partnership, to amend the City of Toronto Official Plan and Toronto City-wide Zoning By-law 569-2013, with respect to an approximate 23,881 square metre (2.39 hectare) site located on the south side of Steeles Avenue West, east of Tangreen Court, and municipally known as 5 & 15 Tangreen Court (the "subject site") (see **Figure 1**, Location Map). This report also is also being prepared in support of a Draft Plan of Subdivision Application, which would facilitate the subdivision of the lands to accommodate new public roads and a new public park, both of which would be conveyed to the City.

The subject site is located approximately 475 metres west of the intersection of Yonge Street and Steeles Avenue, at the tripoint between the Cities of Toronto, Vaughan, and Markham. The site is currently occupied by two slab-style "tower in the park" apartment buildings and surrounded by existing low-rise light-industrial buildings and retail uses, which are planned to accommodate future mid-rise and tall buildings. The site is also located in proximity to the planned Yonge North Subway Extension ("YNSE"), which is currently planned to include a new Steeles Station. As well, the site is located along Steeles Avenue, which is identified as forming part of the frequent BRT rapid transit network in the Metrolinx 2041 Regional Transportation Plan and includes existing "frequent transit service". Accordingly, the site offers a significant opportunity to create a transit-supportive development, which would support the achievement of complete communities, integrate transportation, and land use, and make efficient use of underutilized lands which are well-served by existing and planned infrastructure.

The applications would facilitate the redevelopment of the site with seven new infill buildings, located on two development blocks, and supported by new public and private roads, and complemented by an open space network, including an approximate 1,910 square metre public park. As well, the development would include the retention of the existing building at 15 Tangreen Court, and the demolition and replacement of existing residential rental units in 5 Tangreen Court.

Overall, the proposed development concept includes an approximate total gross floor area ("GFA") of 230,078 square metres, comprised of approximately 229,226 square metres of residential GFA and 852 square metres of retail GFA, resulting in a (gross) density of 9.6 FSI (and a net density of 11.4 FSI). A total of 3,325 new residential units are proposed, in a mix of unit types, including grade-related integrated townhouse units, market condominium units and residential rental dwelling units.

In our opinion, the proposal would provide for a number of benefits, which would support the creation of complete communities, as it would:

- make efficient use of underutilized lands which are well-served by existing frequent transit services and planned higher-order transit services;
- provide a mix of residential unit types and tenures, including the addition of net new residential rental units, contributing to the rental unit stock in the City;
- providing approximately 852 square metres of retail gross floor area, for the use of retail and service retail uses to serve residents of the development;
- add approximately 1,910 square metres of public parkland to the community;
- assist in the reurbanization of Steeles Avenue, west of Yonge Street, by introducing appropriately scaled street-related buildings, with a mix of uses and densities, as well as ground floor uses that will animate the pedestrian environment and public realm; and
- contribute to the minimum targets for intensification set out in Growth Plan, which specify 200 residents and jobs per hectare for "major transit station areas" served by subways.

This report concludes that intensification of the subject site contributes to the achievement of numerous policy directions articulated in the Provincial Policy Statement ("PPS"), Growth Plan for the Greater Golden Horseshoe, as amended (the "Growth Plan"), and the City of Toronto Official Plan, all of which promote intensification on underutilized sites within built-up areas, particularly at locations that are well served by existing municipal infrastructure, including public transit.

From a land use perspective, the proposal will contribute to the achievement of numerous policy objectives that promote intensification and a range of housing choices within built-up urban areas, particularly in locations that are well-served by municipal infrastructure, including existing and planned public transit infrastructure. Pursuant to the Growth Plan, the subject site would be located within a "strategic growth area" and would fall within the definition of a "major transit station area" and along a corridor with "frequent transit service" by virtue of its proximity to the planned Steeles subway station and its adjacency to the Steeles Avenue West corridor. The Growth Plan defines "strategic growth areas" as those areas identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form. As well, the subject site is located within the Steeles Protected Major Transit Station Area ("PMTSA"), as delineated by Site and Area Specific Policy ("SASP") 760 of Official Plan Amendment ("OPA") 570.

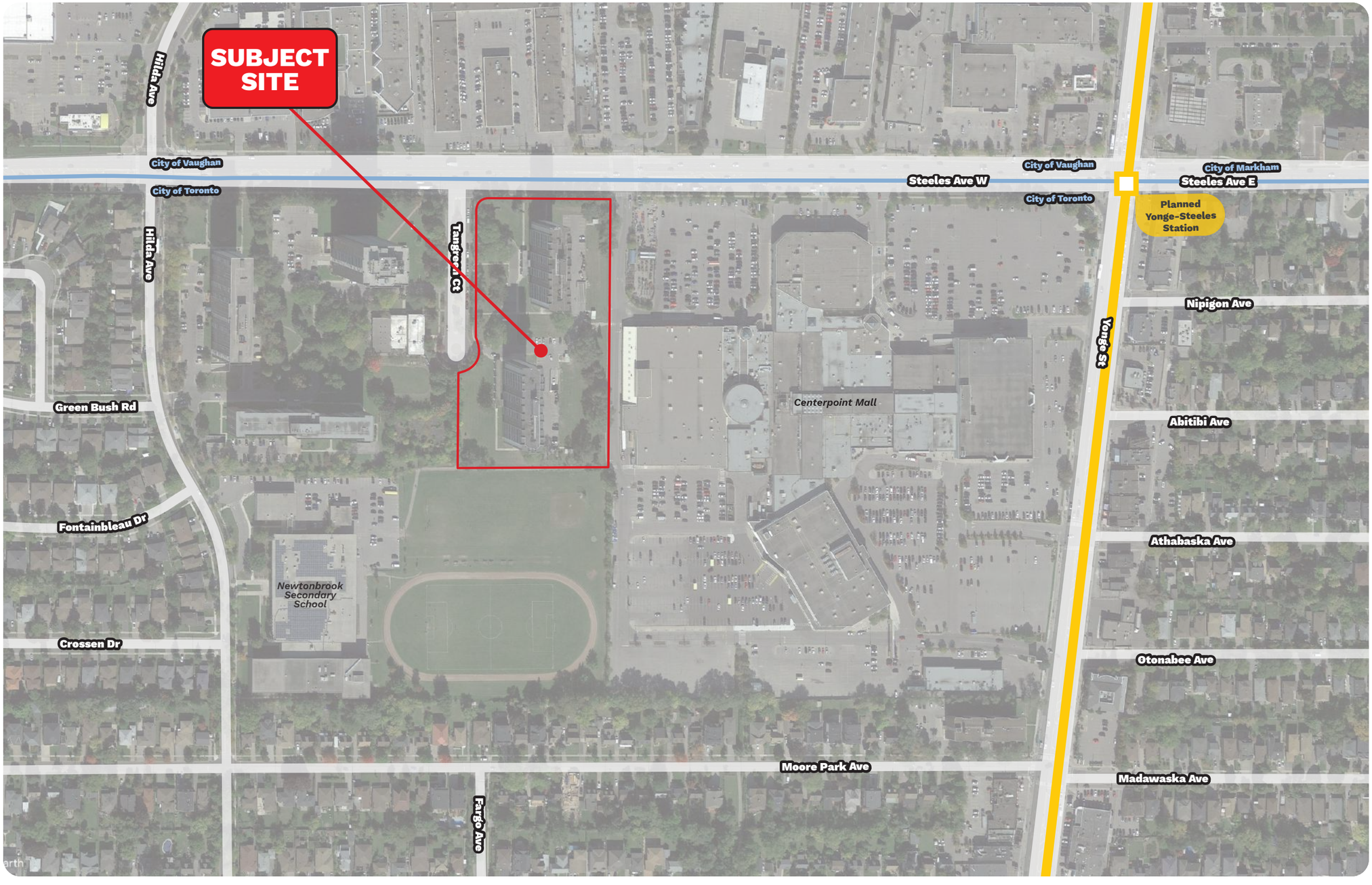
An Official Plan Amendment is also being submitted out of an abundance of caution in order to redesignate the subject site from an *Apartment Neighbourhoods* to a *Mixed Use Areas* designation in order to permit the proposed scale of development and the built form typologies. In this respect, this report also provides a comprehensive overview and assessment of relevant land use planning and policy considerations as it relates to the proposed redesignation. In our opinion, the proposed Official Plan Amendment and site-specific Zoning By-law Amendment would be in keeping with provincial and municipal policy direction, which seeks to integrate transportation and land use, build strong and complete communities, promote efficient development patterns, and promote intensification, redevelopment, and compact built form, with an emphasis on areas well served by public transit.

From a built form and urban design perspective, the proposal will provide for a number of public realm improvements, including a new public park, pedestrian pathways and informal open spaces, and will introduce a new public street network providing improved connections from the subject site to the broader community, including to the Centerpoint Mall lands to the east and the planned Steeles subway station. With respect to the overall site arrangement, the proposed development provides for an appropriate built form transition between areas of different intensity and scale, particularly to the lower scale *Neighbourhoods* properties to the south. In this respect, the tallest building heights are proposed to be located along Steeles Avenue West corridor, stepping down towards the south. As well, the proposed buildings establish a strong 6- to 8-storey streetwall height which will fit harmoniously within the existing and planned context of neighbouring building heights and respect the scale and proportion of the adjacent streets.

In our opinion, the proposal represents good planning and urban design, and reflects an opportunity to assist in the creation of a new, transit-supportive, complete community proximate to the planned Steeles subway station. In summary, the subject site has been planned to optimize the use of land and infrastructure and will reurbanize an underutilized site. For the reasons outlined in this report, we recommend approval of the requested Official Plan and Zoning By-law Amendments and Plan of Subdivision applications.

2 Site & Surroundings

Figure 2 - Aerial Photo - Site Context



Legend

Line 1 Yonge North Subway Extension (Yonge/University)

15 Tangreen Court

15 Tangreen Court

2.1 Site

The subject site is located at the southwest corner of Steeles Avenue West and Tangreen Court, adjacent to the northern boundary of the City of Toronto, and municipally known as 5 & 15 Tangreen Court. The site is generally rectangular in shape, with frontages of approximately 102.1 metres along Tangreen Court and 97.6 metres along Steeles Avenue West, and a depth of approximately 214.0 metres along its east lot line, resulting in a total site area of approximately 2.39 hectares (23,881 square metres) (see **Figure 1**).

The lands are subject to easement as in instrument number NY430187 and easement in gross as in instrument number AT858260, for servicing and utility purposes.

The subject site is currently developed with two slab-style "tower in the park" apartment buildings, built in 1969, each with a height of 18-storeys. The buildings are comprised of a total of 428 existing residential rental dwelling units, in a mix of unit types. The apartments are oriented in a north-south direction and are surrounded by surface parking and informal open space areas.

A summary of the existing rental units by bedroom type is provided in **Table 1** below.

Vehicular access to the site is provided via two existing curb cuts along Tangreen Court, with vehicular ingress located at the south end of the court and egress at the north end of the court. The southerly access leads to three surface parking areas, along with two vehicular parking ramps leading to two levels of below-grade surface parking.

Pedestrian access to the site is provided by sidewalks along Tangreen Court, as well as by two walkways from Yonge Street, including one at the northeast corner of the site, and a second located mid-block along the north lot line. There is also an existing pedestrian walkway which bisects the subject site and connects Tangreen Court to the northwesterly portion of the Centrepoint Mall lands in the east.

Topographically, the site is generally flat. In terms of vegetation, the tree inventory documented 109 trees on and within six metres of the subject property.

Table 1 - Existing Dwelling Units

Address	One-Bedroom	Two-Bedroom	Three-Bedroom	Total
5 Tangreen Court	91	105	18	**214**
15 Tangreen Court	91	105	18	**214**
Total	**182**	**210**	**36**	**428**

5 Tangreen Court

Subject site looking south from Steeles Avenue West

2.2 Area Context

The subject site is located approximately 475 metres west of the intersection of Yonge Street and Steeles Avenue. Steeles Avenue separates the City of Toronto from the Region of York. Yonge Street, north of Steeles Avenue, delineates the City of Vaughan in the west from the City of Markham in the east. Despite forming part of two municipalities, the area north side of Steeles Avenue is commonly referred to as "Thornhill". Accordingly, the Yonge-Steeles intersection represents a tripoint between the Cities of Toronto, Vaughan, and Markham.

Within the City of Toronto, the subject site is located in the Newtonbrook neighbourhood, which is generally bounded by four major arterial roads: Steeles Avenue to the north, Bayview Avenue to the east, Finch Avenue to the south, and Bathurst Street to the west. More specifically, the site is located within the "Newtonbrook West Neighbourhood", as per the Toronto Neighbourhood profiles, which bisects the Newtonbrook area into two neighbourhoods on either side of Yonge Street (i.e., Newtonbrook East and Newtonbrook West). Newtonbrook is located in the north-central part of North York between the east and west branches of the Don River.

In the 1950s, Newtonbrook was originally subdivided for residential development, and today is still occupied primarily by single-detached residential dwellings. While the interior of the Newtonbrook neighbourhood is comprised predominantly of detached residential dwellings, schools, and parks, the boundary roads of Bathurst Street and Finch Avenue contain a mix of residential, commercial and institutional uses in a variety of built forms, scales and densities. Presently, Yonge Street in this area is primarily characterized by low-rise commercial buildings with ground floor retail uses and office uses above interspersed with a handful of older mid-rise and high-rise buildings. However, to the south, there is a cluster of more contemporary high-rise buildings along Yonge Street located at and around the intersection with Finch Avenue, representing the current northern terminus of the Line 1 (Yonge-University) subway line and the North York Centre Secondary Plan Area.

In this regard, since the mid-2000s, the Newtonbrook area has seen a gradual increase in new infill development, primarily along major streets such as Yonge Street, Bathurst Street, Finch Avenue and Steeles Avenue. Of particular note is the comprehensive redevelopment of the former Newtonbrook Plaza lands at the southeast corner of Yonge Street and Cummer Avenue (5799-5915 Yonge Street). Phase One and Phase Two are under construction and consist of a mixed-use development consisting of four buildings of 32, 34, 34 and 40 storeys containing a mix of residential, retail commercial and community uses. A revised Official Plan Amendment and rezoning application was recently filed in July 2022 to increase the permitted height and density permissions for Phase Three, for the purposes of developing a 38-storey mixed-use building.

Similarly, to the north of Steeles Avenue, the Thornhill area also saw rapid suburbanization throughout the 1960s and 1970s, which was due, in part, to its location bordering the former City of North York. The area located west of Yonge Street, within the City of Vaughan, is largely comprised of low-rise commercial development along arterial roads with inward facing residential uses internal to each city block. The area located east of Yonge Street, within the City of Markham, also consists of primarily detached residential dwellings and low-rise commercial uses, with the with the exception of two recently completed high-rise, mixed-use developments known as World on Yonge (7161 Yonge Street) and The Vanguard (7089 Yonge Street).

Given the planned Yonge North Subway Extension, which will see the Line 1 (Yonge-University) subway extended from its existing terminus at Finch Avenue northward to Richmond Hill Centre, the Yonge-Steeles area has been experiencing a considerable amount of high-rise development activity across all three bordering municipalities (see Figure 2). Within the immediate context of the site, there are several proposed, approved, under construction/recently completed buildings with heights ranging up to 65 storeys. These buildings are summarized below on **Table 2**.

Figure 3 - Aerial Photo - Area Context

Table 2 - Recent Development Activity Surrounding the Subject Site

Address	Municipality	Type	Height (Storeys)	Status
7028 Yonge Street & 2 Steeles Avenue West	Vaughan	Residential, Hotel, Retail	65, 56 & 50	Under Review
7040 Yonge Street & 72 Steeles Avenue West	Vaughan	Residential, Retail	60, 56, 44 & 38	Under Review
7200 Yonge Street	Vaughan	Residential, Retail	Up to 55 (10 buildings)	Under Review
100 Steeles Avenue West	Vaughan	Residential, Retail	54, 49, 18 & 18	Under Review
88 Steeles Avenue West	Vaughan	Residential, Retail	52 & 40	Under Review
6979-6991 Yonge Street	Toronto	Residential, Retail	50	Under Review
6464 Yonge Street (Centrepoint Mall)	Toronto	Residential, Retail	Up to 50 (22 buildings)	Under Review
18-28 Athabaska Avenue	Toronto	Residential	45	Under Review
180 Steeles Avenue West	Vaughan	Residential, Retail	45, 39, 29, 25, 16 & 16	Under Review
212-222 Steeles Avenue West	Vaughan	Residential, Retail	43, 37, 24 & 12	Under Review
5935-5997 Yonge Street	Toronto	Residential, Retail	43, 31, 29 & 25	Under Appeal
7080 Yonge Street	Vaughan	Residential, Retail, Live/Work	40 & 20	Under Review
5799-5915 Yonge Street (Newtonbrook Phase 2)	Toronto	Residential, Retail, Community Centre	40 & 34	Under Construction
5799-5915 Yonge Street (Newtonbrook Phase 3)	Toronto	Residential, Commercial	38	Under Review
5799-5915 Yonge Street (Newtonbrook Phase 1)	Toronto	Residential, Retail, Office	34 & 32	Under Construction
5840-5470 Yonge Street	Toronto	Residential, Retail	32	Under Construction
7171 Yonge Street (World on Yonge)	Markham	Residential, Retail, Office	31, 31, 27, 20 & 18	Built
7097-7101 Yonge Street (The Vanguard)	Markham	Residential, Retail, Office	27	Built
6125 Yonge Street	Toronto	Mixed-Use	26	Under Review
6200 Yonge Street	Toronto	Residential, Retail	25	Under Appeal

2.3 Immediate Surroundings

To the immediate **east** of the subject site, south of Steeles Avenue West, is a 14.6-hectare property occupied by Centrepoint Mall (6464 Yonge Street). Centrepoint Mall is a large, 2-storey indoor shopping centre surrounded by large surface parking areas. The shopping centre is approximately 54,700 square metres in size and includes +/-140 tenants including 4,480 square metres of office space, with four anchor tenants (Canada Computers, Hudson's Bay, No-Frills and Canadian Tire) which occupy larger spaces around the perimeter of the building. The Mall lands also includes a standalone one-storey retail pad located at the southeast corner of the lands, which contains six retail tenants. The Centrepoint Mall lands contain several access points, including three vehicle driveways from Yonge Street and two vehicle driveways from Steeles Avenue West.

In December 2021, an Official Plan Amendment application was submitted to facilitate the redevelopment of the Centrepoint Mall lands with a comprehensive mixed-use development comprised of 22 buildings, ranging from 12- to 50-storeys in height, eleven townhouse blocks, a network of new public and private streets, and a large, centre park. The redevelopment proposes a total gross floor area of approximately 669,120 square metres, comprised of retail, residential and live/work uses and 8,325 residential units, resulting in a density of 4.57 FSI.

In January 2023, a revised Site and Area Specific Policy, responding to the Yonge Street North Secondary Plan, was formally submitted to the City. The SASP clarified that the parkland dedication would not exceed 15 percent of the development site, net of any conveyances for public road allowances. Further, the park would have an approximate size of 17,300 square metres, with the location conceptually shown on Map 2 – Structure of the proposed SASP.

Centerpoint Mall Lands looking south from Steeles Avenue West, at north-south connector road adjacent to subject site

Centerpoint Mall Lands looking southwest from Yonge Street and Steeles Avenue West

Centerpoint Mall Lands looking northwest from Yonge Street

6369A-6987 Yonge Street and 1 Steeles Avenue East

6365 Yonge Street

A large, centrally located public park of approximately 2.2 hectares is proposed and is intended to serve as the central gathering place for active recreational programming for the new community. In addition, five public roads are proposed with three new entrances from Steeles Avenue West, two new entrances from Yonge Street, and one entrance from Moore Park Avenue. Public Street 'A', which is located along the shared lot line with the subject site, will have a right-of-way width of 26.0 metres and include dedicated cycling lanes on both sides of the street as well as lay-bay parking. Public Street 'D' will bisect the Mall lands and connect Public Street 'A' in the west to Yonge Street in the east.

To the south of the Centrepoint Mall lands, at the northwest corner of Yonge Street and Moore Park Avenue, is a 7-storey rental apartment building with a small surface parking lot to its west (6210 Yonge Street). To its south, at the south southwest corner of the intersection, is a one-storey strip-style commercial building currently occupied by restaurant and retail service uses, set back behind surface parking (6200 Yonge Street). The consolidated lands at 6200 Yonge Street and 11 and 15 Moore Park Avenue are currently subject to an active Official Plan and Zoning By-law Amendment application to facilitate the redevelopment of the lands with a 25-storey mixed use building. The application is currently under appeal at the OLT.

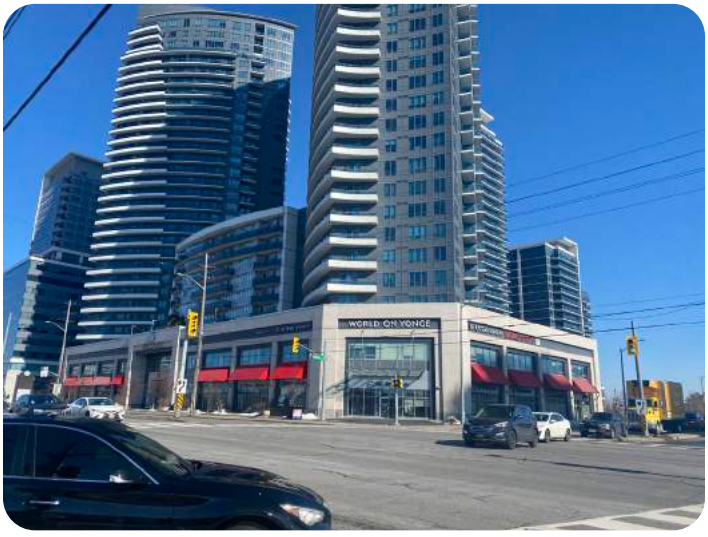
East of the Centrepoint Mall lands, on the south side of Steeles Avenue, is a 2-storey 'strip-style' Plaza set back behind surface parking and occupied by grade-related commercial uses and office uses above (6369A-6987 Yonge Street and 1 Steeles Avenue East). In September 2022, a Zoning By-law Amendment application was submitted proposing to redevelop the lands with a 50-storey mixed-use building comprised of a 6-storey base building and a 42-storey tower element, with a proposed density is 26.1 times the area of the lot (municipally known as 6979-6991 Yonge Street). An application for Site Plan Approval was submitted concurrently with the rezoning application, both of which are currently under review.

Further south, the properties fronting the east side of Yonge Street between Nipigon Avenue and Abitibi Avenue include a 3-storey commercial office building with commercial uses at grade (6365 Yonge Street), and a one-storey commercial building occupied by a coffee shop with a single-lane drive-thru accessed by Abitibi Avenue (6355 Yonge Street). In March 2023, a Zoning By-law Amendment application was filed for the latter site at 6355 Yonge Street, proposing a 50-storey residential mixed-use building. The application is currently under review.

Further south, the properties at 18-28 Athabaska Avenue are the subject of an active Official Plan and Zoning By-law Amendment application to permit the redevelopment of the site with a 45-storey residential building, inclusive of a 5-storey podium. The consolidated property currently consists of six existing residential properties, all occupied with single detached dwellings. The application is currently under review. By virtue of the proposed Yonge Street North Secondary Plan (see Section 4.7 below), it is proposed that the low-rise residential areas situated between Yonge Street and Dumont Street, inclusive of the aforementioned Athabaska Avenue properties, be redesignated from *Neighbourhoods* to *Mixed Use Areas*.

Beyond the aforementioned properties is the Newtonbrook East neighbourhood which is predominantly comprised of low-rise residential dwellings. Several schools and parks are located interior to this neighbourhood including the Lillian Public School, St. Agnes Catholic School, Brebeuf College School, as well as Lillian Park, Aneta Circle Parkette, and Caswell Park.

East of the Centrepoint Mall lands, on the north side of Steeles Avenue East, is the City of Markham. The northeast corner of the Yonge Street and Steeles Avenue East intersection, within the City of Markham, is occupied by an Esso gas station and carwash (7015 Yonge Street), as well as a row of two-storey commercial buildings (7027-7073 Yonge Street). Further north, fronting the east side of the Yonge Street corridor is a recently completed 27-storey mixed-use development (7097-7101 Yonge Street, "The Vanguard"), as well as a multi-building mixed-use development comprised of five towers ranging from 18 to 31 storeys in height (7171 Yonge Street, "World on Yonge").



7171 Yonge Street (World on Yonge)


7097-7101 Yonge Street (The Vanguard)

7171 Yonge Street (World on Yonge)

Pedestrian Connection immediately south of subject site, looking east

Newtonbrook Secondary School Field, immediately south of the subject site

To the east of the subject site, at the intersection of Yonge Street and Steeles Avenue, is the location of the planned Steeles Station on the Yonge North Subway Extension, which extends Line 1 (Yonge-University) around 8.0 kilometres from Finch Station to Vaughan, Markham and Richmond Hill to the north. The station is planned to be located along Yonge Street, extending from Steeles Avenues in the north to just south of Abitibi Avenue in the south.

To the immediate **south** of the subject site is a large parcel of land occupied by the Newtonbrook Secondary School, which consists of a 2- to 3-storey building fronting Hilda Avenue (155 Hilda Avenue) surface parking at the north end of the property, and an outdoor school yard at the rear which includes an outdoor track and baseball diamond. Traversing the northern edge of the school yard in an east-west direction is a pedestrian walkway which leads from the Centrepoint Mall parking lot to the Newtonbrook Secondary School parking lot and Hilda Avenue. Connecting to this east-west pedestrian walkway is another pedestrian walkway which traverses in a north-south direction from the southern terminus of Tangreen Court.

Further south are several low-rise residential properties fronting the north and south sides of Moore Park Avenue which are located within the Newtonbrook West neighbourhood. This built form generally extends south to Drewry Avenue. Interior to the neighbourhood is the Goulding Park Community Centre and Park, located approximately 250 metres south of the subject site, which includes and arena, an outdoor pool, and two baseball fields.

Newtonbrook Secondary School (155 Hilda Avenue)

To the immediate **west** of the site, on the west side of the Tangreen Court cul-de-sac extending west to Hilda Avenue, is the 2-storey Yonge Village Recreation Centre (20 Tangreen Court), which contains a daycare centre, educational centre, indoor swimming pool, and outdoor recreation facilities including a small running track. Surrounding the recreation centre are three "tower in the park" apartment buildings surrounded by surface parking and landscaped open space, including a 34-storey building facing Steeles Avenue West (10 Tangreen Court), and two slab-style buildings of 11 and 22-storeys along Hilda Avenue (175 and 205 Hilda Avenue).

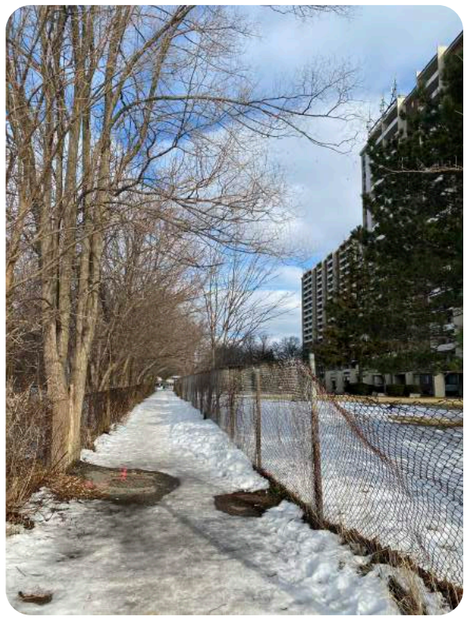
West of Hilda Avenue is a residential neighbourhood consisting of low-rise single- and semi-detached residential dwellings which form part of the Newtonbrook West neighbourhood. Interior to the neighbourhood are a number of institutional uses including the St. Paschal Baylon Separate School (15 St Paschal Court), St Theodore of Canterbury Church (111 Cactus Avenue) and Pleasant Public School (288 Pleasant Avenue). The low-rise built form generally extends west to Bathurst Street.

10 Tangreen Court

20 Tangreen Court

175 Hilda Avenue

205 Hilda Avenue



Pedestrian Connection immediately west of subject site, looking north

212-222 Steeles Avenue West


180 Steeles Avenue West

180 Steeles Avenue West


100 Steeles Avenue West


100 Steeles Avenue West

St Paschal Baylon Church (92 Steeles Avenue West)

88 Steeles Avenue West

72 Steeles Avenue West

7028 Yonge Street

7200 Yonge Street

To the immediate **north** of the subject site is the City of Vaughan. Properties fronting the north side of Steeles Avenue West include existing low-rise commercial and retail services uses, on large, underutilized sites with expansive surface parking lots, along with automobile dealerships. Given the proximity of these properties to the planned Yonge North Subway Extension, there is an abundance of high-rise development activity occurring on the lands fronting the north side of Steeles Avenue West from Hilda Avenue in the west to Yonge Street in the east, and on the west side of Yonge Street, extending from Steeles Avenue to the Canadian National Rail ("CN Rail") corridor. From west to east, existing land uses, and proposed development applications include the following:

- 212-222 Steeles Avenue West: two existing one-storey car dealerships. The lands are currently subject to an Official Plan and Zoning By-law Amendment and Site Plan Control application to permit the development of four mixed-use buildings of 43, 37, 24 and 12 storeys, with 1,085 dwelling units, and a proposed public park at the north portion of the site, that contributes to a proposed linear park system along the south side of the proposed extension of Royal Palm Drive, extending from Hilda Avenue to the west to just east of the proposed Local Street N-S 1 on the proposed Yonge-Steeles Corridor Urban Design and Streetscape Plan to the east.
- 180 Steeles Avenue West, "Square Shopping Mall": one-storey 'U' shaped commercial building with a standalone retail pad surrounded by surface parking. The Square Shopping Mall is located immediately north of the subject site, on the north side of Steeles Avenue West. Existing uses include commercial retail and retail service uses. There is an active Official Plan and Zoning By-law Amendment application to permit a mixed-use development with six buildings of 16, 16, 25, 29, 39, and 45 storeys with 2,080 residential dwelling units. The heights proposed for this site are comparable to those of the proposed development on the subject site.
- 100 Steeles Avenue West, "Yorkville North Shopping Mall": two one-storey 'L' shaped commercial buildings with a large central surface parking lot occupied by a number of commercial and retail service uses. There is an active Official Plan and Zoning By-law Amendment application to permit a mixed-use development with four mixed-use of 54, 49, 18 and 18-storeys in height with 765 residential dwelling units.
- 92 Steeles Avenue West: the 3-storey is St Paschal Baylon Church. The building includes two 2-storey additions and large surface parking lot at the rear of the property.
- 88 Steeles Avenue West, "Sisley for Honda": a 3-storey care dealership with surface parking in the side and rear yards. There is an active Official Plan and Zoning By-law Amendment application to permit two mixed-use buildings of 40 & 52 storeys, connected by a 7-storey podium element, with a total of 1,077 dwelling units.
- 72 Steeles Avenue West: a 2-storey strip-style commercial plaza occupied by retail, office and institutional uses. The consolidated property at 72 Steeles Avenue West and 7040 and 7054 Yonge Street are the subject of Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications to permit the development of four mixed-use buildings of 38, 44, 56 and 60-storeys with 1,523 residential dwelling units.
- 7028 Yonge Street and 2 Steeles Avenue West: at the northwest corner of Yonge Street and Steeles Avenue West is a large commercial property with three buildings including a 2-storey office supply store, a one-storey commercial building with restaurant and grocery store uses, and a one-storey restaurant. The site is subject to an Official Plan and Zoning By-law Amendment application to permit the development of three mixed-use buildings of 52, 56 and 65 storeys.
- 7200 Yonge Street: on the west side of Yonge Street, the property at 7200 Yonge Street is the subject of an Official Plan and Zoning By-law Amendment application to permit a large-scale mixed-use development comprised of 13 buildings of 5- to 55 storeys, in addition to five blocks of 3-storey townhouses, a new public park and a new public road. A total of 3,805 dwelling units are proposed.

The aforementioned applications are currently under appeal and before the Ontario Land Tribunal.

2.4 Transportation Network

Road Network

- **Yonge Street** is identified as a 'Major Arterial' road according to the City of Toronto's Road Classification System and currently operates in a north-south direction as a two-way, six-lane street with dedicated turning lanes. Map 3 of the Official Plan identifies the street as a 'major street', with an existing and planned right-of-way width of approximately 33 metres. There are sidewalks on both sides of the street. Yonge Street has an interchange with Highway 401, immediately south of Sheppard Avenue and an interchange with Highway 407, immediately south of Highway 7. There are no bicycle lanes and street parking is generally not permitted on this north segment of Yonge Street.
- **Steeles Avenue** is identified as a 'Major Arterial' road according to the City of Toronto's Road Classification System and currently operates in an east-west direction as a two-way, seven-lane street with a dedicated turning lane in the centre of the road, in front of the subject site. Map 3 also identifies Steeles Avenue as a 'major street' in the Official Plan, with an existing and planned right-of-way width of approximately 45 metres (pursuant to proposed Official Plan Amendment 615). There are sidewalks on both sides of the street. There are no bicycle lanes and street parking is generally not permitted in front of the subject site.
- **Tangreen Court** is identified as a Local Road on the City of Toronto's Road Classification System. The north-south road extends south from Steeles Avenue West and terminates in a cul-de-sac at the south end of the subject site. Tangreen Court has an existing right-of-way width of approximately 30 metres.
- **Hilda Avenue** is a north-south collector road with a four lane cross section (two lanes per direction) north of Steeles Avenue, and a two lane cross-section (one lane per direction) south of Steeles Avenue (under the jurisdiction of the City of Toronto). At the intersection of Steeles Avenue, it provides an exclusive left-turn lane in the southbound direction.

The proposed Yonge Street North Secondary Plan (Official Plan Amendment 615) also proposes a number of new planned public streets, in order to provide connections to create smaller development blocks, provide access and address for new buildings, and provide street frontage from new and existing public parks, POPS and other open spaces. Map 49-4 (Street Network) identifies new public streets and secondary streets on the Centrepoint Mall lands to the east, as well as proposed signalized intersections. As it relates to the subject site, the Secondary Plan identifies the extension of Tangreen Court to a new east-west public street located adjacent to the site's south lot line, which would connect to a signalized intersection on the Centrepoint Mall lands.

Existing Transit Network

From a public transit perspective, the subject site is well served by existing surface transit routes operated by the Toronto Transit Commission and by York Region Transit, which provide access to existing higher-order transit services. The following surface transit routes serve the subject site:

TTC Routes

- **97F Yonge**: The 97F Yonge bus route operates in a north-south direction between Davisville Subway Station and Steeles Avenue. The route serves local bus stops and operates regular daily service, seven days a week.
- **60 Steeles West**: The 60 Steeles West bus route operates between Finch Station and the area of Steeles Avenue West and Highway 27. There are 'A', 'B', and 'D' branches of the bus route. Service between Finch Station and Pioneer Village Station (just west of Keele Street) is part of the 10-minute network and operates 10-minute service or better, all day, seven days a week. A Route 60 bus stop is located approximately 50 metres from the site and within a 1-minute walk.
- **98 Willowdale-Senlac**: This bus route operates between Sheppard-Yonge Station, the area of Peckham Avenue and Cactus Avenue, and the area of Willowdale Avenue and Steeles Avenue East, generally in an east-west direction. The service operates on a regular schedule all day, every day until 1 am.
- **960 Steeles West Express**: The 960 Steeles West Express bus route operates between Finch Station and Pioneer Village Station. The express route only services major intersections and operates during the peak periods from Monday to Friday.
- **53 Steeles East**: The 53 Steeles East bus route operates between Finch Station and the area of Steeles Avenue East and Staines Road. Four branches are operated by this route. The area between Finch Station and Markham Road is part of the 10-minute network and operates 10-minute service or better, all day, seven days a week.
- **953 Steeles East Express**: The 953 Steeles East Express bus route operates two services, both which originate at Finch Station. The 'A' branch operates to Staines Road and the 'B' branch operates to Markham Road. The express routes only service major intersections and operate during the peak periods from Monday to Friday.
- **320 Yonge**: The 320 Yonge Blue Night bus route operates between the area of Queens Quay West and Bay Street, and the area of Steeles Avenue and Yonge Street. The route operates during the overnight period and serves local stops, seven days a week.
- **353 Steeles**: The 353 Steeles Blue Night bus route operates along Steeles Avenue West and East between the area of York University and Staines Road. The route operates during the overnight period and serves local stops, seven days a week.

The subject site is located approximately 1.8 kilometres north of Finch Station, the current northern terminus of the Line 1 (Yonge-University) subway line. In addition to subway service, Finch Station also includes a TTC bus bay which is serviced by 13 different bus routes, including three express bus routes and three night bus routes. The GO and York Region Bus Terminal is located at the northeast corner of Yonge Street and Bishop Avenue and is accessible from the Finch Station subway concourse.

YRT Routes

In addition to the TTC bus routes, several York Region Transit (YRT) bus routes operate between Finch Station and the Cities of Vaughan, Markham and Richmond Hill. The YRT routes operate along various major roads in York Region, including along Yonge Street and Steeles Avenue, with service terminating at Finch Station. While the majority of the YRT bus routes serve local stops within the City of Toronto, the southbound routes (i.e., terminating at Finch Station) offer local drop-off service only, while northbound YRT routes (i.e., beginning at Finch Station) offer full local service to stops in Toronto.

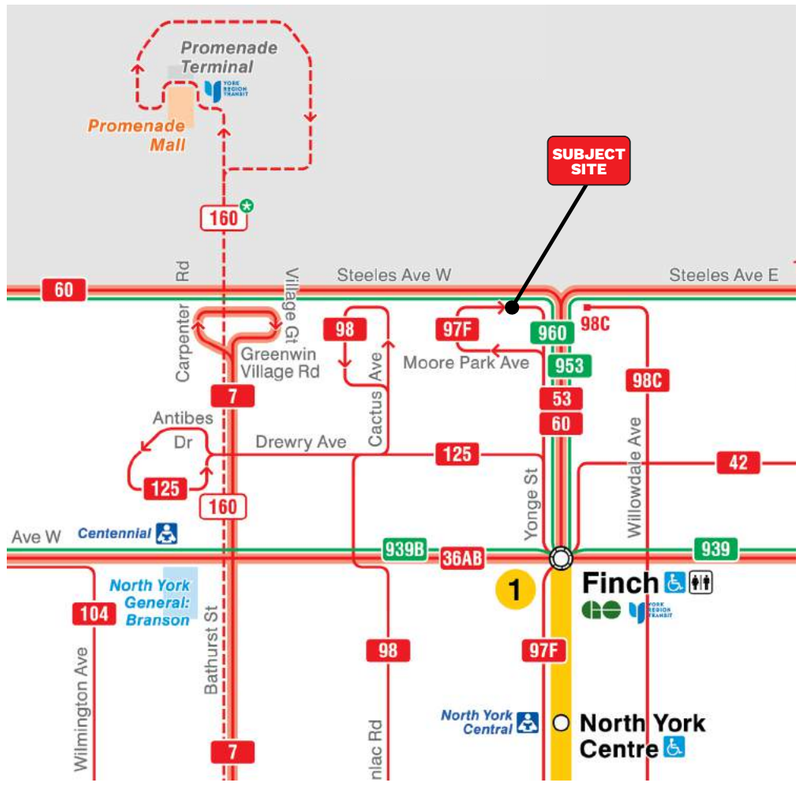


Figure 4 - TTC Map

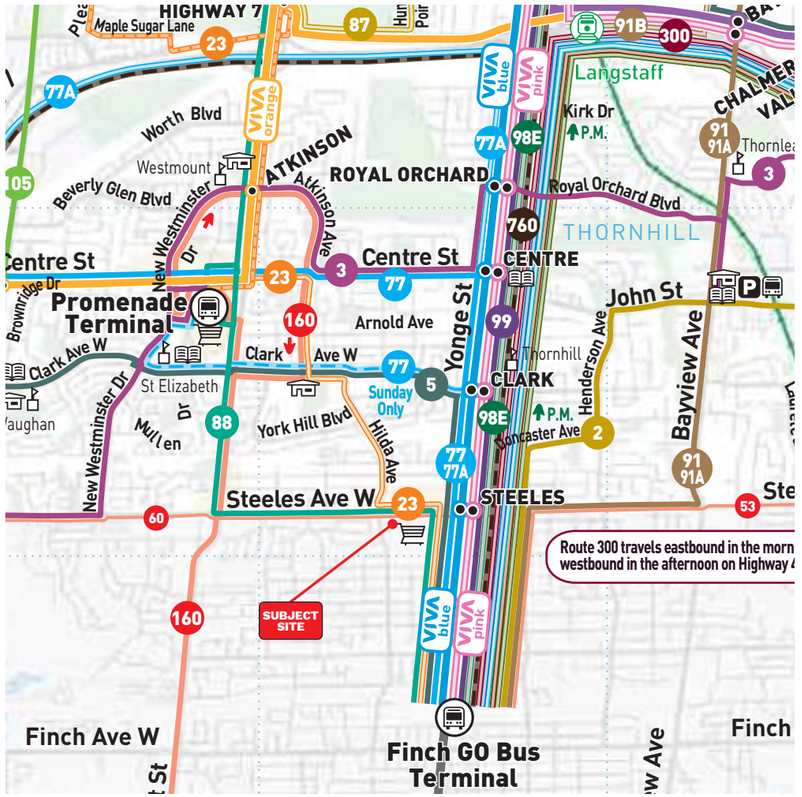


Figure 5 - YRT Map

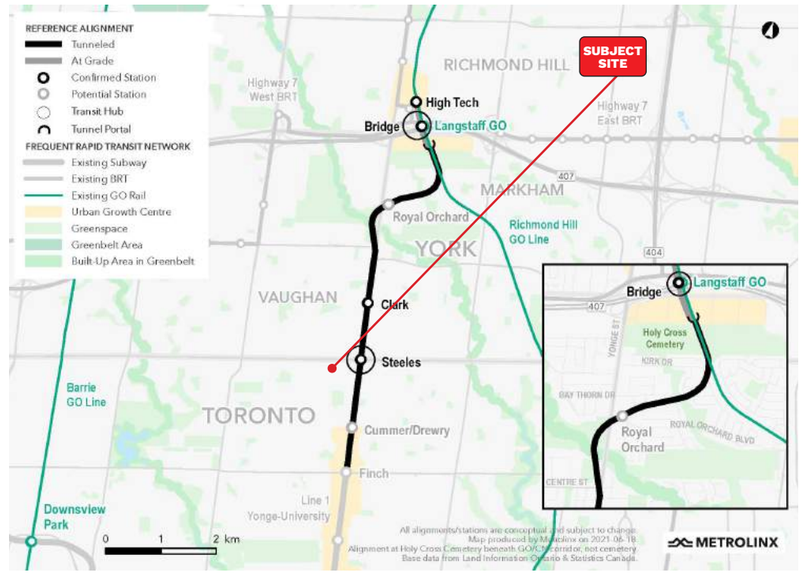


Figure 6 - Yonge Subway North Extension

Planned Higher-Order Transit

In terms of planned higher order transit, Metrolinx is planning to extend the Line 1 (Yonge-University) subway line from its existing terminus at Finch Station northward to Richmond Hill Centre, located north of Highway 7 on the east side of Yonge Street. The project, known as the Yonge North Subway Extension ("YNSE"), will be approximately 8 kilometres long and currently planned to include five new subway and intermodal stations: Steeles Station, Royal Orchard Station, Clark Station, Bridge Station, and High Tech Station.The expansion will bring rapid transit services to the Yonge Street Corridor in the Cities of Vaughan, Markham, and Richmond Hill.

At this time, it is anticipated that the planned Steeles Station will be located along Yonge Street between Steeles Avenue and Abitibi Avenue.

With respect to the subject site, the site is located approximately 475 metres (from the planned Steeles Station, which will generally be located below the intersection of Yonge Street and Steeles Avenue.

The extension will provide connections to other transit options throughout Toronto and York Region, 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
- Future Highway 407 Transitway service
- Future TTC Steeles Avenue rapid transit service
- Local York Region and TTC bus service.

In addition to planned higher-order transit, in its 5-Year Service Plan & 10 Year Outlook, the TTC outlined a proposal to explore priority bus-only lanes and other service-enhancing measures on five of its busiest corridors, including along Steeles Avenue West from Yonge Street to Pioneer Village Subway Station. At this time, no timeline has been identified and no changes to the road network have been made.

In addition, Steeles Avenue is also identified as forming part of the BRT rapid transit network in the Metrolinx 2041 Regional Transportation Plan. The Ultimate Condition on Steeles Avenue would include a BRT within a newly constructed centre median. The BRT would operate both east and west of Yonge Street. The ultimate BRT design would require a separate Environmental Assessment involving Metrolinx, City of Toronto, City of Vaughan, City of Markham, and York Region. Similar to above, no changes have been made to the road network to reflect a future Steeles Avenue BRT in this study.

3 Proposal

3.1 Description of Proposal

The proposed development concept includes the introduction of seven new infill buildings, with heights ranging from 25 to 55 storeys, along with the retention of the existing 18-storey building at 15 Tangreen Court. With respect to the proposed urban structure, as illustrated on the Site Plan prepared by IBI Architect Inc. (see Figure 5), the tallest buildings are located at the north end of the subject site, adjacent to the Steeles Avenue West corridor, with heights gradually decreasing to the south, in order to reduce physical and visual impacts on low-rise properties within the Newtonbrook West neighbourhood, including on properties fronting the north and south sides of Moore Park Avenue.

Figure 5 further illustrates the proposed conceptual layout for the subject site, including the location of each of the proposed infill buildings, as well as the new east-west public road that will provide connections from the site to the existing and planned road networks. As well, a new 1,910 square metre public park is proposed at the southwest corner of the subject site, which will serve residents of this development, as well as the broader community.

As noted, a Draft Plan of Subdivision Application is being submitted concurrently with the combined Official Plan and Zoning By-law Amendment application, which would implement the proposed public park, public road and block structure.

Overall, the proposed development concept contemplates an approximate total gross floor area ("GFA") of 230,078 square metres, comprised of approximately 229,226 square metres of residential GFA and 852 square metres of retail GFA, resulting in a (gross) density of 9.6 FSI (and a net density of 11.4 FSI). A total of 3,325 new residential units are proposed, in a mix of unit types, including grade-related integrated townhouse units, market condominium units and residential rental dwelling units.

Figure 7 - Site Plan (Prepared by IBI Group)

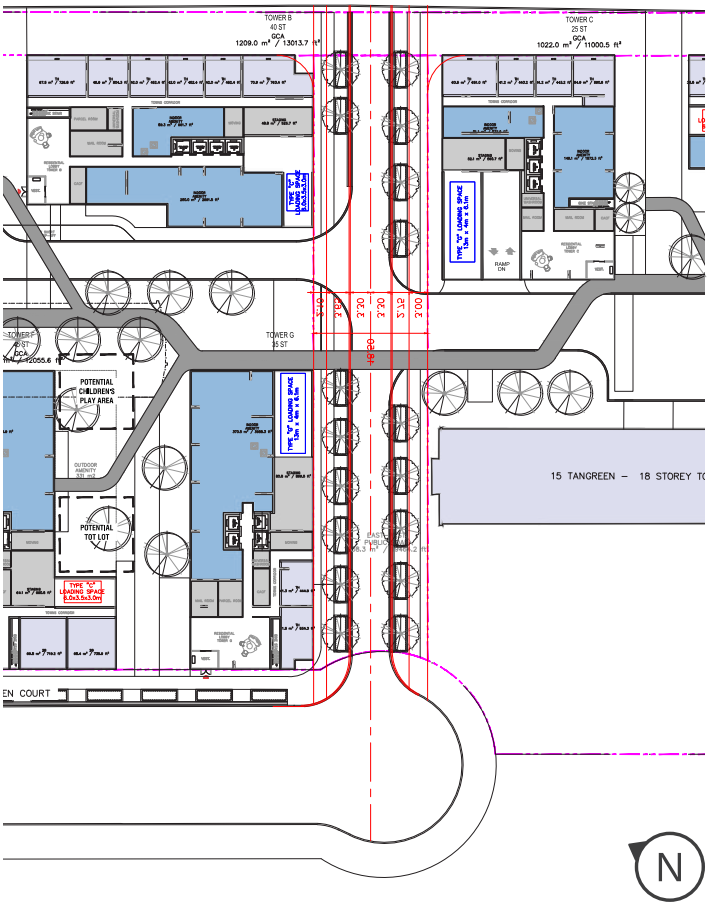


Figure 8 - Street Section (Prepared by LEA Consulting)

Site Organization

Road Network

The redevelopment of the subject site will include a new east-west public street (the "east-west public street") that will bisect the subject site and provide a connection between Tangreen Court, and the proposed public and private street network planned for the Centrepoint Mall lands. As proposed, the new east-west public street will connect Tangreen Court in the west to planned Public Roads 'A' and 'D' on the Centrepoint Mall lands, providing future direct connections to Yonge Street, and additional connections to the Steeles Avenue West corridor. It is proposed that the new public road will have a right-of-way width of 18.5 metres, including two travel lanes (one each way), public boulevards and a municipal sidewalk. A preliminary street section is shown in **Figure 8.** It is also the intent that a 6.1 metre wide parcel of land along the subject site's east lot line be dedicated to the City in order to provide for the ultimate 26 metre width of Public Road 'A'. We note that although the provision of a new public road is not identified in the Proposed Yonge Street North Secondary Plan, it is still appropriate and provides for connectivity within the subject site and to the adjacent site to the east.

As well, a new right-in/right-out driveway (the "RI/RO driveway") from Steeles Avenue West is proposed, which will service Towers A and E. Towers B, F and G will be serviced by a new private driveway (the "north private driveway") which extends north from the east-west public road and terminates as a forecourt to the south of the RI/RO driveway.

Along Steeles Avenue West, a 4.5-metre wide road widening will be provided, in order to achieve the ultimate planned right-of-way width of 45 metres for Steeles Avenue, as outlined on Map 3 of the Official Plan, as proposed to be amended by Official Plan Amendment 615 (see Section 4.7 below).

The proposed road network for the subject site will also be complemented by pedestrian facilities provided within municipal rights-of-ways, including public sidewalks, which will provide improved connections from the subject site to key destinations within the neighbourhood, including to the planned Steeles Subway Station in the east.

Additional detail related to the proposed road network is included in the Urban Transportation Considerations report prepared by LEA.

Parks and Open Spaces

The redevelopment concept is also supported by a landscape master plan, prepared by LandArtDesign, which envisions tree-lined public boulevards, landscape "rooms", entrance plazas and common amenity spaces. A number of walkway connections (2.1 - 3 metres in width) are also provided to increase permeability through and around the subject site.

At the southwest corner of the subject site is approximately 1,910 square metres of land that is proposed to be conveyed to the City as a new public park (equivalent to 10% of the net site area). While at the conceptual design stage, the park is proposed to include a mix of open and planted green areas with pathways and seating areas, as well as various active recreational spaces. The proposed park is illustrated as Block 3 on the Draft Plan of Subdivision submitted herewith.

With respect to facilities for children, an approximate 238 square metre children's play area is proposed to be sited between Towers F and G in the west.

Adjacent to grade-related residential units are raised planters with perennial plantings and ornamental grasses. Finally, along the south property line, a 3.0 metre wide east-west pedestrian connection is proposed in the form of a privately-owned publicly accessible space ("POPS").

The proposed landscape master plan is illustrated in **Figure 9**.

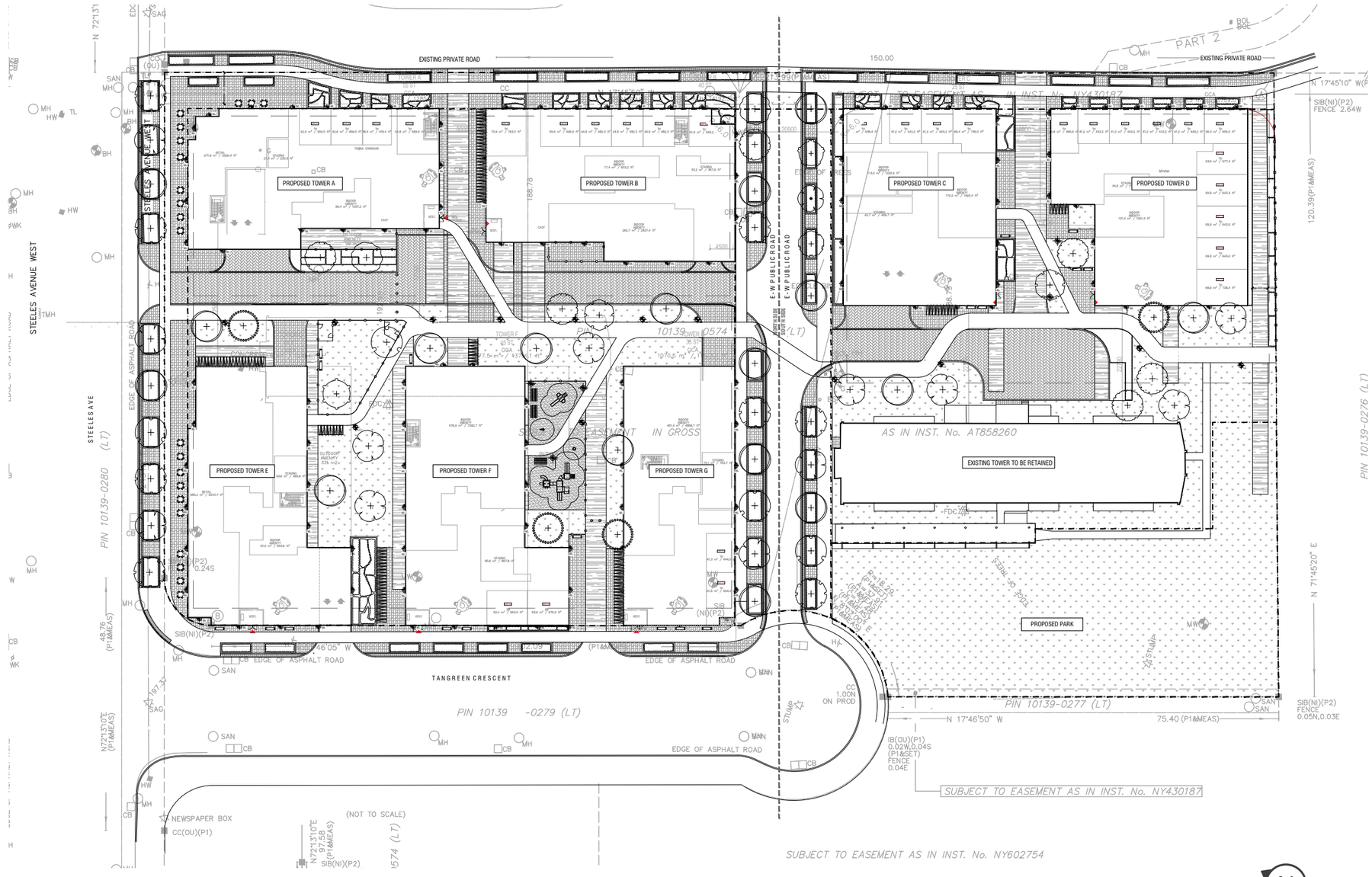


Figure 9 - Site Plan (Prepared by Land Art Design)

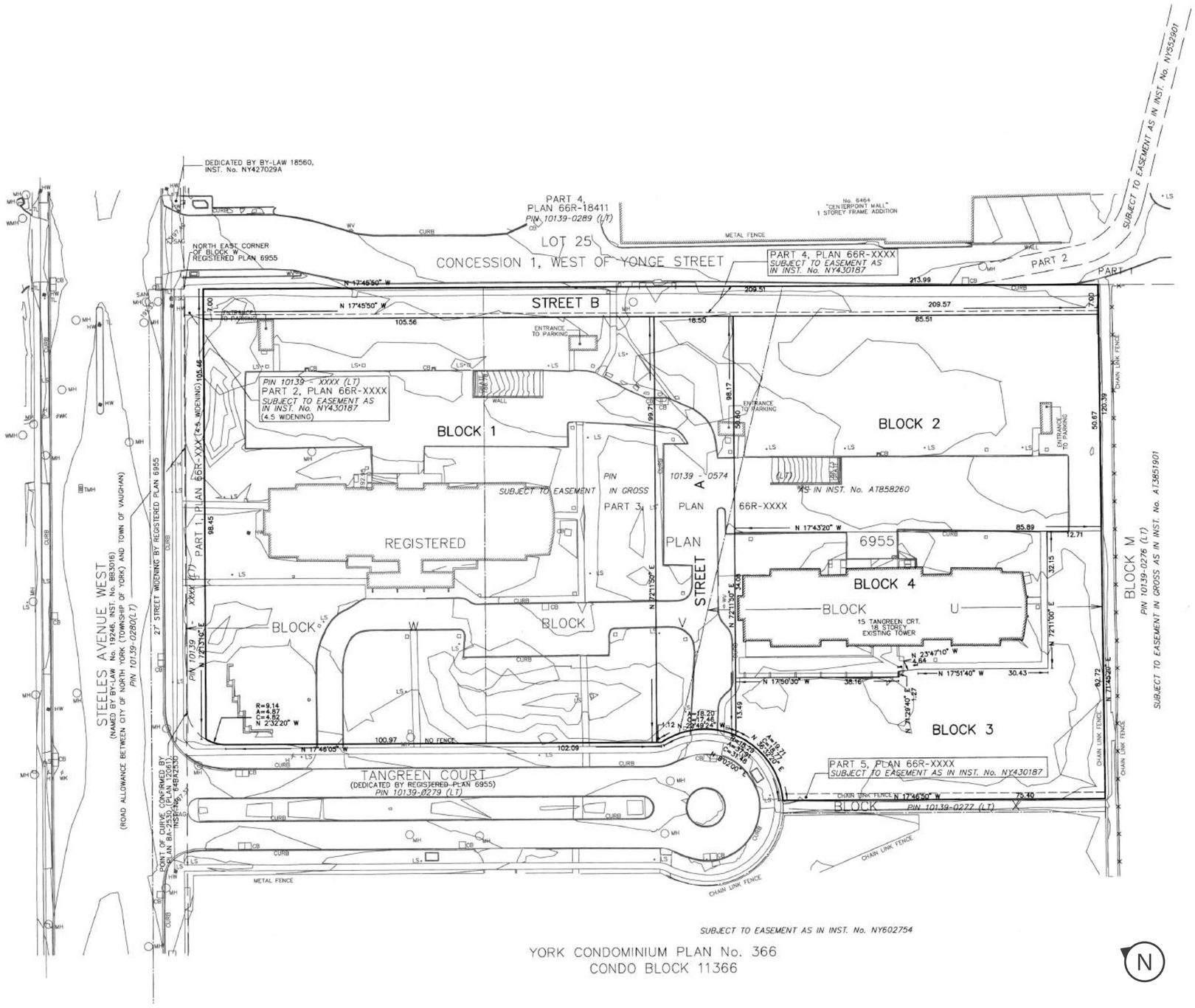


Figure 10 - Draft Plan of Subdivision (Prepared by J.D. Barnes)

Development Blocks

The proposal includes two development blocks, including Block 1 located to the north of the east-west public road (the "North Block") and Block 2 located to the south of the east-west public road (the "South Block"). The development blocks are complemented by an open space network, as described above, as well as an enhanced pedestrian and street network. A description of the two proposed development blocks, and the proposed built form typologies to be located within each block, is provided below.

Block 1 (North Block)

Tower A — a 55-storey residential tower, oriented north-south, with an 'L'-shaped 8-storey podium element, fronting onto Steeles Avenue West and Public Road 'A'. In terms of programming, the ground floor will be comprised of active retail uses at the north end of the building, with direct access from the Steeles Avenue right-of-way, as well as a residential lobby and residential ancillary uses at the south end of the building, accessed via the proposed RI/RO driveway. The ground floor of Tower A also includes indoor amenity space, along with four 2-storey integrated townhouse units adjacent to Public Road 'A'. The remaining levels are comprised of residential dwelling units.

Tower B — a 40-storey 'L'-shaped residential tower with an 8-storey podium element, fronting onto Public Road 'A' and east-west public road. In terms of programming, the ground floor includes a residential lobby and residential ancillary uses at the north end of the ground floor, accessed via the proposed north private driveway, which extends north from the proposed east-west public road, indoor amenity space and six 2-storey townhouse units adjacent to Public Road 'A'. The remaining levels are comprised of residential dwelling units.

Tower E — a 55-storey residential tower, oriented east-west, with an 'L'-shaped 8-storey podium element, fronting onto Steeles Avenue West and Tangreen Court. Similar to Tower A, Tower E includes active grade-related retail uses at the north end of the building, adjacent to the Steeles Avenue right-of-way. Tower E is accessed via the proposed RI/RO driveway off of Steeles Avenue West. The residential lobby is located at the west end of the ground floor and accessed via Tangreen Court. The remaining levels are comprised of residential dwelling units.

Towers F, G — two towers of 45- and 35-storeys, oriented east-west, with a shared 8-storey podium element. Tower F is located parallel to Tangreen Court, while Tower G fronts onto both Tangreen Court and the east-west public road. With respect to programming, the two residential lobbies are accessed via Tangreen Court. The remainder of the ground floors include residential amenity space and two 2-storey integrated townhouse units. The remaining levels are comprised of residential dwelling units.

Block 2 (South Block)

Tower C and D — two 25-storey towers with a shared 6-storey podium fronting the east-west public road and Public Road 'A'. The two tower elements are oriented east-west. The building will be serviced via a new private driveway that extends south of the proposed east-west public road. The ground floor will include residential lobby and ancillary uses, indoor amenity spaces, and integrated townhouse units on the east façade. The remaining levels will be programmed with residential dwelling units, all of which will be accessed via a residential lobby along the west façade.

Block 4 (Retained)

Existing 15 Tangreen Court — the existing 18-storey residential building will be retained as part of the redevelopment concept.

Towers and Base Buildings

The proposed towers are organized as point towers so as to ensure adequate access to sky view, light and privacy. Each tower element has a maximum floor plate area of approximately 750 square metres or lower, and all towers achieve minimum tower separation distances of 25.0 metres. All tower elements provide for minimum 3.0 metre step backs from podium elements below in order to reduce visual and physical impacts of the tower, and to allow the base building to be the primary defining element. With respect to height, the tallest buildings are located at the north end of the site, adjacent to Steeles Avenue West, with heights gradually decreasing to the south.

The associated base buildings have all been designed to appropriately respond to existing and proposed rights-of-ways of adjacent public and private streets and have been designed to frame the edges of streets with good proportion.

Active Ground Floor Uses

As part of the development concept, active ground floor uses have been incorporated into the proposal in order to animate the public realm and activate the various public street frontages. In this regard, proposed grade-related uses include retail space along Steeles Avenue West, integrated townhouse units and indoor amenity spaces contiguous with outdoor amenity spaces.

Phasing

With respect to phasing, it is proposed that the development would proceed in four phases, as outlined below:

- **Phase 1:** construction of the east-west public road (which terminates within the boundaries of the subject site), and of Towers A and B in the northeast.
- **Phase 2:** construction of Towers C and D in the southeast. Future rental replacement units to be located in Tower D.
- **Phase 3a:** demolition of 5 Tangreen Court. Tenants to be relocated to constructed rental replacement units in Tower D.
- **Phase 3b:** construction of Towers E, F and G in the northwest. Conveyance of proposed parkland at the southwest corner of the site.
- **Phase 4:** completion of the east-west public road and ultimate connection to Public Road 'A'.

Parking, Loading, Servicing

With respect to parking, the proposal contains a total of 617 parking spaces, which are located within two-level underground parking garages on each of the two development blocks. Of the total number of parking spaces, 380 are residential occupant parking spaces and 173 are residential visitor spaces. No spaces are proposed for non-residential uses.

In terms of bicycle parking, the proposal contains a total of 2,520 bicycle parking spaces, including 2,270 residential long-term spaces, 250 residential short-term spaces, which equates to an overall rate of 1 bicycle parking space per residential unit. As the proposed retail component is less than 2,000 square metres of interior floor area, which is the minimum threshold for bicycle parking to be required for non-residential uses, no non-residential bicycle parking spaces are proposed. All long-term bicycle parking spaces will be located on the Mezzanine Level, in a secure location. The proposed short term bicycle parking spaces will be provided at the ground level near residential entrances to buildings, or on levels below the ground floor.

Finally, in terms of loading, a total of 7 loading spaces are proposed, including 4 Type "G" and 3 Type "C" loading spaces, all of which are appropriately distributed to serve the buildings. To maximize use and efficiency of the site, each building will have one dedicated loading space within the ground floor, with the proposed loading spaces to be shared amongst the building in each phase. The proposed loading strategy and functional design review is outlined in the Transportation Impact Study, prepared by LEA, submitted herewith.

Unit Distribution and Amenity Space

The proposal is comprised of approximately 3,539 dwelling units (inclusive of 30 grade-related townhouse units, 214 rental replacement units, and 214 existing-to-be-retained rental dwelling units). The proposed new unit mix includes 2,371 one-bedroom units (70%), 615 two-bedroom units (19%) and 339 three-bedroom units (10%). Accordingly, the proposal achieves the unit mix recommended by the Growing Up Guidelines. A breakdown of existing and proposed units by unit type is provided in **Table 3** below.

In terms of amenity space, a total of 8,978 square metres of residential amenity space is provided, comprised of 4,988 square metres of indoor residential amenity space (1.5 square metres per dwelling unit) and 3,990 square metres of outdoor residential amenity space (1.2 square metres per dwelling unit). The amenity spaces will be spread throughout the site, with outdoor amenity spaces contiguous with indoor amenity spaces.

Table 3 - Unit Breakdown

	Total	1 Bed	2 Bed	3 Bed	Townhouse
Existing (Retained)	**214**	91	105	18	0
Rental Replacement	**214**	91	105	18	0
New Units	**3,325**	2,380	582	333	30
Total	**3,539**	**2,471**	**687**	**351**	**30**

3.2 Key Statistics

Table 4 - Key Statistics

Site Area (Gross)	**23,881 square metres (gross) (20,141 square metres net)**
Site (Area (Net)	**20,141 square metres**
Road Dedication	
Steeles and Street A	1,931 square metres
E-W Public Street	1,808 square metres
New Public Park – Total Area	1,910 square metres
Total Gross Floor Area	**230,078 square metres**
Retained Residential GFA	18,799 square metres
New Residential	229,226 square metres
Retail/Commercial	852 square metres
FSI	**9.6 FSI (gross); 11.4 FSI (net)**
Height	
Storeys	18 to 55 storeys
Metres	48.69 metres to 182.3 metres (exclusive of the mechanical penthouse)
New Residential Units	
1-Bedroom	2,371 (71%)
2-Bedroom	615 (18%)
3-Bedroom	339 (10%)
Townhouse	30 (1%)
Total	**3,325 (100%)**
Total (Inclusive of 15 Tangreen Court)	**3,539**
Amenity Space	**8,978 square metres**
Indoor	4,988 square metres (1.5 square metres/unit)
Outdoor	3,990 square metres (1.2 square metres/unit)
Total Vehicular Parking	**617 spaces**
Resident	**380 spaces**
Visitor	**173 spaces**
Rental Replacement	64 spaces
Total Bicycle Parking	**2,497 spaces**
Long-Term Resident	2,262 spaces
Short-Term Resident	235 spaces
Loading	4 Type "G" and 3 Type "C"

3.3 Required Approvals

As noted above, the subject site is currently designated *Apartment Neighbourhoods* in the City of Toronto Official Plan. While the proposed mix of residential and small-scale retail and retail service uses is permitted by the *Apartment Neighbourhoods* designation, an amendment to the City of Toronto Official Plan is being submitted out of an abundance of caution to redesignate the lands from *Apartment Neighbourhoods* to *Mixed Use Areas* in order to permit the proposed scale and built form typologies.

In addition, the proposal requires amendments to Toronto City-wide Zoning By-law 569-2013, as amended, is required in order to increase the permitted height, as well as to revise other development regulations as necessary to accommodate the proposal. Site specific exceptions to the CR zone will be introduced to allow for the proposed height and density and to amend other development standards as necessary to facilitate the proposal.

A Draft Plan of Subdivision Application is also required in order to facilitate the redevelopment of the lands, and to create a new public street, development blocks, and a public park.

A Site Plan Approval application is also being filed at this time.

Finally, the proposal also requires that a Rental Housing Demolition application, under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 to permit the demolition of the 214 existing rental dwelling units on the subject site, within 5 Tangreen Court. This application is being submitted herewith.

4 Policy & Regulatory Context

4.1 Overview

As set out below, the proposed redevelopment is supportive of policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan. The policy direction of each of these documents promote a range of housing options, as well as the optimization and efficient use of land and infrastructure within built-up areas, particularly in areas that are well served by municipal infrastructure, including higher-order public transit.

4.2 Planning Act

On October 25, 2022, the Province of Ontario introduced the *More Homes Built Faster Act, 2022* ("Bill 23") , which introduced legislative changes to support Ontario's Housing Supply Action Plan and increase housing supply in the Province. Bill 23 received Royal Assent on November 28, 2022.

Amendments to the *Planning Act*, which came into force on November 28, 2022 would cap the maximum amount of land that can be conveyed or paid in lieu of ten percent of the value of the land for sites under five hectares.

As well, Sections 42(4.30) and 42(4.31) of Bill 23, which have been enacted but have not yet received proclamation, would permit encumbered parkland, strata parks and privately owned publicly accessible open spaces ("POPS") to be eligible for parkland credits. In this regard, a landowner could propose the conveyance of lands subject to easements or other restrictions or encumbered by below grade infrastructure to be used for park or other public recreational purposes".

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 sets out matters of provincial interest. As it relates to the proposal are the following: the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

As mentioned in Section 3.3, a Draft Plan of Subdivision Application is being submitted concurrently with the Official Plan and Zoning By-law Amendment applications, which would implement the proposed public park, road network and development block structure. Section 51(24) of the *Planning Act* R.S.O. 1990, specifies that, in considering draft plans of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare to the present and future inhabitants of the municipality and to:

a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
b. whether the proposed subdivision is premature or in the public interest;
c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
d. the suitability of the land for the purposes for which it is to be subdivided;
    d.1. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
f. the dimensions and shapes of the proposed lots;
g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
h. conservation of natural resources and flood control;
i. the adequacy of utilities and municipal services;
j. the adequacy of school sites;
k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006.

The foregoing matters are addressed in Section 5.4, below.

4.3 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 "PPS").

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

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

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

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

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

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.2 requires that sufficient land be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Policy 1.1.2 also states that within settlement areas, sufficient land shall be made available through intensification, redevelopment and if necessary, designated growth centres.

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, including brownfield sites, 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. Policy 1.1.3.5 directs planning authorities to establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

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; and requiring transit-supportive development and prioritizing intensification (including potential air rights development) in proximity to transit, including corridors and stations.

Policy 1.5.1 of the PPS directs that healthy, active communities should be promoted through planning public streets, spaces and facilities that are safe and meet the needs of pedestrians, foster social interaction and facilitate active transportation. Policy 1.5.1 also promotes the provision of a full range of publicly-accessible built and natural spaces for recreation, including parks, public spaces, open space areas, trails, and linkages.

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

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

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

Section 4.0 provides for the implementation and interpretation of the PPS. While Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", it goes on to say that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Section 5.1 and 5.2 of this report, it is our opinion that the proposed redevelopment concept, and specifically the requested Official Plan Amendment. Zoning By-law Amendment, and Draft Plan of Subdivision applications are consistent with the PPS, 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 (the "2017 Growth Plan") 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. The amendment includes changes to the population and employment forecasts and the horizon year for planning. In this respect, the horizon is now extended to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability.

Many of the policies of the 2019 Growth Plan, as amended, remain the same as in the 2017 Growth Plan; however, significant amendments were made to policies related to employment lands, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and "major transit station areas", among other matters.

The Growth Plan provides a framework for implementing the Province's vision for managing growth across the region to the year 2041 and supports the achievement of complete communities. Under the *Planning Act*, all decisions with respect to land use planning matters shall conform to the Growth Plan. In accordance with Section 1.2.3, 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 development concept include:

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

The Growth Plan encourages the development of complete communities, as described in Section 2.1 of the Plan:

> *"This Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes."*

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 to support the development of complete communities and promotes transit-supportive development in proximity to higher order transit. As noted in Section 2.1 of the Plan:

> *"... Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."*

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

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

The subject site is located within a "strategic growth area" as defined by the Growth Plan (i.e., a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned "frequent transit" service may also be identified as strategic growth areas.

In this regard, the site falls within an area that would meet the definition of a "major transit station area". A "major transit station area" is defined by the Growth Plan as "the area including and around any existing or planned higher order transit station or stop within a settlement area". They are generally defined as "the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk." In turn, "higher order transit" is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, 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. x

Pursuant to the above, the subject site is located approximately 475 metres west of a planned subway station at Yonge Street and Steeles Avenue (i.e., the planned Yonge-Steeles Station along the Yonge North Subway Extension). As well, it is located along Steeles Avenue, where a planned bus rapid corridor is planned to extend between Yonge Street and Pioneer Village Subway Station on Line 1 of the TTC.

The subject site is located proximate to the Yonge Street "priority transit corridor", which is defined in the Growth Plan as "transit corridors shown on Schedule 5 or as further identified by the Province for the purpose of implementing this Plan" (our emphasis). Although the planned Yonge North Subway Extension is not illustrated on Schedule 5 to the Growth Plan (i.e., the "priority transit corridor" along Yonge Street terminates at Finch Station), it has been identified as an "in development" higher order transit project in the Metrolinx 2041 Regional Transportation Plan (see Section 4.4). Therefore, Yonge Street in the vicinity of the subject site would be considered a "priority transit corridor" pursuant to the Growth Plan.

The subject site is also situated in an area with planned "frequent transit". The Growth Plan defines "frequent transit" as "a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week". In this regard, the 960 Steeles West Express operates from Finch Station to Pioneer Village Station along Steeles Avenue West. The subject site is located in proximity to the Steeles Avenue West at Hilda Avenue stop, as well as the Yonge Street at Steeles Avenue West South Side stop. The express route only services major intersections and operates during the peak periods from Monday to Friday

While it is recognized that the 2019 Growth Plan conformity exercise has not yet been formally concluded (i.e. the Minister has not yet approved the proposed major transit station area boundaries of existing and planned transition stations), the Growth Plan provides direction regarding how boundaries are to be delineated and requires that, prior to the completion of the conformity exercise, municipalities must still consider the impact of the decision as it relates to the applicable Growth Plan policies (see below). As well, the City has adopted Official Plan Amendment No. 570 to delineate the boundary of the Yonge-Steeles Protected Major Transit Station Area, within which the subject site is located (see Section 4.8 below).

Policy 2.2.1(2) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

With respect to forecasted growth, Schedule 3 of the Growth Plan, as amended by Growth Plan Amendment No. 1, forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. Census data from 2016 and 2021 indicate 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. The 2021 Census population of 2,794,356 represents a 2.3% increase from 2016, and would translate into an estimated population of 2,887,786, applying the same undercoverage rate as in 2016 (i.e., 70.2% of the growth required to meet the forecast).

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

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Growth Plan includes a number of policies applying to "major transit station areas". As described above, Yonge Street in the vicinity of the subject site would be considered a "priority transit corridor" pursuant to the Growth Plan. Policy 2.2.4(1) provides that planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of the Growth Plan.

Policy 2.2.4(2) requires 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".

Policy 2.2.4(3)(a) goes on to require that "major transit station areas" on subway lines be planned for a minimum density target of 200 residents and jobs combined per hectare, while Policy 2.2.4(3)(b) requires "major transit station areas" or subway lines be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light trail transit or bus rapid transit. 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(6) provides that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. Policy 2.2.4(8) states that "major transit station areas" will be planned and designed to be transit supportive and achieve multimodal access to stations and connections to major trip generators, by providing connections to local and regional transit, infrastructure that supports active transportation, and commuter pick up and drop off areas.

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

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

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership and rental housing. Policy 2.2.6(2) states that notwithstanding Policy 1.4.1 of the PPS, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

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

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

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and,
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policy 3.2.2(3) states that in the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.

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; increasing the capacity of existing transit systems to support strategic growth areas; and expanding transit service to areas that have or will achieve transit supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible.

Policy 3.2.3(4) states municipalities must also ensure that active transportation networks are comprehensive and integrated into transportation planning to provide safe, comfortable travel for active transportation users, and provide continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

With respect to public open space, 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 courtyards and public parks.

With respect to water and wastewater systems, Policy 3.2.6(2) states that municipal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with, among others:

- opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management; and
- the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan.

Regarding stormwater management, Policy 3.2.7(2) states that proposals for large-scale development proceeding by way of secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

a. is informed by a subwatershed plan or equivalent;
b. incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
c. establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
d. aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

With respect to climate change, Policy 4.2.10(1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaption goals. These are to include, among others, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation systems.

In planning to reduce greenhouse gas emissions and address the impacts of climate change Policy 4.2.10(2) encourages municipalities to develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure, including transit and energy, green infrastructure, and low impact development.

The timely implementation of the polices of the Growth Plan s is seen as a key consideration in 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). [...] It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within required timeframes. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan.*
>
> *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."*

With respect to targets, and as noted above, Policy 5.2.5(1) states that the targets set out in the Growth Plan are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies those areas which should be delineated in official plans to implement the minimum intensification and density targets outlined in the Plan, including (among others) delineated built-up areas, major transit station areas and strategic growth areas. Further, Policy 5.2.5(5) provides that for each applicable delineated area, the minimum density targets are to be implemented by, among other matters, official plan policies that identify the minimum density target and zoning all lands in a manner that would implement the official plan policies.

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

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal and, in particular, the requested Official Plan and Zoning By-law Amendments, conform with the Growth Plan, as amended, particularly the policies which support the development of "complete communities" and seek to optimize the use of land and infrastructure and to encourage growth and intensification in "strategic growth areas", including "major transit station areas".

4.4 Metrolinx Regional Transportation Plan (2041)

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

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

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

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

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

1. Strategy 1: Complete the delivery of current regional transit projects;
2. Strategy 2: Connect more of the region with frequent rapid transit;
3. Strategy 3: Optimize the transportation system;
4. Strategy 4: Integrate transportation and land use; and
5. 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. Map 4 of the RTP ("In Development rapid transit projects") identifies the Yonge North Subway Extension as a subway "Project in Development" (See **Figure 11**); while Map 5 ("Frequent Rapid Transit Network") identifies an LRT/BRT Frequent Rapid transit line along Steeles Avenue West (See **Figure 12**).

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.

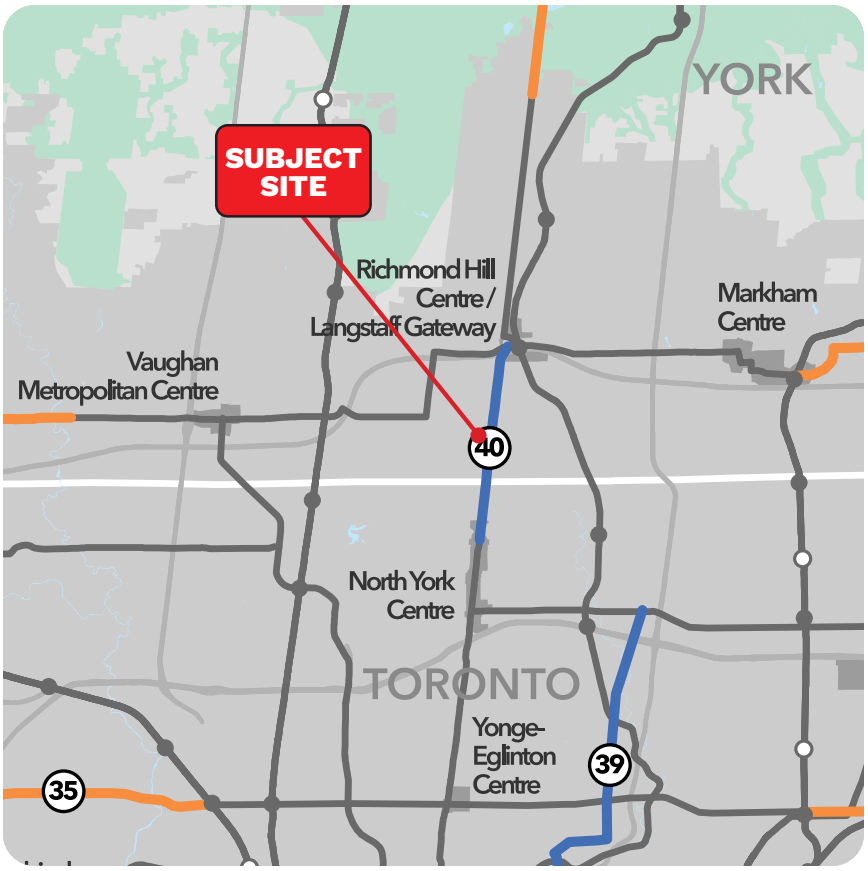
Strategy 3: seeks to optimize the transportation system by, among other things: advancing the integration of transit services and fares; expanding first- and last-mile choices at all transit stations, including improvements to pedestrian and cyclist access and facilities; and prioritizing transportation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

Strategy 4: identifies several strategies to integrate transportation and land use planning, including:

- making investment in transit projects contingent on transit-supportive planning being in place;
- focusing development at Major Transit Station Areas along Priority Transit Corridors identified in the Growth Plan;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour, particularly towards walking and cycling;
- embed transportation demand management (TDM) in land use planning and development; and
- rethink the future of parking.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs. The RTP emphasizes the need to intensify and integrate development at Major Transit Station Areas. In particular, the RTP notes that: "Transit stations link people to jobs, schools and amenities, and their close integration with commercial, residential and office uses is an essential approach to station development or redevelopment". The RTP further notes that Major Transit Station Areas can be: "attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service".

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; co-ordinating 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.



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

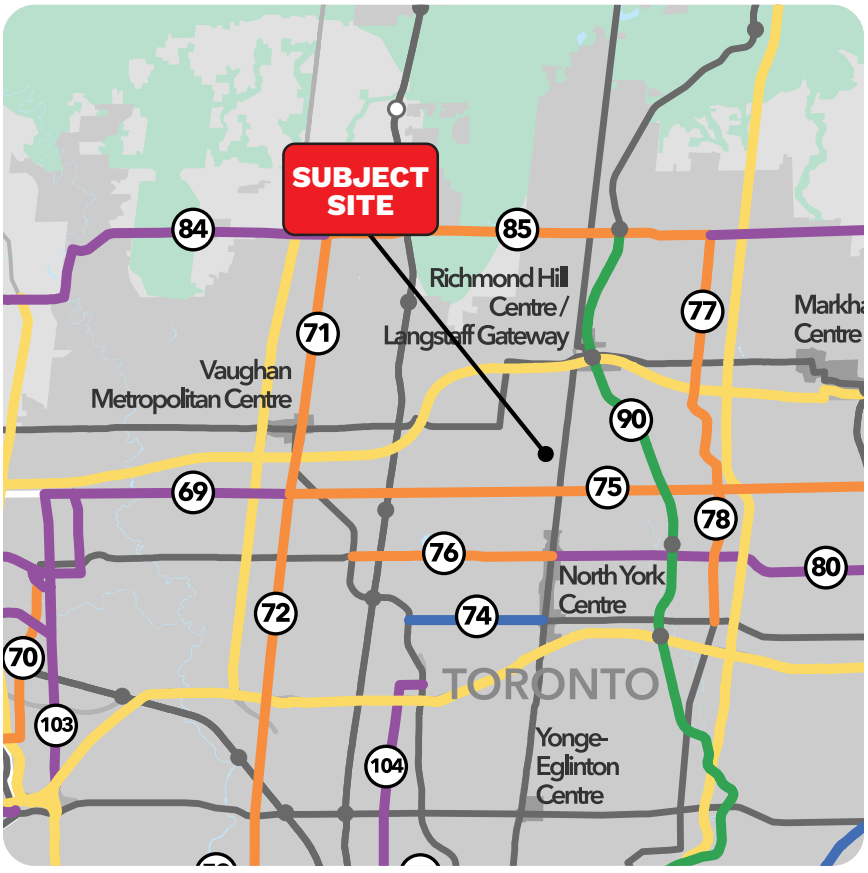
Subway
LRT / BRT
Priority Bus / Priority Streetcar

Projects In Development

32. Dundas West Priority Bus
33. Dundas BRT
34. Brampton Queen Street BRT / LRT
35. Eglinton West LRT
36. Highway 7 West Extension
37. Waterfront West LRT
38. Waterfront East LRT
39. Relief Line Subway
40. Yonge North Subway Extension
41. Yonge BRT
42. Eglinton East LRT
43. Highway 7 East Extension
44. Durham-Scarborough BRT

For more details, see Appendix 3C

Figure 11 - Metrolinx Regional Transportation Plan (2041) Map 4



Urban Growth Centre
GGH Built Boundary
Greenbelt Designation
Expressway / Provincial Highway
Existing or In Delivery GO Rail Station
Planned GO Rail Station
International Airport
Potential Future Airport
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

45. Waterfront West LRT Extension
46. Lakeshore West Line 15-min Extension
47. Hamilton A-Line
48. Hamilton A-Line South
49. Dundas Connector
50. Hamilton L-Line
51. Hamilton S-Line
52. Hamilton Mohawk T-Line
53. Milton Line 15-min
54. Trafalgar
55. Brant
56. Bronte / Regional Road #25
57. Derry
58. Harvester / Speers / Cornwall
59. Eglinton Mississauga
60. Trafalgar North
61. Downtown Mississauga Transitway
62. Hurontario LRT North Extension
63. Britannia / Matheson
64. Hurontario North
65. Dixie / Bramalea
66. Airport Rd.
67. Erin Mills / Mississauga Rd.
68. Bovaird / Castlemore
69. Steeles West
70. Finch West LRT West Extension
71. Jane North
72. Jane South
73. Line 2 and Bloor / Yonge capacity enhancements
74. Sheppard Subway West Extension
75. Steeles
76. Finch West LRT East Extension
77. Leslie North
78. Don Mills / Leslie
79. McCowan
80. Finch East
81. Sheppard East LRT Extension
82. Kingston
83. Malvern Connection
84. Major Mackenzie West
85. Major Mackenzie
86. Major Mackenzie East
87. Green Lane
88. Barrie Line 15-min Extension
89. Stouffville Line 15-min Extension
90. Richmond Hill Line Two-Way All-Day
91. Steeles / Taunton
92. Whites Rd.
93. Brock Rd.
94. Westney
95. Bayly
96. Brock St. / Baldwin
97. Lakeshore East Line 15-min Extension
98. Simcoe
99. Highway 2
100. Lakeshore East Line Two-Way All-Day
101. Highway 7 Pickering
102. Brampton Queen West
103. Highway 27
104. Dufferin
105. St. Clair
106. Spadina

For more details, see Appendix 3D

Figure 12 - Metrolinx Regional Transportation Plan (2041) Map 5

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was partially approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

Policy 5.6(1) provides that the Plan should be read as a whole "to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making." Policy 5.6(1.1), introduced by Official Plan Amendment No. 199, provides that the Plan is more than a set of individual policies and that "all appropriate policies are to be considered in each situation", the goal being to "appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City".

Growth Management Policies

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

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

To that end, Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

> *"The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs)... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework 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.)*

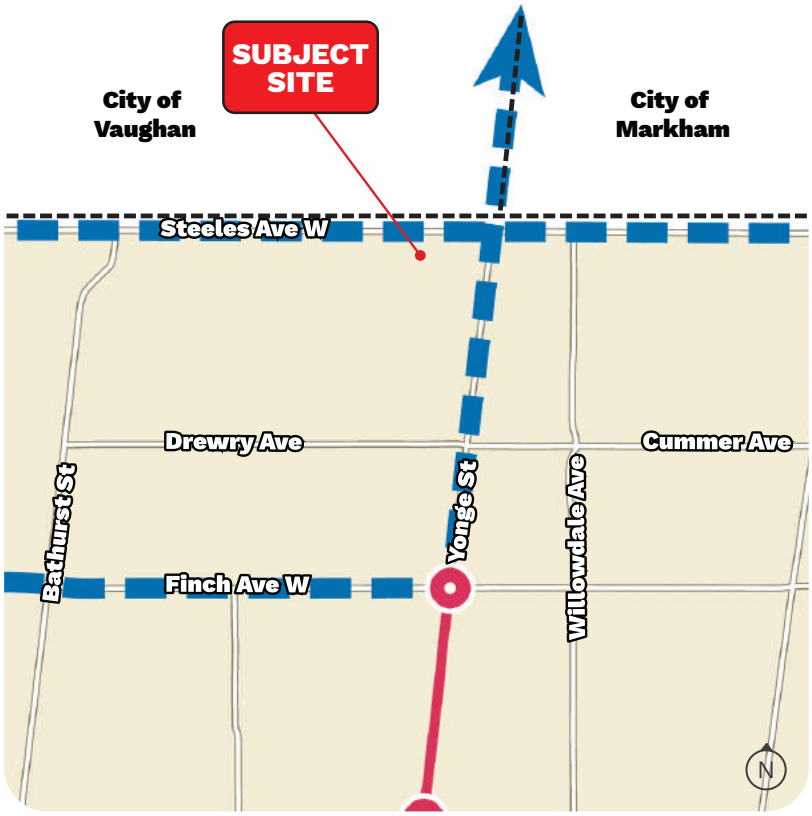
In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Plan states that:

> *"... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations.*

In this regard, from a transportation perspective, Map 4 (Higher Order Transit Corridors) and Map 5 (Surface Priority Networks) identifies Steeles Avenue as a "Transit Corridor Expansion Element" and a "Transit Priority Segments", respectively (see **Figures 13 and 14**).

Policy 2.2(3) directs that new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and to be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

Policy 2.2(7) requires that the City work with its partners to improve and expand the higher-order transit network by, among other things, protecting corridors identified on Map 4 for possible future higher-order transit services (with exact locations, widths, and station locations to be determined by the Environmental Assessment process), and implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities as funding becomes available.



Higher Order Transit Corridors

Legend

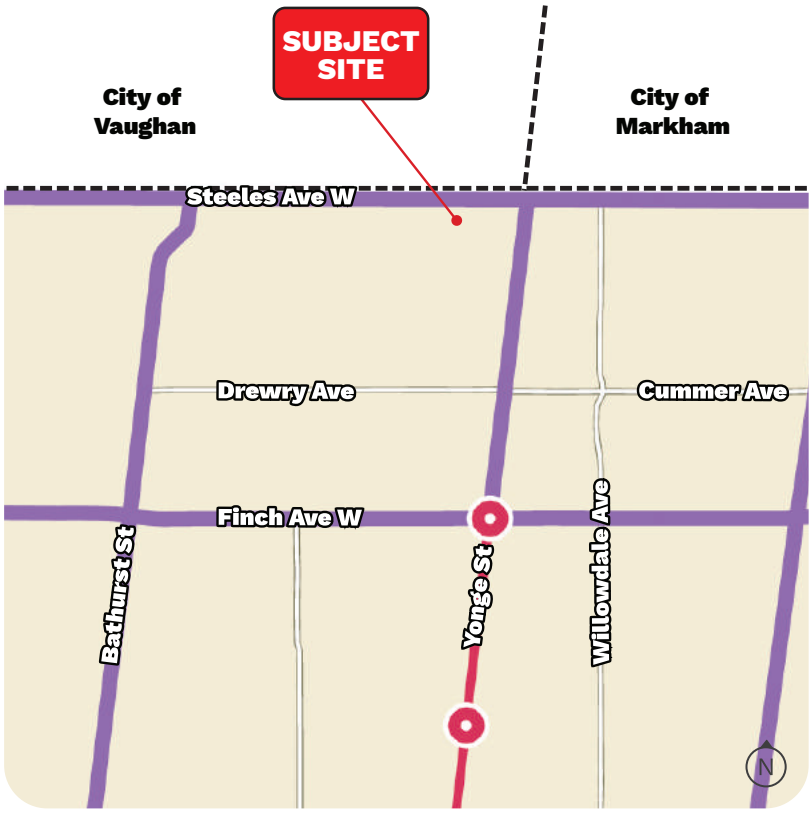
Existing

- TTC Subway and LRT Lines
- GO Rail Lines

Expansion Elements

- Transit Corridors
- Transit Corridor Alignment To Be Determined
- Rail Station

Figure 13 - Toronto Official Plan Map 4 - Higher Order Transit Corridors



Enhanced Surface Transit Network

Legend

Existing

- TTC Subway and LRT Lines
- GO Rail Lines

Expansion Elements

- Transit Priority Segments

Figure 14 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Policy 2.2(8) provides that the City will work with its partners to improve transit along Transit Priority Segments through the introduction of transit priority guidelines and transit priority measures such as transit signal priority or other signal timing changes, high-occupancy vehicles lanes and partially or fully exclusive transit lanes.

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

> *"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City... Reducing car dependency means being creative and flexible about how we can manage urban growth. We have to plan in 'next generation' terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system."*

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

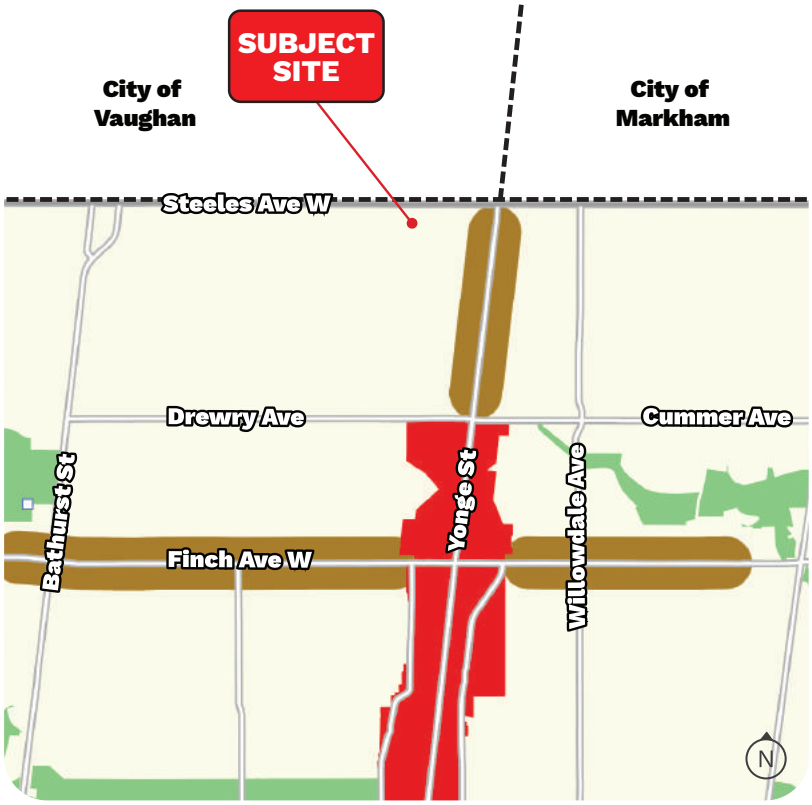
Policy 2.4(8) further provides that, for sites in areas that are well serviced by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) establishing minimum and maximum parking requirements and limiting surface parking as a non-ancillary use. Furthermore, Policy 2.4(9)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics".

Healthy Neighbourhoods Policies

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in *Centres*, along the *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. Policy 2.3.1(1) states that *Neighbourhoods* and *Apartment Neighbourhoods* are considered to be physically stable areas, and development will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

Policy 2.3.1(2) recognizes that *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant sections of the Official Plan. This policy goes on to state that:

> *"While Apartment Neighbourhoods are not areas of significant growth on a city-wide basis, there are sites containing one or more existing apartment building(s) where compatible infill development may take place. This compatible infill development may take place where there is sufficient space on a site to accommodate additional buildings or building additions while providing a good quality of life for both new and existing residents and improving site conditions by maintaining or substantially replacing and improving indoor and outdoor amenity space; improving landscaped open space; maintaining adequate sunlight and privacy for residential units; and adequately limiting shadowing on outdoor amenity space and landscaped open space." (Our emphasis)*

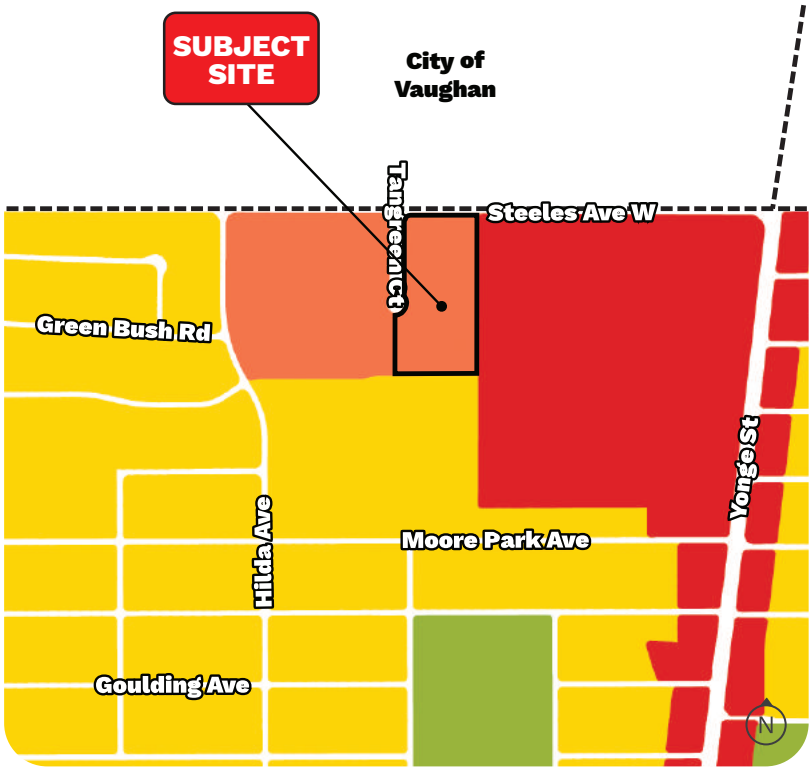


Urban Structure

Legend

- Avenues
- Centres
- Employment Areas
- Downtown and Central Waterfront
- Green Space System
- Greenbelt Protected Countryside
- Greenbelt River Valley Connections

Figure 15 - Toronto Official Plan Map 2 - Urban Structure



Land Use Designations

Legend

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors
- Hydro Corridors
- Railway Lines

Figure 16 - Toronto Official Plan Map 16 - Land Use

Policy 2.3.1(3) provides that developments in *Mixed Use Areas, Regeneration Areas* and *Apartment Neighbourhoods* 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 this 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*.

Policy 2.3.1(9) encourages owners of existing apartment buildings to renovate and retrofit older apartment buildings in order to:

- achieve greater conservation of energy and water resources, and reduce greenhouse gas emissions;
- improve waste diversion practices, safety and security and building operations;
- improve indoor and outdoor facilities for social, educational and recreational activities; and
- improve pedestrian access to the buildings from public sidewalks and through the site as appropriate.

)

Land Use Policies

The subject site is designated *Apartment Neighbourhoods* on Map 16, Land Use Plan (see **Figure 16**). The subject site is also located immediately adjacent to a large *Mixed Use Areas* designation to the east.

Section 4.2 of the Plan recognizes that *Apartment Neighbourhoods* are distinguished from low-rise Neighbourhoods because a greater scale of building is permitted, and different scale related criteria are needed to guide development. While built-up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing. The Official Plan sets out criteria to evaluate these situations.

Policy 4.2(1) states that *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities and small-scale office, retail and service uses that serve the neighbourhood. All land uses permitted in the *Neighbourhoods* designation are also permitted in the Apartment Neighbourhoods designation.

Criteria for development in *Apartment Neighbourhoods*, as set out in Policy 4.2(2), include:

a. locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from, and/or a stepping down of heights towards lower-scale Neighbourhoods;
b. locating and massing new buildings to adequately limit shadow impacts on adjacent lower-scale Neighbourhoods, particularly during the spring and fall equinoxes;
c. locating and massing new buildings to frame the edge of streets and parks with good proportion and to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
d. including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
e. locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;

f. providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
g. providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
h. providing buildings that conform to the principles of universal design.

Policy 4.2(3) provides that compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings, where such development improves the existing site conditions by means such as:

a. meeting the development criteria set out in Section 4.2.2;
b. being compatible with the scale, including height and massing, of the existing apartment building(s) on and adjacent to the site;
c. providing separation distances between buildings on and adjacent to the site so as to achieve adequate sunlight and privacy;
d. maintaining or replacing and improving indoor and outdoor residential amenities on the site, including, where achievable, equipping and managing indoor and outdoor amenity space to encourage use by residents;
e. improving upon the quality of landscaped open space and outdoor amenity space for new and existing residents, including the preservation or replacement of significant landscape features and walkways and creating such features where they did not previously exist;
f. providing adequate on-site structured shared vehicular parking for both new and existing development;
g. consolidating and where achievable, relocating parking and servicing areas where they are not visible from streets, parks and landscaped open spaces;
h. placing parking ramps within the building where achievable;
i. providing all residents, including existing residents with access to the community benefits where additional height and/or density is permitted, and community benefits are provided pursuant to Section 5.1.1 of this Plan;
j. providing privacy and areas of landscaped open space, and maintaining adequate sunlight to units, outdoor amenity spaces and open spaces, for both new and existing residents;
k. organizing development on the site to frame streets, parks and open spaces at good proportion, providing adequate sky views from the public realm, and creating safe and comfortable open spaces;
l. promoting grade-related dwellings at the edge of public streets, parks and landscaped open spaces where achievable, that front onto and provide pedestrian entrances from those public spaces, and provide a generous pedestrian realm adjacent to public streets;
m. promoting, on the lower floors of midrise and tall apartment buildings, grade related units with front gardens, stoops and porches that take direct access from public sidewalks, accessible open spaces and park edges;
n. improving pedestrian access to the buildings from public sidewalks and through the site;
o. minimizing curb cuts;
p. improving waste storage and waste diversion facilities including enclosure of outdoor waste
q. providing needed improvements, renovations and retrofits to the existing rental housing to extend the life of the existing building(s) that are to remain; and
r. encouraging improved energy and water efficiency in existing buildings through renovations, retrofits and changes to management practices.

Policy 4.4 provides that infill development may be permitted on a site within a developed *Apartment Neighbourhood* that creates a horizontal addition to an existing apartment building, while Policy 4.6 provides that on larger sites which have opportunity for more than one new building, a framework of additional public streets, shared driveways, new parkland and shared open space may be required to create infill development that meets the objectives of this Plan.

With respect to the proposed *Mixed Use Areas* designation that is being sought, the Official Plan 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 introductory text in Section 4.5 states that the intent of the designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. In particular, the intent is that:

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

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

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing new jobs and homes for Toronto's growing population on underutilized lands in the Downtown and elsewhere, creating and sustaining employment opportunities for all Torontonians;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the Plan, through means such as providing setbacks and/or a stepping down of heights;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Public Realm Policies

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

Section 3.1.1 sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) states that the public realm is comprised of all public and private spaces to which the public has access.

Policy 3.1.1(2) states that the public realm will, among other things, provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) provides that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations.

Policy 3.1.1(6) recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a "Complete Streets" approach, by among other things, balancing the needs, priorities and safety of all users and uses within the right-of-way, including pedestrians, cyclists and motorists, together with ensuring space for street furniture and green infrastructure; improving the quality and convenience of active transportation options; and serving as community destinations and public gathering places.

Policy 3.1.1(8) provides that new streets will be designed to promote a connected grid-like network; provide connections with adjacent neighbourhoods; extend sight lines and view corridors; divide larger sites into smaller development blocks; provide access and addresses for new development; allow the public to freely enter without obstruction; implement the Complete Streets approach; provide and improve the frontage, visibility, access and prominence of natural and human-made features; and provide access for emergency vehicles. Further, Policy 3.1.1(9) provides that new streets will be public streets unless otherwise deemed appropriate by the City.

Policy 3.1.1(11) states that private shared driveways, where deemed appropriate by the City, will be publicly accessible, designed as part of the broader public street and lane network, and meet the design objectives for public lanes.

Policy 3.1.1(12) states that interior concourses, plazas, pedestrian mews and mid-block connections, whether private or publicly owned, will be designed to complement and extend, but not replace, the role of the public streets, parks and open spaces as the main place for civic life and pedestrian activity. They should be designed for users of all ages and abilities, comfortable, safe and integrated into the local network of pedestrian movement with direct access from the public sidewalk and clear way-finding within.

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

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

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

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

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

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

Built Form Policies

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

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

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

Policy 3.1.3(1) provides that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with consistent front yard setbacks;
- providing additional setbacks or open spaces where appropriate;
- locating main building entrances on prominent building façades so that they front onto a public street, park or open space, are visible and directly accessible from a public street;
- providing ground floor uses, clear windows and entrances that allow views from and, where possible, access to adjacent streets, parks and open spaces;
- preserving existing mature trees wherever possible and incorporating them into the development site;
- 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(2) directs that development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations.

Policy 3.1.3(3) requires development to protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.3(4) requires development to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by, among other things:

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

Policy 3.1.3(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by: providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.3(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.3(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Where development includes, or is adjacent to, a park or open space, Policy 3.1.3(8) indicates that buildings should be designed to provide good transition in scale to parks or open spaces to provide access to direct sunlight and daylight.

Policy 3.1.3(9) directs that the design of new building façades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to:

- ensure fit with adjacent building façades;
- contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- break up long façades in a manner that respects and reinforces the existing and planned context; and
- ensure grade relationships that provide direct access and views into and from the public realm.
- Policy 3.1.3(10) requires that development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:
- improvements to adjacent boulevards and sidewalks including sustainable design elements, which may include landscaping, permeable paving materials and street furniture;
- co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings;
- landscaped open space within the development site; and
- public art, where the developer agrees to provide this.

In terms of amenity, Policy 3.1.3(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.3(13) provides that outdoor amenity spaces should:

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

Built Form – Building Type Policies

Section 3.1.4 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

The Official Plan states that tall buildings are the most intensive form of growth and come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. Tall buildings play a role in achieving residential and office growth ambitions in parts of the *Downtown and Central Waterfront* and the *Centres*, as well as other areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

Policy 3.1.4(8) states that buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole. For the base portion, Policy 3.1.3(9) provides that it should respect and reinforce good street proportion and pedestrian scale, and be lined with active, grade-related uses.

For the tower portion, Policy 3.1.4(10) directs that it should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.
- Policy 3.1.4(11) indicates that the objectives in Policy 3.1.4(10) should be achieved by:
- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floor plates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

Policy 3.1.4(12) directs that the top portion of a tall building should be designed to: 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 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, including a full range of housing which includes, among other things, rental and affordable housing (Policy 3.2.1(1)). Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

The Official Plan also contains policies relating to the protection, replacement and maintenance of the City's rental housing stock.

Policy 3.2.1(5) provides conditions of approval for new development on sites containing six or more rental units, where existing rental units will be kept in the new development. The conditions of approval are as follows:

- Policy 3.2.1(5)(a) provides that the existing rental housing units which have affordable rents and mid-range rents will be secured as rental housing;
- Policy 3.2.1(5)(b) states that new development should secure any needed improvements and renovations to the existing rental housing to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants.

Policy 3.2.1(6) provides conditions of approval for new development that would remove all or part of a private building or related group of buildings and would result in the loss of six or more rental housing units (our emphasis). The conditions of approval are as follows:

- Policy 3.2.1(6)(a) provides that new development (that would result in the loss of six or more rental units) will not be approved unless all of the rental housing units have rents that exceed mid-range rents at the time of application;
- Policy 3.2.1(6)(b) requires the provision of rental replacement units and a tenant relocation and assistance plan in instances where new development, other than site plan, is proposed; and
- Policy 3.2.1(6)(c) provides that, in Council's opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents.

With respect to the first "pre-condition" (Policy 3.2.1(6)(a)), the existing rental housing units in the demolished building do not all exceed "mid-range rents". With respect to the second "pre-condition" (Policy 3.2.1(6)(c)), the policy specifies that the determination is to be made by Council, and is based on a number of factors, including whether:

rental housing in the City is showing "positive, sustained improvement", demonstrated by significant net gains in the supply of rental housing;

the overall rental apartment vacancy rate for the City has been at or above 3.0% for the preceding four consecutive surveys;

the proposal may negatively affect the supply or availability of rental housing or rental housing subsectors (including affordable units, units suitable for families and housing for seniors, persons with special needs or students, either on a City-wide basis or within a geographic sub-area or neighbourhood); and

all provisions of other applicable legislation and policies have been satisfied.

If neither of the two pre-conditions apply, Policy 3.2.1(6)(b) requires that the following matters be secured as a condition of any redevelopment:

- at least the same "number, size and type" of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
- controls on the rents of replacement units for a period of at least 10 years (such that the rent at first occupancy is increased by not more than the Provincial Rent Increase Guideline or a similar guideline as may be approved by Council); and
- an acceptable tenant relocation and assistance plan.

The tenant relocation and assistance plan is to address:

- the right to return to occupy one of the replacement units at similar rents;
- the provision of alternative accommodation at similar rents; and
- other assistance to lessen hardship.

The relevant Official Plan housing policies, and the rental replacement proposal, have been addressed in greater detail in the Housing Issues Report, prepared by Bousfields Inc., which is appended to this report as **Appendix A**, and summarized in Section 5.3 below.

Parks and Open Space Policies

The Plan's parks and open space policies support the expansion, improvement and maintenance of the City's parks and open space system in a manner which has regard for the diversity and complexity of the City's parks and open space system, as well as the diverse and complex needs of residents and neighbourhoods across the City. Map 8(B) of the Toronto Official Plan shows local parkland provision across the City. The subject site is located in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people, which is the second lowest category in the City's parks classification system respecting local parkland provision.

Section 3.2.3 of the Official Plan speaks to parkland acquisition strategies as well as parkland dedication. As the subject site is in between 1 hectare to 5 hectares in size, Policy 3.2.3(5) provides that an alternative parkland dedication rate of 0.4 hectares per 300 units applies to the residential component of the redevelopment, up to a maximum of 15% of the subject site area, net of any conveyances for public road purposes. However, as described in Section 4.2, Sections 42(4.30) and 42(4.31) of Bill 23, which have been enacted but have not yet received proclamation, would cap the maximum amount of land that can be conveyed or paid in lieu for parkland at 10% of the land or its value for sites under 5 hectares. AS well, parkland dedication would apply to new units only.

The payment of cash-in-lieu based on the value of the development site is also an option; however, Section 3.2.3(5)(g) states that dedication of land is preferred in order to maximize opportunities to obtain parkland. Policy 3.2.3(8) requires that the location and configuration of land to be conveyed should be free of encumbrances, unless approved by Council, sufficiently visible and accessible from adjacent public streets and of usable shape, topography and size, among other conditions. As well, Sections 42(4.30) and 42(4.31) of Bill 23 would permit encumbered parkland, strata parks and privately owned publicly accessible open spaces ("POPS") to be eligible for parkland credits.

Section 3.2.3 of the Official Plan relates to parks and open spaces and seeks to maintain, enhance and expand Toronto's parks and open space system as the City grows and changes by:

- adding new parks and amenities, particularly in growth areas and maintaining and improving and expanding existing parks;
- designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
- protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
- promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities (Policy 3.2.3(1)).

Policy 3.2.3(3) states that development impacts from adjacent properties, including additional shadows, noise, traffic and wind, will be minimized as necessary in order to preserve the utility of parks and open spaces.

Implementation Policies

Policy 5.3.2(1) of the Official Plan provides that, while implementation plans, strategies and guidelines express Council policy, such documents are not part of the Plan unless the Plan has been specifically amended to include them and, therefore, do not have the status of the policies of the Official Plan adopted under the Planning Act. This policy is relevant with respect to the status of the various guidelines discussed in Section 4.12 to 4.15 below.

4.7 Proposed Yonge Street North Secondary Plan

On July 19, 20, 21 and 22, 2022, City Council adopted of Official Plan Amendment 615, Yonge Street North Secondary Plan ("Secondary Plan"). The Secondary Plan was appealed to the OLT by a number of parties, including the Owner, and is currently not in force.

The Yonge Street North Secondary Plan applies to the lands generally bounded by Steeles Avenue to the north, Cummer and Drewry Avenues to the south, Willowdale Avenue to the east and Lariviere Road to the west. Accordingly, the subject site falls outside of the boundaries of OPA 615. However, OPA 615 would amend Map 3 of the Official Plan (Widths Associated with Existing Major Streets) by designating the planned right-of-way width of Steeles Avenue, between Willowdale Avenue and Hilda Avenue, adjacent to the subject site, to '45 metres and over'.

The Secondary Plan also redesignates a significant portion of the lands within the boundary which are currently designated *Neighbourhoods,* to *Mixed Use Areas*.

Section 1, "Vision", states that the extension of the TTC's Line 1 into York Region provides an opportunity to redevelop and intensify Yonge Street North and the surrounding area. The extension, which includes a subway station and associated bus infrastructure at Yonge Street and Steeles Avenue, will attract new residents to the area, where growth and the provision of hard and soft public infrastructure and services will need to be balanced to create a complete community that is supportive of higher order transit. In order to achieve a complete community, Policy 1.4 directs:

- Prioritizing the creation of an integrated, enhanced, expanded, vibrant, and attractive public realm network, focused on the Yonge Street Promenade;
- Encouraging a diverse mix of land uses;
- Supporting higher order transit and active transportation, provision of community service facilities, and an improved overall quality of life;
- Providing a diverse range and mix of housing options;
- Having a high quality and compact built form;
- Designing for climate adaptation and resilience to extreme weather; and

Responding to climate change by applying an innovative approach to sustainable design that reduces greenhouse gas emissions in building operations and materials.

In recognition of the varying characteristics of the Secondary Plan area, five character areas were established to address area-specific considerations, Section 2 clarifies that development in each of these character areas will respond to its location and its distance from higher order transit stations. In this regard, the subject site is located immediately west of the Steeles Transit Station Area Character Area. Policy 2.1 provides that the Steeles Transit Station Area is the primary area for intensification and will have the greatest heights and most intense built form within the Secondary Plan area. Policy 2.3 states that, within the Steeles Transit Station Area, development will be supported, where appropriate, by:

a. Planning for a diverse mix of uses to support existing and planned transit;
b. Fostering collaboration between the public and private sectors; and
c. Prohibiting land uses and built form such as stand-alone large format retail, surface and structured parking lots and self-storage facilities that would adversely affect the achievement of transit supportive densities.

Policy 2.4 provides that existing and new development in the Steeles Transit Station Area will collectively achieve, or exceed, a minimum population and employment target of 300 residents and jobs combined per hectare in accordance with the policies of this Secondary Plan. The minimum density target for the Steeles Transit Station Area will be achieved, and exceeded, through the permissions established by the Plan and is not to be achieved through individual development applications.

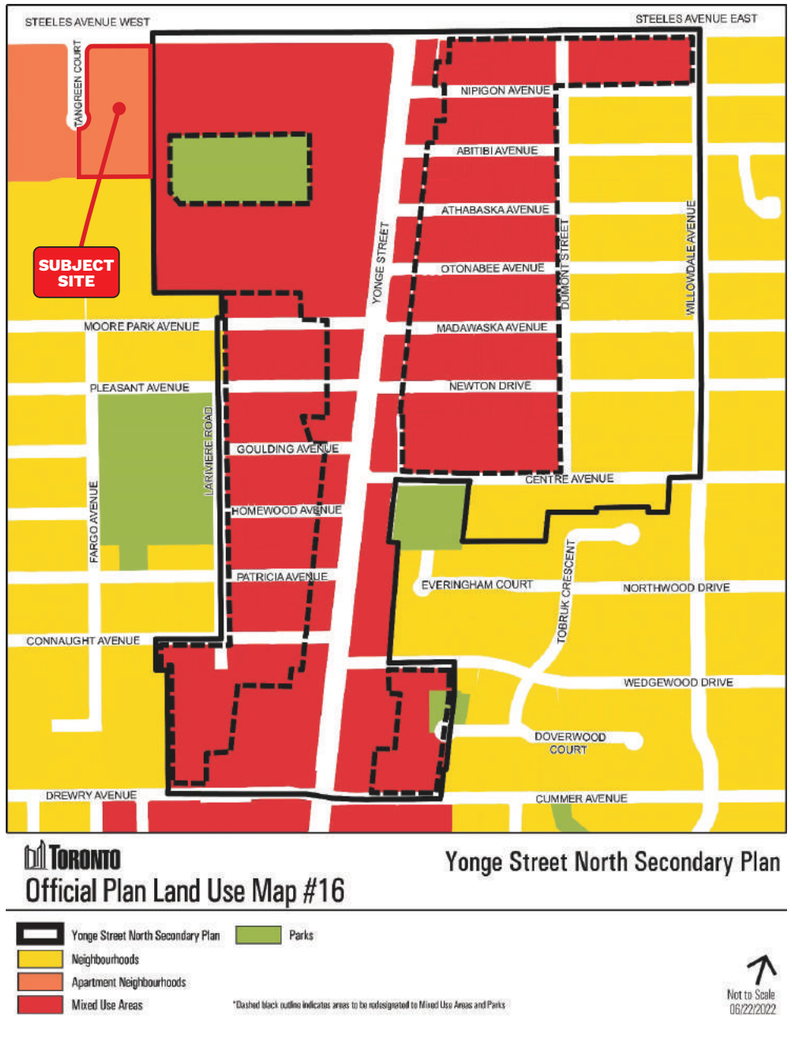


Figure 17 - Yonge Street North Secondary Plan Map
– Schedule 1 to OPA 615

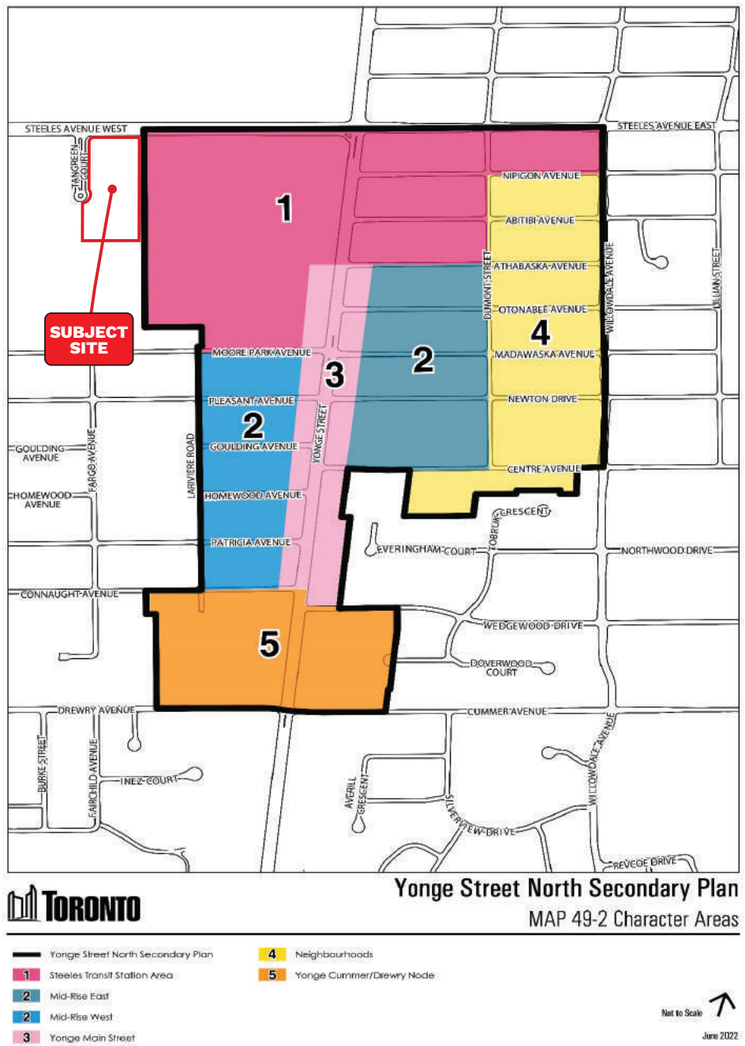


Figure 18 - Yonge Street North Secondary Plan Map
– Map 49-2 Character Areas

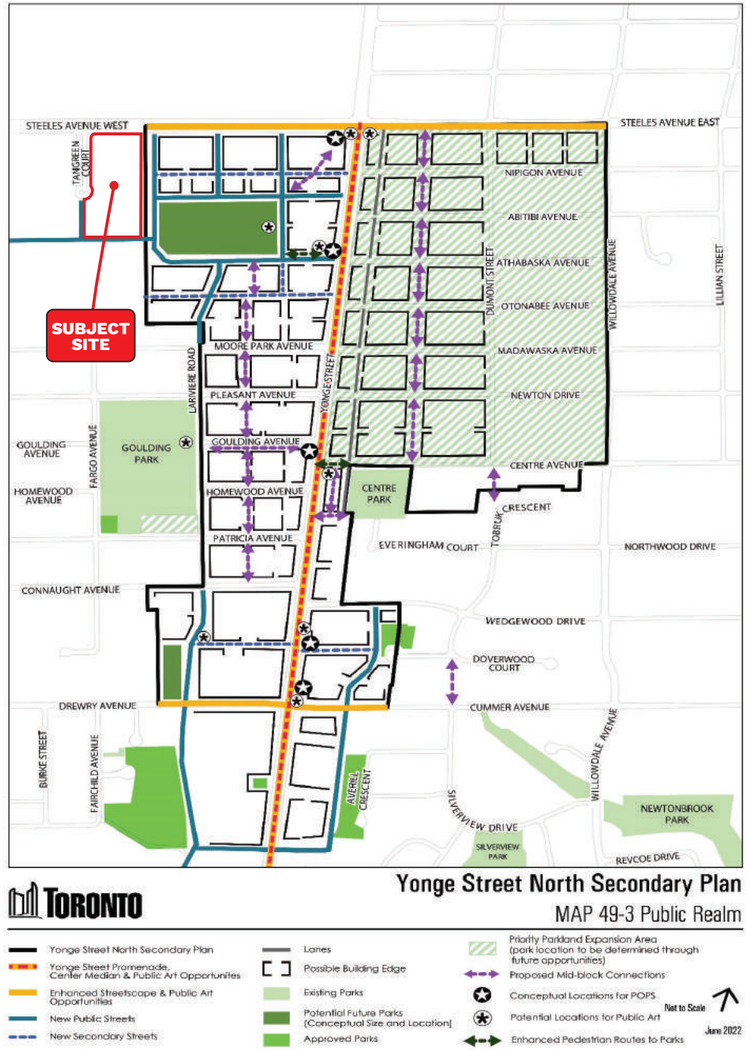


Figure 19 - Yonge Street North Secondary Plan Map
– Map 49-3 Public Realm

Policy 2.6 states that the Steeles Transit Station Area will redevelop with tall, mid-rise and low-rise buildings, with the greatest heights and densities at the southwest corner of the Yonge Street and Steeles Avenue intersection. Heights and densities will generally step down as development moves further away from the southwest corner of the Yonge Street and Steeles Avenue intersection and transition in scale to the south, east and west to areas of different heights and intensity in the Steeles Transit Station Area. Heights and densities along the furthest edges of the Plan area will be compatible with the heights outside the Plan area.

Section 5 includes Mobility policies, with new public streets identified on Map 49-4. Policy 5.10 clarifies that the planned Public Street network in Map 49-4 Street Network will provide a fine-grain network of streets that improves walkability, enhances connectivity for active transportation modes, establishes a block structure to support transit supportive and provides vehicular access to development. As previously noted, Map 49-4 identifies a new public road along the south lot line of the subject site, with proposed connections to a signalized intersection on the Centrepoint Mall lands.

Section 8 provides built form direction for the Secondary Plan area. Policy 8.1 provides that tall buildings having the greatest height, scale, and intensity and mid-rise buildings are to be located in blocks fronting Yonge Street and Steeles Avenue West, within the Steeles Transit Station Area.

While the Yonge Street North Secondary Plan does not apply to the subject site, similar built form objectives may be considered given the site's proximity to the Steeles Transit Station Area and the planned Steeles-Yonge subway station. That said, the proposed development introduces transit-supportive intensification and contributes to the creation of complete communities, meeting the objectives of the Secondary Plan. It is also noted that the Owner is a party to this appeal.

4.7.1 Yonge Street North Transportation Master Plan

The Yonge Street North Transportation Master Plan ("YSNTMP") was undertaken concurrently with the Yonge Street North Planning Study and was finalized in April 2022. The YSNTMP provides guidance with respect to transportation policies, initiatives, strategies and implementation priorities for the area surrounding the Yonge Street corridor between Finch Avenue and Steeles Avenue in the City of Toronto

For the purposes of assessing transportation activities for the YSNTMP, two study areas were established. The *Focused Study Area* is the primary Study Area and the focus of the majority of the analysis and future recommendations of the YSNTMP. The *Extended Study Area* was identified as the area having influence on the Focused Study Area travel trends and was considered in the assessment of existing and future transportation conditions where appropriate.

The subject site is located within the boundaries of the *Focused Study Area*, which is bounded by Steeles Avenue to the north, Willowdale Avenue to the east, Finch Avenue to the south, and Talbot Road and Hilda Avenue to the west.

The YSNTMP provides a framework and implementation plan for a transportation network that serves pedestrians, cyclists, transit, and automobile users. In order to support the mix of uses, building types, heights, and intensification contemplated in the Secondary Plan, development will be required to contribute to the implementation of the YSNTMP vision.

Additional detail on the YSNTMP can be found in the Transportation Impact Study, prepared by LEA Consulting Ltd. (submitted herewith).

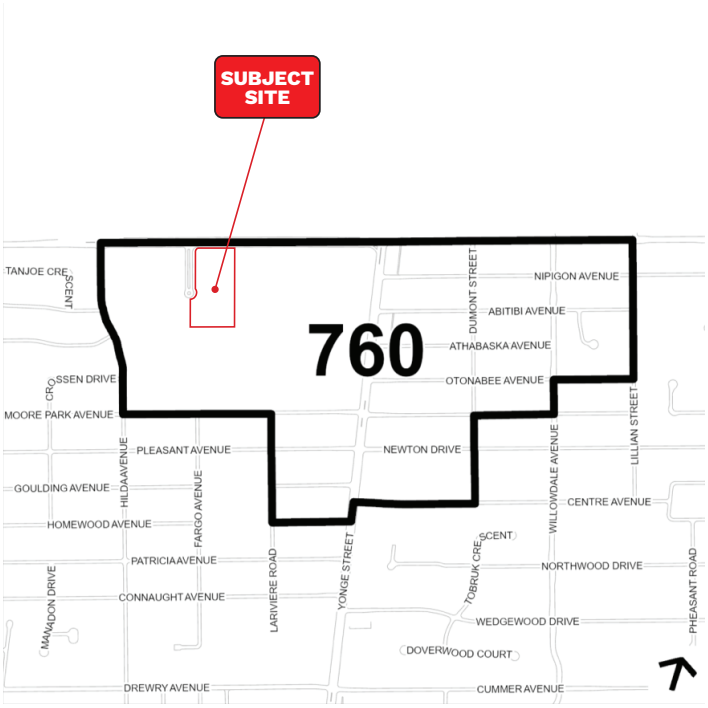


Figure 20 - SASP 760: Map 1

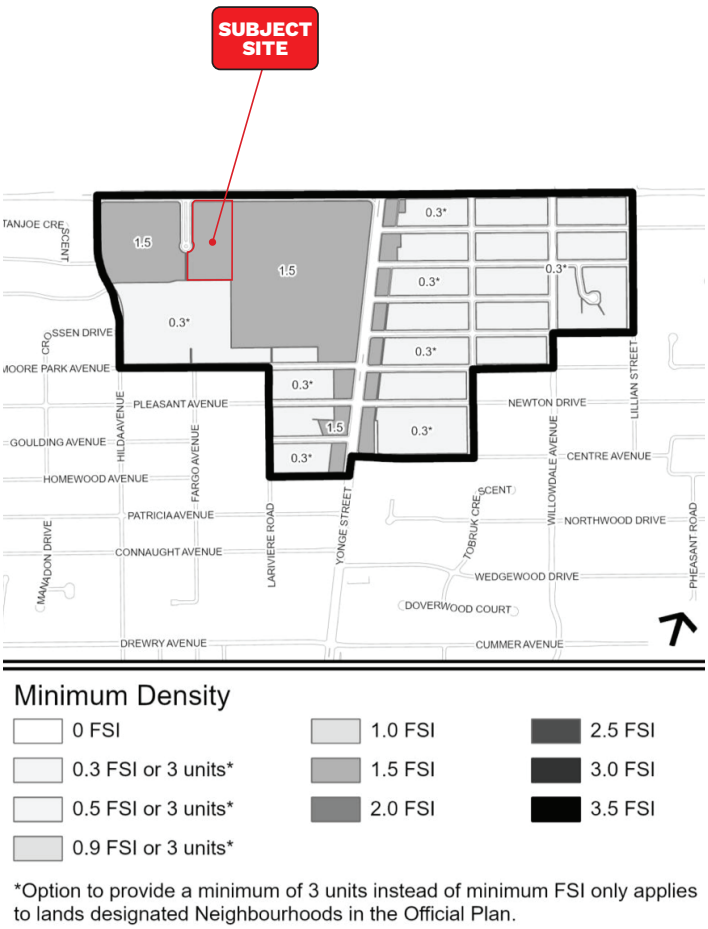


Figure 21 - SASP 760: Map 2 – Minimum Densities, Yonge-Steeles Protected Major Transit Station Area

4.8 Proposed Official Plan 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 Major Transit Station Areas ("MTSA's") to meet provincial minimum intensification requirements. A subset of Major Transit Station Areas were to be identified as Protected Major Transit Station Areas ("PMTSA's"), where the Council-approved inclusionary zoning policy framework can be implemented.

At its meeting of March 25, 2022, City Council adopted OPA 570 pursuant to Section 17 of the Planning Act, which established the delineations of 57 PMTSAs throughout the City and introduced new SASPs for the 57 PMTSAs, corresponding with existing and proposed transit stations.

City Council authorized the Chief Planner and Executive Director, City Planning, to seek approval of the Minister of Municipal Affairs and Housing pursuant to Section 16(15) of the *Planning Act*. To date, the Minister has not yet approved OPA 570 and, accordingly, it is not yet in force.

The subject site is included within the boundaries of the Yonge-Steeles Station, as set out in Site and Area Specific Policy 760 ("SASP 760"), which specifies a minimum population and employment target of 300 residents and jobs combined per hectare, with a minimum density of 1.5 FSI specified for the subject site (see **Figure 21**).

4.9 Official Plan Amendment No. 557

On November 12, 2021, City Council adopted Official Plan Amendment No. 557 ("OPA 557") and corresponding Zoning By-law 941-2021 which would introduce new requirements for inclusionary zoning pursuant to Sections 16(5) and 35.2 of the Planning Act.

OPA 557 would amend Section 3.2.1 (Housing) of the Official Plan by adding a new Policy 13, as well as a new Map 37, which illustrates the current "Inclusionary Zoning Market Areas" to which inclusionary zoning may be applied (see **Figure 22**). The subject site is located within "Inclusionary Zoning Market Area 3". As it relates to the subject site, Policy 3.2.1(13)(c) provides as follows:

> *"New development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:*
>
> *c. for development that is located in IZ Market Area 3 identified on Map 37:*
>
> *i. 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; or*
>
> *ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing;..."*

Policy 3.2.1(14) states that the requirements for affordable housing outlined in Policy 3.2.1(13) will not be applied by the City until the later of September 18, 2022, or approval of a Protected Major Transit Station Area by the Minister pursuant to the *Planning Act*. Accordingly, as the Minister has not approved OPA 570, the requirements for affordable housing as set out in OPA 557 are not yet in effect and therefore, do not apply.

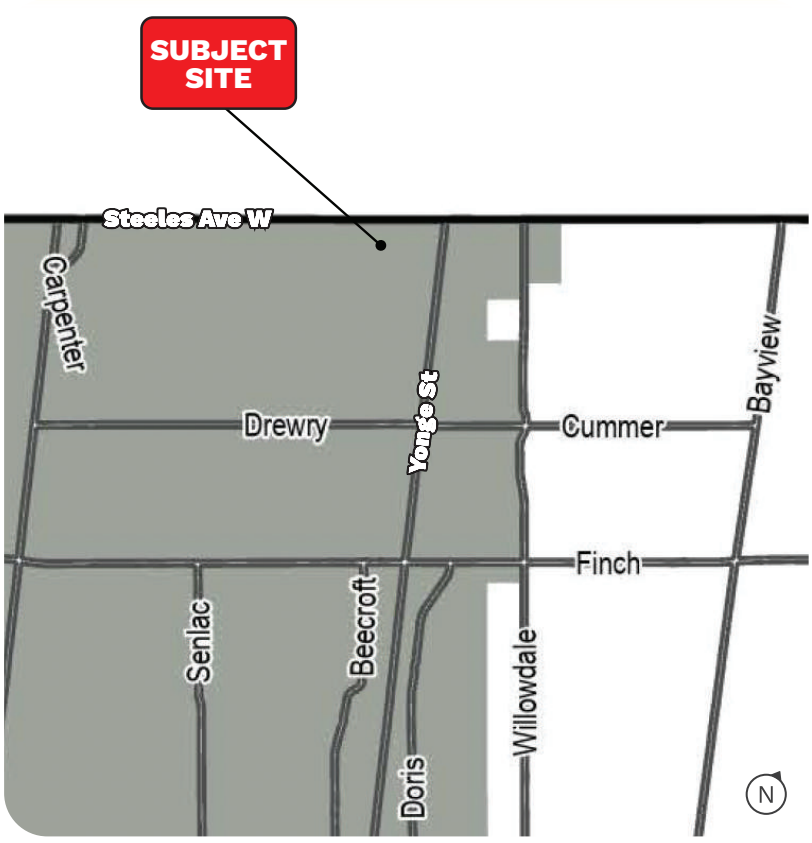


Figure 22 - Toronto Official Plan Map 37 - Inbclusionary Zoning Market Areas

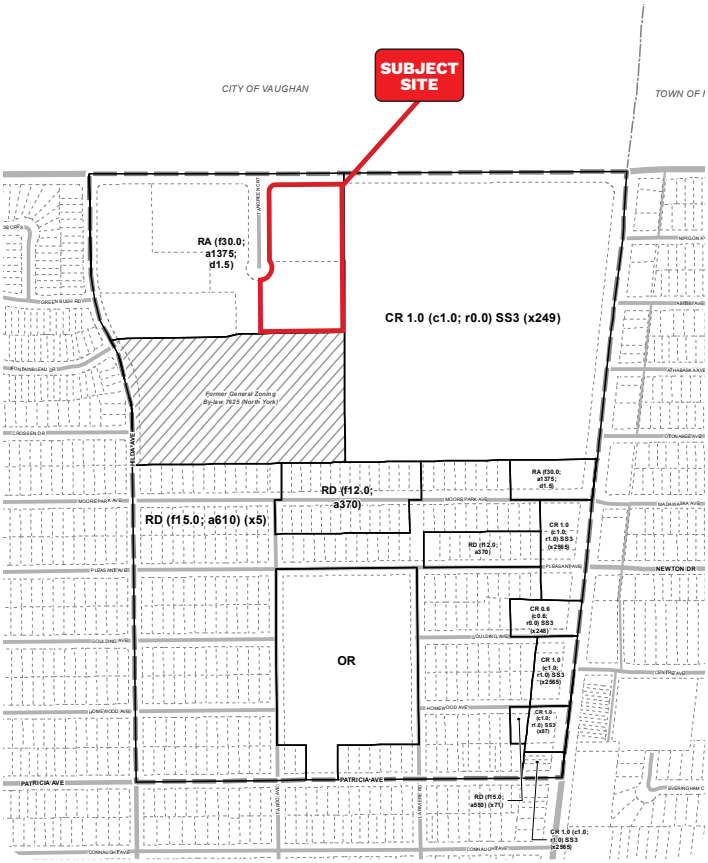


Figure 23 - By-law 569-2013 - Zoning

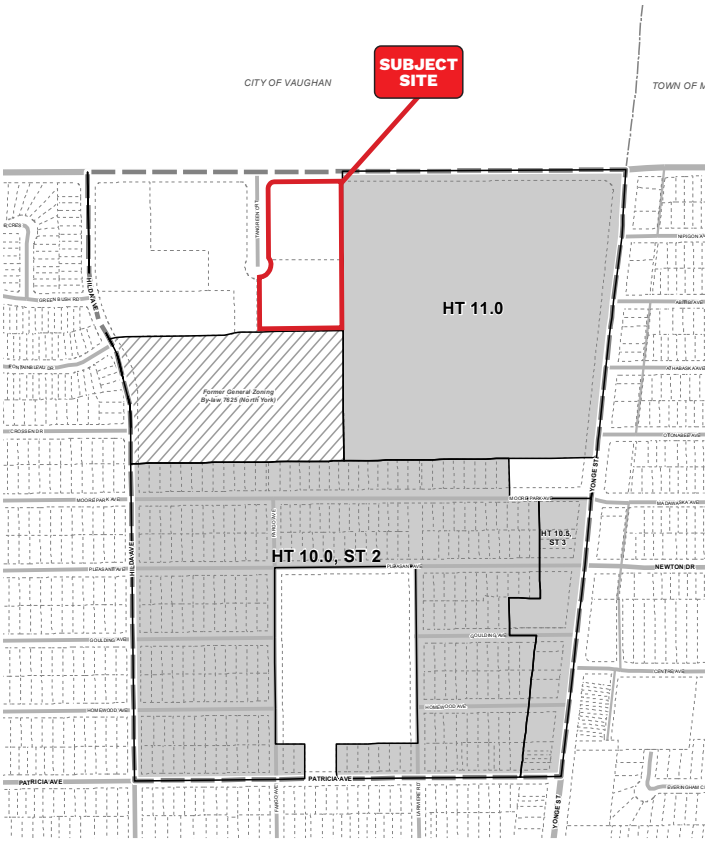


Figure 24 - By-law 569-2013 - Heights

4.10 Zoning

City-wide Zoning By-law 569-2013

The new City-wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013. It was appealed to the Ontario Municipal Board (OMB) in its entirety; however, substantial portions of the by-law have now been approved by the OMB/LPAT/OLT and are in full force and effect. As confirmed with City staff, given that the RA and RAC provisions in By-law 569-2013 are now in force, an amendment to By-law 7625 is no longer required.

City-wide Zoning By-law 569-2013 zones the subject site RAC (f30.0; a1375; d1.5) (see **Figures 23**). The Residential Apartment Commercial (RAC) zone permits dwelling units in a residential apartment building, and a wide range of non-residential uses, including a retail store, retail home, secondary suite, service shop, community centre, day nursery, eating establishment, education use and more.

With respect to regulations, the following regulations apply to the subject site:

- a minimum lot area of 1,375 square metres;
- a minimum lot frontage of 30.0 metres;
- a maximum lot coverage of 36 percent;
- a maximum height of 24.0 metres;
- a maximum floor space index of 1.5;
- a minimum separation distance between residential buildings on the same lot at a distance equal to the average height of those buildings;
- a minimum frontage yard setback of 6.0 metres and minimum rear yard and side yard setbacks of a minimum 7.5 metres with 1.0 additional metre for each 2.0 metres in height above 11.0 metres; and
- a minimum rate of 4.0 square metres of amenity space for each dwelling unit;

By-law 89-2022, as amended by By-law 125-2022: Parking Requirements

In December 2021, City Council adopted the Review of Parking Requirements for New Development, which recommended the elimination of minimum parking requirements for most land uses, city-wide, replacing them with maximum parking standards in Zoning By-law 569-2013.

In February 2022, Zoning By-law 89-2022 was enacted and passed to amend Zoning By-law 569-2013 with the proposed changes, which included adjusted minimum accessible parking requirements for most land uses. Since that time, Zoning By-law 89-2022 was amended by Zoning By-law 125-2022 to establish parking zones. The By-laws were subsequently appealed during the 20-day appeal period mandated by the *Planning Act*.

The appeals have since been resolved. On October 12, 2022, the Ontario Land Tribunal issued an order confirming that the By-laws are in full force and effect.

4.11 Other Municipal Official Plans

The surrounding context includes lands located within the Regional Municipality of York, which includes the City of Vaughan, on the west side of Yonge Street, north of Steeles Avenue West. While the subject site is located in the City of Toronto, the existing and emerging policy context of the broader area is relevant.

4.11.1 York Region Municipal Comprehensive Review

The Region of York undertook a Municipal Comprehensive Review (MCR) to update the Region's Official Plan policies regarding important regional and provincial policy objectives which include, among other matters, direction for managing growth, intensification and planning around transit station areas, employment, housing, natural heritage and infrastructure. The Region's MCR culminated in an update to the Region's Official Plan (the "2022 ROP"), which includes updated population and job growth forecasts to 2051 and related intensification targets for each lower-tier municipality, as well as other policies to ensure conformity to the Provincial Plans and consistency with the Provincial Policy Statement.

As part of the MCR, and as directed by the Growth Plan, the Region delineated and designated Major Transit Station Areas (MTSAs) and Strategic Growth Areas throughout the Region. The delineated and designated MTSAs are identified in Appendix 2 of the 2022 York Region Official Plan. Appendix 2 identifies 71 MTSAs, as well as 6 Future MSTAs. Section 4.4 of the 2022 York Region Official Plan speaks to MTSAs and Regional Corridors, as well as intensification targets. The Steeles Subway Station is identified as PMTSA #20 in the 2022 York Region Official Plan, with a proposed minimum density target of 300 people and jobs per hectare.

It should also be noted that Section 16 of the Planning Act restricts official plan and zoning appeals for areas that are identified as Protected MTSAs at the regional and local municipal levels. York Region intends to identify all MTSAs as Protected MTSAs, which would protect the MTSA policies, delineations, minimum density targets, minimum or maximum heights, and approved land uses from appeals. Once the MTSAs are delineated in the Regional Official Plan, local municipalities will be required to update their official plans to ensure conformity. Local municipalities will have discretion to determine, among other matters, land uses, specific densities and heights in order to achieve the overall minimum density target for each MTSA.

The York Region Official Plan was adopted by York Region Council on June 30, 2022, and replaces the previous official plan approved in 2010. The 2022 ROP has been submitted to the Minister of Municipal Affairs and Housing for Approval.

4.11.2 City of Vaughan Official Plan

West of Yonge Street, Steeles Avenue forms the municipal boundary between the City of Toronto to the south, and the City of Vaughan to the north. The City of Vaughan Official Plan (2010) was adopted by the City of Vaughan Council on September 7, 2010 and endorsed with modifications by the Region of York in June 2012. It was appealed to the OLT (formally known as the OMB) and has subsequently received partial approval by the OMB. At this time, the majority of the policies have been approved.

4.11.3 Yonge Steeles Corridor Secondary Plan

The subject site is located south of the Yonge-Steeles Corridor Secondary Plan (South Area). The Yonge-Steeles Corridor Secondary Plan ("YSCSP") was initiated by the City of Vaughan in 2008, beginning with a study to develop an urban design and land use framework for the Yonge/Steeles area. The YSCSP was the result of an extensive public engagement and consultation process. The process incorporated three public workshops, an open house and statutory public hearing with a full range of stakeholders. Following a consultation plan that lasted over two years, the YSCSP was adopted by the City of Vaughan's Council on September 7, 2010. Subsequent to the City of Vaughan's adoption, the Council of the Regional Municipality of York ("York Region") failed to make a decision on the Secondary Plan within the timeframe prescribed by the *Planning Act*. The Secondary Plan was appealed by a number of parties including the City of Toronto. A series of Local Planning Appeal Tribunal ("LPAT"), now Ontario Land Tribunal ("OLT"), proceedings have taken place since the appeals were made resulting in parts of the Secondary Plan being modified and approved, and other parts remaining under appeal. The most recent consolidation was approved by the Ontario Land Tribunal and adopted by City of Vaughan Council on March 22, 2022. Further appeals to the Secondary Plan were partially approved on November 28, 2022.

While portions of the YSCSP remain under appeal, it offers important insight into the planned context that is envisioned for the properties along the north side of Steeles Avenue West, which directly face the subject site. As depicted on proposed Schedule 2 of the YSCSP, the northwest corner of the Yonge-Steeles node is proposed as High-Rise Mixed-Use to the north and west of the intersection.

The YSCSP envisions the highest heights and densities focused around the Yonge-Steeles Node, with heights and densities gradually declining as the built form moves away from the intersection. In this regard, the Yonge-Steeles node is envisioned to be developed with densities of up to 6.0 FSI. West of the Yonge-Steeles node, directly north of the subject site, the High-Rise Mixed-Use designation is proposed to have a minimum density target of 4.0 FSI.

Subsection 3.4 of the YSCSP provides policies for the High-Rise Mixed-Use designation, which is the designation generally proposed adjacent to the subject site, on the north side of Steeles Avenue. Subsection 3.4.1, Character, provides that new development will be of high quality and reflect the importance of the Yonge-Steeles intersection as a transit hub and gateway to the City. A mix of uses will be required that support active transportation and public transportation. Heights and densities will be highest at the Yonge-Steeles intersection and will be lower, but substantial, further away from the intersection.

Schedule 3 of the Secondary Plan outlines areas with Mandatory Retail Frontage, which is proposed along Yonge Street from Steeles Avenue West to the CN Rail Corridor, and along Steeles Avenue West from Yonge Street to Palm Gate Boulevard.

Schedule 5 proposes a new local street network in the Yonge Steeles Corridor Secondary Plan. Two local roads are shown intersecting with Steeles Avenue West in proximity to the northern boundary of the subject site.

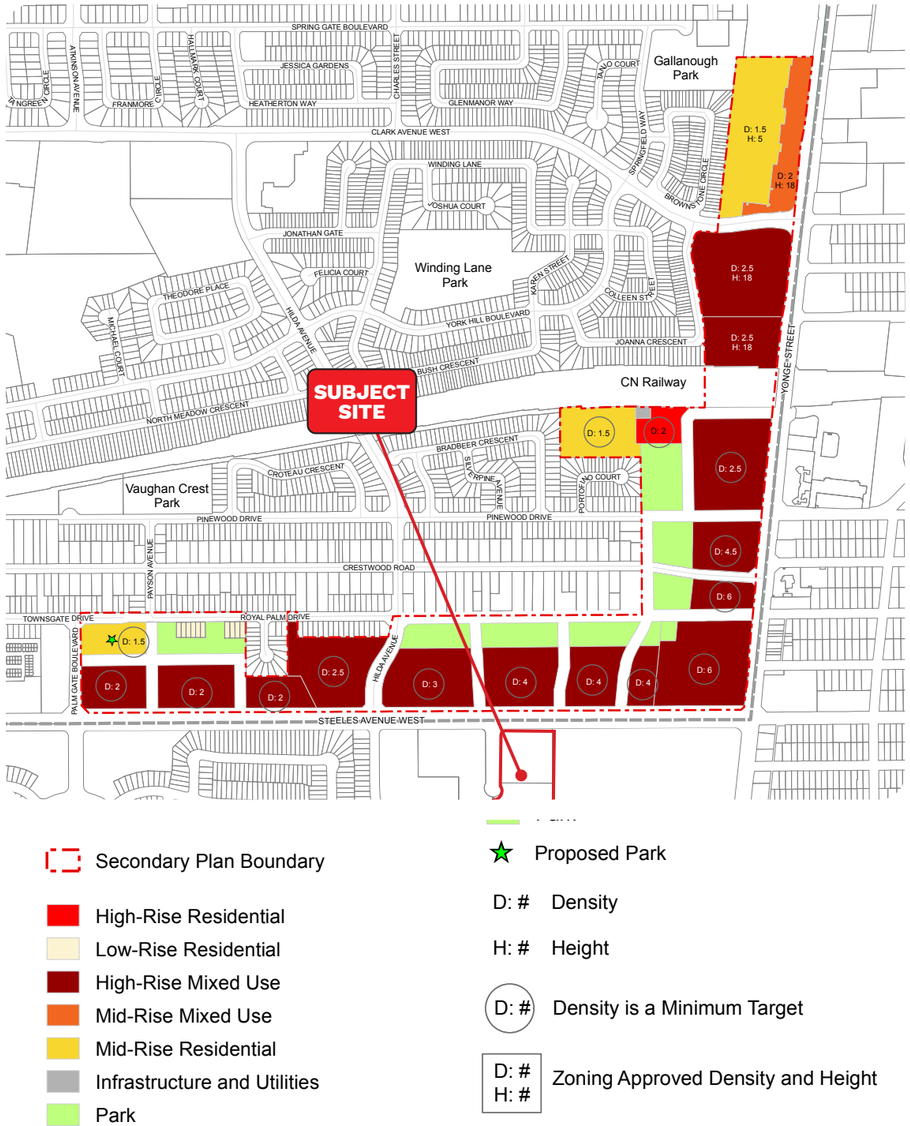


Figure 25 - Schedule 2 (South) – Land Use, Height and Density

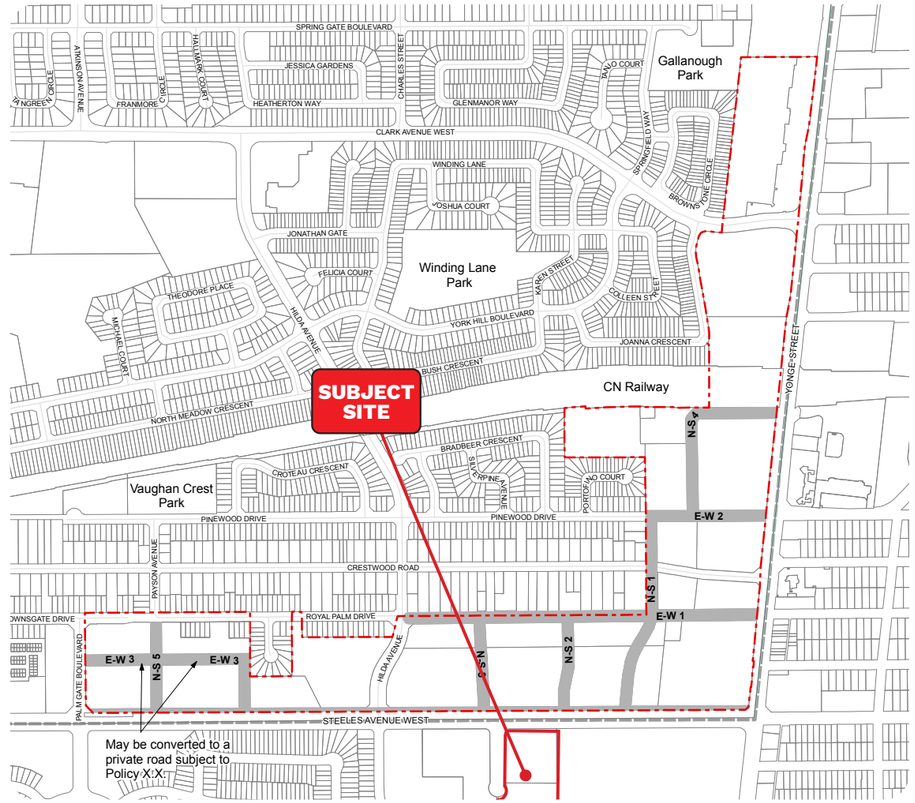


Figure 26 - Schedule 5 (South) – Proposed Local Streets

4.11.4 Yonge-Steeles Urban Design Study and Streetscape Plan

The City of Vaughan is currently undertaking a Yonge-Steeles Urban Design Study and Streetscape Plan (the "Study") as a result of the Yonge Steeles Corrido Secondary Plan's urban design guidelines and a need for more a more detailed guide for future development. The Study began in 2020, where background analysis and community engagement were conducted to provide input and establish the Study framework. The Yonge Street Corridor Urban Design Study and Streetscape plan consists of three components: the development of a design framework and urban design guidelines for built form and public realm; a detailed streetscape plan; and an implementation and phasing strategy including operations and maintenance costing. This Study incorporates the Urban Design Guidelines of the City of Vaughan Official Plan and the Yonge Steeles Corridor Secondary Plan to create a cohesive document. Study considerations include designing a comfortable public realm, supporting intensification, connected open space network, transition in heights, high quality streetscape design and integrating transit.

Furthermore, the guiding principles of the document include:

- Design Excellence
- Diversity
- Connectivity
- Safety and Accessibility
- Sustainability
- Compatibility
- Flexibility
- Collaboration

The Study is currently being developed and comments on the Study are currently being accepted by the City of Vaughan until March 27, 2023.

4.12 Tall Building Design Guidelines

The City-Wide Tall Building Design Guidelines define a tall building as a building having a height that is greater than the width of the adjacent street right-of-way or the wider of two streets if located at an intersection. The proposal will include buildings which exceed the right of way of the adjacent streets and therefore would be considered tall building in accordance with these guidelines.

On May 7, 2013, City Council adopted City-wide Tall Building Design Guidelines, which update and replace the "Design Criteria for the Review of Tall Buildings 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 be afforded some flexibility in the application, particularly when looked at cumulatively."

The Guidelines include sections related to site context, site organization, tall building massing and pedestrian realm. Key guidelines include a maximum floor plate size of 750 square metres, a minimum tower setback of 12.5 metres from the side and rear property lines and a minimum separation distance of 25 metres between towers on the same site.

The proposed development is evaluated with respect to the Tall Building Design Guidelines in Section 5.7 of this report.

4.13 Growing Up Guidelines

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

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

- The Neighbourhood Scale: At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- The Building Scale: At the building scale, the Guidelines seek to increase the number 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 providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

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

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

The proposed unit mix is consistent with the Guidelines and includes 18% two-bedroom units and 10% three-bedroom units.

4.14 Pet-Friendly Design Guidelines

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

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

Similar to the Growing Up Guidelines, the Pet Friendly Guidelines are 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 POPS. The guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities and also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities.

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

The proposed development includes a dog run, located to the south of Tower E, with an approximate size if 267 square metre.

4.15 Complete Streets Guidelines

The Toronto Complete Streets Guidelines (2017) build upon the vision for streets outlined in the City's Official Plan and are guided by three high-level objectives:

- designing streets for people;
- designing streets for placemaking; and
- designing streets for economic prosperity.

The Guidelines incorporate some of the latest best practices with respect to the development of complete streets and are intended to help decision-makers, practitioners and communities make more informed choices when prioritizing the competing demands for space on city streets.

Chapter 2 of the Guidelines (Street Types) describes the various types of streets in the city including design objectives and aspiration examples of what such a street could look like. Chapter 3 (Steps to Street Design and Decision Making) outlines the general steps in the street design process and the decision-making framework. Chapters 4 to 9 provide an overview of street design principles and considerations for the six key components and functions on the street: pedestrians, cycling, transit, green infrastructure, roadways and intersections:

- Street design for pedestrians discusses context-sensitive pedestrian design and includes considerations such as sidewalks, crossings, accessibility and the public realm. The safety of pedestrians should be prioritized over maximizing traffic capacity and pedestrian street design should be accessible for all.
- Street design for cyclists considers ways to mitigate exposure to potential conflict between cyclists and motor vehicles and encourages the provision of cycling infrastructure on city streets.
- Street design for transit encourages the provision of a combination of various street elements, such as curbside strategies (e.g., bulb-outs, queue-jump lanes), traffic signal control strategies, and universally accessible stops and facilities, that can improve the quality of surface transit on city streets.
- Street design for green infrastructure provides for the inclusion of natural and human-made features, park lands, stormwater management systems, street streets, permeable materials, green roofs, and active transportation modes to achieve a range of environmental goals to address climate change, emissions, energy efficiency, stormwater quality and runoff and the urban tree canopy.
- Street design for roadways focuses on designing for mid-block portions of roadways and considers issues such as multi-modal transportation, safety of road users, context-sensitive target speed and reliable travel, and placemaking goals.
- Finally, street design for intersections includes principles that enable the design of intersections to function well for all modes of transportation in a safe and predictable manner.

5 Planning & Urban Design Analysis

5.1 Intensification

Residential intensification on the subject site is supportive of numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the City of Toronto Official Plan, all of which support intensification on sites that are well served by municipal infrastructure, particularly higher-order public transit. In this regard, the proposal will redevelop an underutilized site along the Steeles Avenue corridor with new infill development located proximate to the planned Yonge- Steeles subway station.

The subject site is located within a "strategic growth area" and a "major transit station area" and is in proximity to the Yonge Street "priority transit corridor" as defined by the Growth Plan. In this respect, the site is located within a 475 metre radius of the planned subway station at Yonge Street and Steeles Avenue, which will provide connections to other transit options throughout Toronto and York Region, 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
- Future Highway 407 Transitway service
- Future TTC Steeles Avenue rapid transit service
- Local York Region and TTC bus service.

As well, the site is served by "frequent transit service", given its location along Steeles Avenue West, which is serviced by the 53 Steeles East and 60 Steeles West bus routes, both of which provide 10-minute all day service or better.

The policies of the Growth Plan promote development in "major transit station areas" in a manner that supports existing and planned transit service levels and maximizes the number of potential transit users that are within walking distance of the station. As well, 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. The Growth Plan provides that "strategic growth areas" are intended to accommodate intensification and higher-density mixed uses in a more compact built form, and increased densities should be promoted in "major transit station areas" to support the viability of existing and planned transit service levels. These areas are to be planned and designed to be transit-supportive by planning for a diverse mix of uses to support existing and planned service levels and prohibiting land uses and built form that would adversely affect the achievement of transit supportive densities.

The City of Toronto Official Plan includes policy direction to integrate land use and transportation. It provides that future growth within Toronto will be steered to areas which are well served by transit; generally, the growth areas are locations where good transit capacity can be provided along frequent bus and streetcar routes and at higher-order transit stations. Policy 2.2(1) of the plan seeks to create a better urban environment through the integration and coordination of transportation and land use planning by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity. The plan also provides that the integration of transportation and land use is critical to achieving the overall aim of increasing accessibility throughout the City. In this respect, the proposed development will provide a greater mixing of uses and higher densities and increase the proximity of these land uses to higher-order transit services, which will further maximize transit accessibility at the planned Yonge-Steeles subway station, in keeping with the policies of the Official Plan.

Although the site is not directly located within the Yonge Street North Secondary Plan, nor is the plan currently in force, the proposed policies in Section 2 of the Secondary Plan provide for an area structure, wherein heights and intensity respond to location and distance from higher-order transit stations. The subject site is located immediately west of the Steeles Transit Station Area, which is planned to support transit-supportive development in a compact urban form with a mix of uses. The proposed Secondary Plan directs that the Steeles Transit Station Area is the primary area for intensification and will have the greatest heights and most intense built form within the Secondary Plan area in order to support the higher order transit station and create an urban node.

As well, through the City's on-going Growth Plan conformity exercise, the subject site is identified as forming part of the Yonge-Steeles Station Protected Major Transit Station Area (PMTSA), as set out in Site and Area Specific Policy 760 ("SASP 760"), which specifies a minimum population and employment target of 300 residents and jobs combined per hectare, with a minimum density of 1.5 FSI specified for the subject site. Notably, these minimum intensification targets align with the policies of the Secondary Plan, which provide that existing and new development in the Steeles Transit Station Area will collectively achieve, or exceed, a minimum population and employment target of 300 residents and jobs combined per hectare in accordance with the policies of this Secondary Plan.

Within the policy context outlined above, it is our opinion that the subject site is underutilized in its current form. Specifically, the subject site is occupied by two slab-style "tower in the park" apartment buildings, with surface parking. In our opinion, the proposed level of intensification, which includes additional infill development on the subject site, will more efficiently utilize the site and will optimize the use of land and infrastructure by providing new housing, retail and service retail uses and an improved public realm in a transit-supportive compact built form along a "Major Arterial" road, and in-proximity to In-Delivery higher-order transit infrastructure. The proposed level of intensification is in keeping with the planned built form context along this portion of the Steeles Avenue corridor, and would support the policy directions of the PPS, Growth Plan, Official Plan and Downtown Secondary Plan which seek to integrate land use and transportation planning in identified intensification areas. In addition, optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships.

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

5.2 Land Use

As noted, an Official Plan Amendment is being submitted which seeks to redesignate the lands from an *Apartment Neighbourhoods* designation to a *Mixed Use Areas* designation. The proposed *Mixed Use Areas* designation would be more appropriate given the context, the proposed level of intensification, and the mix of uses, being contemplated by the development. As well, the proposed redesignation would better integrate the subject site into the surrounding existing and planned contexts, including with lands to the east of the subject site, which are proposed to be re-designated to *Mixed Use Areas* as a result of the Council adopted Yonge Street North Secondary Plan.

The *Mixed Use Areas* designation is one of four land use designations that are intended to accommodate most of the increased population and jobs anticipated by the Official Plan's growth strategy. The objective of the Official Plan in intensifying *Mixed Use Areas* is to ensure flexibility is provided for redevelopment opportunities and reurbanization. In particular, the intent is that:

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

In our opinion, the proposed redesignation to *Mixed Use Areas* is in line with provincial and municipal policy objectives that speak to the integration of transportation and land use planning, including focusing development at "major transit station areas", as defined by the Growth Plan; the achievement of transit-supportive complete communities with a range and mix of housing options; and the prioritization of intensification and higher densities in strategic growth areas, as defined by the Growth Plan, to make efficient use of land and infrastructure and support transit viability.

As well, the proposed development would be in keeping with the criteria for development within the *Mixed Use Areas* designation, as outlined in Policy 4.5(2) of the Official Plan. In this respect, the proposed development will create a balance of high-quality residential and non-residential uses, by providing over 3,500 residential units, along with retail and retail services uses on lands that are currently underutilized, and in a manner that reduces automobile dependency and meets the needs of the local community. As well, the proposed mix of uses will be complemented by a new public park at the southwest corner of the subject site, which will offer residents passive and active recreational opportunities. It is proposed that the new public park be appropriately designated as *Parks*. In sum, the proposed mix of uses will contribute to the achievement of a complete community and will implement the development criteria set out in Policy 4.5(2) of the Official Plan.

Subject to achieving appropriate built form considerations, as detailed in Section 5.6 below, it is our opinion that the proposed land use designation change would permit the built form contemplated by the proposal and would facilitate an appropriate level of intensification on the subject site which is within walking distance of a planned and In-Delivery higher order transit station and would advance policies objectives which speak to the creation of complete communities with a range of housing types.

5.3 Housing

The redevelopment of the subject site will result in the construction of a significant amount of new housing through intensification and infill development on an underutilized site, and in a compact urban form that supports the wider policy objectives of the PPS, the Growth Plan, and the Official Plan. More specifically, the proposal will add to the existing housing stock in the area and will provide for a full range of housing in terms of form, tenure, and affordability, in conformity with the intent of Policies 3.2.1(1), (2) and (3) of the Official Plan.

The proposal also conforms to the policies of Section 3.2.1 which speak to the protection and replacement of rental housing; the provision of improvements and renovations to existing rental buildings as well as new amenities to support new and existing tenants; and consideration for potential impacts on existing tenants as a result of the proposal.

Specifically, the proposal conforms to Official Plan Policy 3.2.1(5) as it will maintain the existing rental residential units within 15 Tangreen Court and will secure those units that currently have affordable and mid-range rents as rental housing for a minimum of 20 years. As well, as determined through the course of the application review process, needed improvements and renovations to the existing building will be secured in order to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants.

The proposal also conforms to Official Plan Policy 3.2.1(6) of the Official Plan, as the proposal will replace the existing rental units within 5 Tangreen Court in Tower 'D'. The existing rental units will be replaced with at least the same number and type of rental housing units, with rents at similar rent levels. With respect to sizes, units may be reduced to better match the average sizes of the condo market units proposed in the development with the resulting 'freed up' net leasable area would be used to create net new, additional rental units. Based on the Phasing Plan, it is the intent that existing tenants of 5 Tangreen Court will be able to move directly into a new unit.

The range of proposed unit types will provide a variety of housing options, including housing that is suitable for families with children, in accordance with the City's Growing Up Guidelines. Particularly, a total of 615 two-bedroom units (18%) and 339 three-bedroom units (10%), inclusive of 30 townhouse units are currently proposed.

5.4 Site Organization

Site Organization

As illustrated on the Draft Plan of Subdivision, submitted herewith, the proposal with create two appropriately sized development blocks, as well as a new public park block. The proposed development blocks would be complimented by a public and private road network, including a new east-west public road that will bisect the subject site, and connect Tangreen Court to the planned mixed-use community on the Centrepoint Mall lands. Although not in the location conceptually illustrated in the Secondary Plan, the proposed east-west road would provide for a more fine-grain and walkable circulation network on the site, and would result in appropriately sized development blocks.

As well, the proposal would convey lands to allow for the widening of Steeles Avenue West, to assist in achieving the ultimate right-of-way width of 45 metres, as well as lands to achieve the ultimate 26 metre right-of-way width of Public Road 'A', located along the shared lot line with the Centrepoint Mall lands. In this respect, the proposed street network would divide the 2.39 hectare site into a more fine-grained, walkable, connected street and block system.

The street network would include new public sidewalks of generous widths, along with informal mid-block connections, to enhance pedestrian circulation through the site, and to provide connections to the planned Steeles subway station, the Centrepoint Mall lands, and to the broader Newtonbrook West neighbourhood. Other public realm and placemaking components of the development concept include street-facing retail, landscaped areas, courtyards, and a corridor of connected hardscaped areas.

With respect to the public park, the development concept locates the park at the southwest corner of the site, with frontage along both Tangreen Court and the east-west public road. As well, it will be located adjacent to the existing east-west pedestrian pathway which leads from the southern terminus of Tangreen Court to the existing school yard to the south. The proposed park will also appropriately address the public realm policies set out in the Official Plan, as it will be located and designed to provide comfortable wind and sunlight conditions; be appropriately sized to allow for recreational needs; have street presence for good visibility, access, and safety; and be appropriately framed by buildings with active grade-related uses. The proposed public park would support the proposed growth and development on the site, would further assist in the creation of a complete community, and the serve residents of the area.

In terms of urban structure, the proposed development concept proposes a high-rise built form context, in keeping with the planned built form context along the Steeles Avenue and Yonge Street corridors. The proposed development will respect the existing and planned context of adjacent land uses, while achieving an appropriate level of intensification predicated on the development of a well-designed built form, with tower and podium elements that are sited, massed and oriented with consideration for the surrounding existing context to create a liveable, functional and attractive environment. The proposed development provides a transition down in scale towards the south and locates the greatest heights along Steeles Avenue West corridor to limit impacts on surrounding low-rise and open space areas to the south and establish an appropriate interface with the adjacent properties. Within the site itself, compatibility will be achieved by ensuring buildings are separated from one another to provide adequate access to sunlight and sky view from the public realm and from adjacent properties, while also limiting potential privacy and built form impacts. Along the Steeles Avenue frontage, fine-grain retail spaces are proposed, with main entrances provided from the public sidewalk.

The introduction of residential rental and condo uses, small-scale retail uses, along with the various public realm improvements and new public park, will further contribute to the creation of a complete community within the larger Newtonbrook West neighborhood.

Plan of Subdivision Analysis

As mentioned above, a Draft Plan of Subdivision application is being submitted concurrently with the Official Plan and Zoning By-law Amendment applications. The purpose of the application is to facilitate the creation of the development blocks to accommodate the proposed buildings, as well as delineating the proposed public road, proposed road widenings, and public park, both of which will be conveyed to the City.

In reviewing the proposed Plan of Subdivision application against the tests set out in Section 51(24) of the *Planning Act*, we note the following:

a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
   - The proposed development has appropriate regard for the matters of provincial interest, which are reflected within the policies of the Provincial Policy Statement, which is considered below. It would contribute to the achievement of numerous provincial and municipal policies which support and promote the intensification of underutilized sites within built up urban areas, particularly in locations that are well-served by existing and planned municipal infrastructure, including higher order public transit. In this respect, the proposal will provide new residential units within walking distance of the planned Yonge-Steeles subway station.

b. whether the proposed subdivision is premature or in the public interest;
   - The proposed draft plan of subdivision is not premature and is in the public interest. The proposal will add a variety of uses, included rental and small-scale retail uses to serve the community, public parkland, and a new public road to the site. The proposal is in the public interest, as it will assist in facilitating the orderly development of the lands, will introduce residential uses with a mix of tenures, as well as various small-scale non-residential uses, and would help reduce reliance on the automobile on a site located in proximity to planned higher-order transit.

c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
   - The proposed development conforms to the Official Plan, with the exception of the amendments being requested to reflect the development.

d. the suitability of the land for the purposes for which it is to be subdivided;
   - The lands are suitable for high density residential mixed-use development, subject to achieve appropriate built form relationships. The redevelopment of the lands will optimize existing and planned infrastructure and resources in the area, including the planned Yonge-Steeles subway station.
   - (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
     - Not applicable

e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
   - A new public road is proposed, which will be designed to the City of Toronto engineering standards, having due consideration to the grades of adjacent streets and properties.

f. the dimensions and shapes of the proposed lots;
   - The dimensions and shapes of the proposed lots would continue to be in keeping with existing and proposed lots in the surrounding area and would result in a fine-grain network of streets that would improve walkability and connectivity.

g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
   - The lands are subject to easement as in instrument number NY430187 and easement in gross as in instrument number AT858260, for servicing and utility purposes.

h. conservation of natural resources and flood control;
   - There are no impacts on any surrounding natural areas and there is no floodplain on the site.

i. the adequacy of utilities and municipal services;
   - This application is accompanied by a Functional Servicing and Stormwater Management Report. All utilities and municipal services are available to the site with adequate capacity.

j. the adequacy of school sites;
   - The application is accompanied by a Community Services and Facilities Study. The proposed development is located within the built-up area of Toronto, with access to a wide variety of social services, including schools.

k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
   - It is proposed that approximately 0.56 hectares of lands be conveyed or dedicated for public purposes. This includes 0.19 hectares of public parkland and 0.37 hectares associated with the public road conveyances.

l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
   - The application is accompanied by an Energy Strategy. In addition, the proposal is required to comply with the City's Toronto Green Standard for the efficient use and conservation of energy and will also be required to comply with conservation methods through the Site Plan Control approval process.

m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).
   - The interrelationship between the design of the proposed subdivision and site plan control matters will be addressed through the Site Plan Control approval process.

5.5 Height, Massing and Density

Height

In our opinion, and for the reasons noted in Section 5.1 above, the subject site is an appropriate location for significant mixed-use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building for the following reasons:

- its overall size and configuration;
- its location within a "strategic growth area" and "major transit station area", and its proximity to the Yonge Street "priority transit corridor";
- its proximity to the planned Yonge-Steeles subway station;
- its location within a draft PMTSA associated with the planned Yonge-Steeles subway station, as set out in SASP 760;
- its proximity to existing "frequent transit" service in the form of the 53 Steeles East and 60 Steeles West bus routes;
- its adjacency to the Steeles Transit Station Area in OPA 615, and its proximity lands which are proposed to be redesignated to *Mixed Use Areas* through OPA 615; and
- its separation distance from the *Neighbourhoods* designated lands to the south;
- its frontage on Steeles Avenue West, which is one of the one of the City's most prominent streets, and identified as Major Arterial in the City's Road Classification System, with a planned right-of-way width of '45 metres and over' through OPA 615; and
- its relationship to other existing, approved and proposed tall buildings in the area.

In this respect, it is our opinion that the proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan. Furthermore, the proposed heights of 25-55 are in keeping with the pattern of existing, approved and proposed heights around the planned Steeles Station, including with proposed towers in the City of Vaughan, which currently range up to 65 storeys in height (see **Table 5** and **Figure 27**).

As previously noted, the proposed site organization concentrates the greatest heights adjacent to Steeles Avenue West, so as to allow for appropriate separation from and transition to low-rise residential neighbourhoods. As well, all building elements have been designed to fall within a 45-degree angular plane measured from any lands designated *Neighbourhoods* in the Official Plan.

Legend

#	Heights in Storeys
*	Under Construction
**	Approved/Not Yet Built
***	Proposed
	1-4 Storeys
	5-14 Storeys
	15-30 Storeys
	31-50 Storeys
	51+ Storeys
	Parks
	Subject Site

Heights for applications within Vaughan are based on publicly available application submissions and/or approvals.

Figure 27 - Height Map

Table 5 - Existing, Approved and Proposed Heights

Address	Municipality	Height (Storeys)	Height (Metres)	Status
Subject Site	**Toronto**	**55 to 25 storeys**	**182.3 metres to 84.5 metres**	**Proposed**
7028 Yonge Street & 2 Steeles Avenue West – Tower 3	Vaughan	65 storeys	213.3m	Proposed
7040 Yonge Street & 72 Steeles Avenue West – Building C	Vaughan	60 storeys	198.6m	Proposed
7200 Yonge Street (Auto Complex) – Block 2, Building A	Vaughan	55 storeys	196.0m	Proposed
7028 Yonge Street & 2 Steeles Avenue West – Tower 2	Vaughan	56 storeys	188.5m	Proposed
7200 Yonge Street (Auto Complex) – Block 2, Building B	Vaughan	50 storeys	184.9m	Proposed
7040 Yonge Street & 72 Steeles Avenue West – Building A	Vaughan	56 storeys	184.7m	Proposed
7200 Yonge Street (Auto Complex) – Block 2, Building C	Vaughan	45 storeys	175.3m	Proposed
6355 Yonge Street	Toronto	50 storeys	172.8m	Proposed
100 Steeles Avenue West – Tower 2	Vaughan	54 storeys	172.5m	Proposed
7028 Yonge Street & 2 Steeles Avenue West – Tower 1	Vaughan	50 storeys	168.1m	Proposed
88 Steeles Avenue West – Tower A	Vaughan	52 storeys	167.4m	Proposed
6979-6991 Yonge Street	Toronto	50 storeys	162.8m	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	50 storeys	N/A*	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	50 storeys	N/A*	Proposed
100 Steeles Avenue West – Tower 1	Vaughan	49 storeys	157.5m	Proposed
180 Steeles Avenue West – Tower C	Vaughan	45 storeys	150.5m	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	45 storeys	N/A*	Proposed
7040 Yonge Street & 72 Steeles Avenue West - Building B (South)	Vaughan	44 storeys	147.8m	Proposed
18-28 Athabaska Avenue	Toronto	45 storeys	146.6m	Proposed
5925-5997 Yonge Street, 11-25 Wedgewood Drive, 1-10 Doverwood Court and 40-54 Cummer Avenue – Building C	Toronto	46 storeys	146.5m	Under Appeal

Address	Municipality	Height (Storeys)	Height (Metres)	Status
5925-5997 Yonge Street, 11-25 Wedgewood Drive, 1-10 Doverwood Court and 40-54 Cummer Avenue – Building A	Toronto	46 storeys	146.5m	Under Appeal
7200 Yonge Street (Auto Complex) – Block 2, Building C	Vaughan	40 storeys	146.2m	Proposed
212-222 Steeles Avenue West – Southwest Tower	Vaughan	43 storeys	144.9m	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	43 storeys	N/A*	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	41 storeys	N/A*	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	40 storeys	N/A*	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	40 storeys	N/A*	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	40 storeys	N/A*	Proposed
7200 Yonge Street (Auto Complex) – Block 2, Building D	Vaughan	35 storeys	134.8m	Proposed
5995-5997 Yonge Street	Toronto	40 storeys	133.0m	Approved
180 Steeles Avenue West – Tower A	Vaughan	39 storeys	132.5m	Proposed
88 Steeles Avenue West – Tower B	Vaughan	40 storeys	130.8m	Proposed
7040 Yonge Street & 72 Steeles Avenue West – Building B (North)	Vaughan	38 storeys	130.1m	Proposed
5799-5915 Yonge Street (Newtonbrook Phase 2) – Tower C	Toronto	40 storeys	129.9m	Under Construction
7080 Yonge Street – Building A	Vaughan	40 storeys	128.4m	Proposed
212-222 Steeles Avenue West – Southeast Tower	Vaughan	37 storeys	126.7m	Proposed
5799-5915 Yonge Street (Newtonbrook Phase 3)	Toronto	38 storeys	126.7m	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	36 storeys	N/A*	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	35 storeys	N/A*	Proposed
6464 Yonge Street (Centrepoint Mall)	Toronto	35 storeys	N/A*	Proposed

Massing

In terms of massing, the proposal introduces seven new tall buildings, each with a tower-base building typology, as recommended by the City's Tall Building Design Guidelines. The base buildings provide for a consistent streetwall height and a comfortable pedestrian scale, while all tower elements are stepped back from building edges.

All base buildings of tower elements are six to eight storeys in height (23.2 to 35.2 metres) and typically achieve a height equivalent to a 1:1 ratio with the width of the adjacent streets. This results in a scale that appropriate frames the street network and public realm. At the ground level, development will relate to the public realm through the provision of retail spaces, main entrances and individual residential entrances.

Above the base buildings, tower elements are setback to give prominence to the podiums. The tall building elements are organized as point towers so as to ensure adequate access to sky view, light and privacy. Each tower element has a maximum floor plate area of approximately 750 square metres or lower, and all towers achieve minimum tower separation distances of 25.0 metres. All tower elements generally provide for a minimum 3.0 metre step back from podium elements below in order to reduce visual and physical impacts of the tower, to allow the base building to be the primary defining element, and to physically and visually define the base and tower as two distinct elements.

The proposed tallest building heights are located on the northern portions of the subject site and are well setback from Steeles Avenue West, while the heights transition down towards the south to provide for an adequate transition to the low-rise residential areas to the south.

Density

From a density perspective, it is our opinion that the proposed (gross) density of 9.6 FSI (and net density of 11.4 FSI) is appropriate and desirable. First, it is important and appropriate from a planning policy perspective to optimize the use of land and infrastructure on the subject site given its location within a "strategic growth area" and a "major transit station area". Second, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the subject site; rather, the Official Plan provides that land use designations are generalized, leaving it to the Zoning Bylaw to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the city". Accordingly, it is reasonable to establish an appropriate density for the Subject Site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

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

5.6 Built Form Impacts

Potential built form impacts include light, view and privacy impacts, shadow impacts and wind impacts. In our opinion, and as outlined below, the proposed development will have no unacceptable built form impacts on surrounding streets, open spaces or properties and, in particular, on lands designated *Neighbourhoods*.

Light, View, and Privacy

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

The proposed buildings have been appropriately sited so as to minimize light, view and privacy impacts on adjacent properties. In this respect, the proposed development provides an appropriate transition towards, and a significant separation distance from, low-rise uses forming part of the *Neighbourhoods* designation to the south. As described above, the tallest of the proposed towers have been strategically located along the Steeles Avenue West frontage in order to provide for significant separation distances from these lower-scale *Neighbourhoods*. The tower heights step down to 25 and 18 storeys towards the south, and all towers have all been designed to fall within a 45-degree angular plane from the closest *Neighbourhoods*, to minimize the potential for overlook and privacy impacts. With respect to proposed and existing tall buildings to the north (i.e., within Vaughan), west (i.e., on the Centrepoint Mall lands), and east, significant separation distances will be achieved by virtue of the planned right-of-way width of Steeles Avenue, the existing right-of-way width of Tangreen Court, and the proposed right-of-way width of Public Road 'A'.

The proposed buildings on the site, including the towers and podiums, have been designed to meet City guidelines with respect to building separation distances, and will provide appropriate setbacks and building orientation so as to achieve satisfactory light, view and privacy conditions for existing and future residents. In this respect, the Tall Building Design Guidelines recommend a separation distance of 25 metres between tall towers to minimize shadows, loss of sky view and wind conditions in adjacent streets, parks, open spaces and properties. In this respect, a separation distance of approximately 25.0 metres is maintained between all towers. As well, the proposed towers meet the intent of the Tall Building Design Guidelines in terms of floor plate sizes, with all towers providing for maximum floorplate sizes of approximately 750 metres or lower. Further, the variety in building heights and their placement on the site, coupled with the proposed the spatial separation between the towers and the size of the tower floorplates will result in acceptable sky view impacts from surrounding areas.

With respect to the base buildings, a separation distance of 11.0 metres has generally been achieved, which would be in keeping with the underlying separation distances of main walls outlined in the proposed CR zoning category.

Wind Impacts

A Pedestrian Level Wind Study was prepared by Gradient Wind in support of the applications. Two configurations were studied: (i) existing scenario, including all approved, surrounding developments (without the proposed development), and (ii) proposed scenario with the proposed development in place. The study involves wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort at key areas within and surrounding the study site.

Grade-level areas investigated include sidewalks, walkways, laneways, parking areas, green space, outdoor amenity areas, nearby transit stops, the Newtonbrook Secondary School yard, and building access points. Wind comfort was also evaluated over the various podium rooftops.

Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Toronto, the study concludes the following:

- wind conditions over many grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for intended uses on a seasonal basis. However, there were some exceptions, such as various walkways internal to the site, lobby entrances to Towers A, B, and F, and several other potential primary building access points, which require mitigation.
- Proposed mitigation measures include:
  - For areas that will be frequented by pedestrian use, such as sidewalks and walkways, it is recommended to integrate staggered wind barriers throughout the landscape plan to interrupt prominent wind flows channelled between the buildings. Barriers may take the form of high-solidity windscreens, dense coniferous plantings in raised planters, or a combination thereof, and should rise at least 1.8-2.0 metres at the time of installation.
  - or windy areas at the base of buildings, it is also recommended to provide overhead canopies extending at least 2.0 metres from the tower facades to buffer downwash, particularly along the corridor between Towers A and B
- Many lobby entrances throughout the development will be comfortable for standing or better throughout the year, with some exceptions. To ensure these entrances will be comfortable for standing throughout the year, it is recommended to either recess the entrances within the building facades or flank the doorways with vertical wind barriers and install canopies overhead.
- The retail facades on the north side of Towers A and E will generally be suitable for standing or better during each seasonal period. To ensure conditions suitable for standing on a seasonal basis the following is recommended:
  - locate retail entrances toward the centre of the north and east facades of Tower A, and towards the northeast corner of Tower E, where conditions are calmer.
  - Alternatively, retail entrances in the noted windier areas should be recessed within the façade, equipped with flanking barriers and overhead canopies, or have swing doors substituted with sliding or revolving options.
- Most townhouse frontages throughout the development will be comfortable for standing or better throughout the year. It is recommended to avoid placing townhouse entrances along the corridors between Towers A and B, and Towers C and D, as well as on the west side of Tower G, where walking and uncomfortable for walking conditions are experienced during the colder seasons.
- The majority of the various grade-level amenities southwest of Tower A (Sensor 103), and south of Towers E and F will be comfortable for sitting for more sedentary activities during the summer, with marginal standing conditions over the south end of Tower A and Tower E. The noted conditions are considered acceptable for intended uses of the spaces.

- Most areas of the various podium rooftops will be comfortable for standing or better during the summer months, with some exceptions, where wind conditions are either suitable for walking or uncomfortable for walking (during the summer. However (at the identified sensors), should any podium rooftops be utilized as outdoor amenity terraces, mitigation in the form of raised perimeter guards, targeted wind barriers, and overhead canopy/pergola structures, will be required to ensure calm conditions suitable for sitting during the warmer months.
- Transit stops along Steeles Avenue West will continue to experience a mix of standing or waking conditions throughout the year. Given that these conditions are generally existing, and these stops are already equipped with pedestrian transit shelters, the noted conditions are considered acceptable.
- The tested areas of the Newtonbrook Secondary School yard to the south will continue to experience standing or better conditions during the summer, with conditions becoming suitable for walking or better throughout the rest of the year, which is appropriate.

Gradient Wind concludes that, except for the noted grade level corridor between Towers A and B, and the northwest corners of the Tower B and Tower E podium rooftops, no areas over the study site experienced conditions that could be considered unsafe within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts.

Shadow Impacts

Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to sunlight and daylight on the public realm. Policy 3.1.4(10) further provides that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and sky view from the public realm.

With respect to adjacent *Neighbourhoods*, the Official Plan places a particular emphasis on potential shadow impacts on lands designated *Neighbourhoods*. In particular, Policy 4.5.2(c) requires buildings to be located and massed to provide transition through appropriate setbacks and/or a stepping down of heights towards lower scale *Neighbourhoods*. Official Plan Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly at the equinoxes. The subject site is located approximately 175 metres north of the closest *Neighbourhoods*-designated properties which front onto the north and south sides of Moore Park Avenue.

With respect to parks and green spaces, Policy 3.2.3(3) of the Official Plan requires that the effects of new development on parks and open spaces, including additional shadows, be minimized as necessary to preserve their utility.

In order to assess the shadow impacts of the proposed development in accordance with the applicable Official Plan and Secondary Plan policies, a shadow study has been prepared by IBI Group Architects. As per the Terms of Reference, the shadow study focuses on impacts during the spring and fall equinoxes (March 21/September 21), the summer solstice (June 21) between 9:18 a.m. and 6:18 p.m., and the winter solstice (December 21) between 9:18 a.m. and 4:18 p.m. The study focused on impacts on designated *Neighbourhoods* and *Parks*, surrounding streets, open spaces and other shadow sensitive properties.

With respect to the proposed context, the City's Demonstration Model for the Centrepoint Mall property has been included, at the request of City staff. The City's Demonstration Model illustrates a proposed parkland area equivalent to approximately 22% of the net site area of the Centerpoint Mall lands. As it relates to the proposed application for this property, given recent changes to the Planning Act, a revised Site and Area Specific Policy was submitted in January 2023, indicating that the parkland dedication will not exceed 15 percent of the development site, net of any conveyances for public road allowances. The park will be an approximate size of 17,300 square metres.

With respect to *Neighbourhoods* designated properties during the equinoxes and the summer and winter solstices, there will be no shadow impacts on any *Neighbourhoods* designated properties south of the subject site and within the Newtownbrook West neighbourhood at any time of the day. To the east, *Neighbourhoods* designated properties east of Yonge Street, within the Newtownbrook East neighborhood, would experience minor incremental shadow impacts within the evening hours at 6:18 p.m. It is noted that some of these properties are proposed to be redesignated to *Mixed Use Areas* as a result of OPA 615.

With respect to adjacent streets and sidewalks, the study demonstrates that incremental shadows will extend onto the Steeles Avenue right-of-way between the hours of 9:18 am and 4:18 pm between March 21st and September 21st. The shadow study demonstrates that no section of the sidewalk would be incrementally shadowed for more than three to four hours. Given the proposed stepped podium heights and point tower form, the shadow is slender and quick-moving. This condition would also be consistent with the shadows cast by the City's Demonstration Model for the Centrepoint Mall property.

With respect to existing parks and open spaces, the closest designated *Parks* is Goulding Park – which is located approximately 375 metres south of the subject site. The existing park will experience no incremental shadow impact as a result of the proposed development. In terms of the outdoor school yard associated with the Newtonbrook Secondary School, the shadow study demonstrates that school yard will incur no shadow impacts.

With respect to the public park proposed on-site, incremental shadows are cast on the northern portion of the park between 9:18 am and 11:18 am on March 21st, June 21st and September 21st,. On December 21st, there are no incremental shadows cast on the park. The proposed site arrangement has been designed to limit impacts on the proposed park by siting buildings north and east of the park, and ensuring new buildings are adequately set back.

With respect to the planned public park on the Centrepoint Mall property, there would be no incremental shadow impact during the morning and early afternoon hours on March 21st and September 21st. Beginning at 2:18 pm to 4:18 pm, there would be minor incremental shadow impact on the northwest corner of the park. At 5:18 and 6:18 pm, both the existing and proposed contexts would cast incremental shadows on the central portion of the park. On June 21st, incremental shadows are cast on the west portion of the planned park at 3:18 pm and 4:18 pm, on the central portion of the park at 5:18 pm, and on the western, central and east portions of the park at 6:18 pm.

It is also noted that an Official Plan Amendment application was submitted for the Centrepoint Mall lands for a mixed-use development comprised of 22 buildings, ranging from 12- to 50-storeys in height, which is currently under review. With respect to the planned context, the application submitted to the City for the Mall lands differs from the City's Demonstration Model in terms of location of the proposed public park, the location of towers and proposed metric heights. Subject to the outcome of the application, and the ultimate built form that gets approved on the Mall lands, the incremental shadows cast by the proposal on the planned public park may differ than those illustrated in the shadow study. As well, the City's Demonstration Model indicates a land area of approximately 22% of the net site area of the Centerpoint Mall lands as parkland. Given recent changes to the Planning Act, a maximum parkland dedication of 15 percent of the development site, net of any conveyances for public road allowances, is proposed for the site.

Based on the foregoing, it is our opinion that the minor incremental shadow impacts on neighbouring streets, properties and open spaces, particularly low-rise *Neighbourhood* areas, are adequately limited in accordance with the applicable Official Plan policies.

5.7 Urban Design

In our opinion, from an urban design perspective, the proposed development is appropriate and desirable and will fit harmoniously within its existing and planned context. The development proposal will improve an underutilized city block with new residential and mixed-use buildings of varying heights, on new development blocks located proximate to the planned Steeles subway station. The development will also provide significant improvements to the streetscape along Steeles Avenue West, including grade-related retail spaces that will result in an improved pedestrian experience along the street. As well, the new public roads will be lined with active grade-related residential uses and will be complimented by pedestrian sidewalks to increase permeability through the block.

In our opinion, from an urban design perspective, the proposed development is appropriate and desirable in that it conforms with the applicable built form and urban design policies of the Official Plan. In particular, the design of the proposed development meets the intent of Policies 3.1.1(1), 3.1.1(2), 3.1.1(3), 3.1.1(6), 3.1.1(8), 3.1.1(9), 3.1.1(11), 3.1.1(12), 3.1.1(13), 3.1.1(14), 3.1.1(16), 3.1.1(18), 3.1.1(19), 3.1.1(20), 3.1.3(1), 3.1.3(2), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(7), 3.1.3(8), 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), 4.2(1), 4.2(3), 4.4, 4.5(2) and 4.6 in that it will:

- introduce a new public street that divides the larger site into two smaller development blocks to foster a well-connected walkable community. The proposed east-west public road will also provide direct connections to the planned redevelopment of the Centrepoint Mall lands to the east. The public road will be developed with a Complete Streets approach by including space for a variety of uses and users, along with coordinated landscaping and street furnishings within pedestrian zones;
- provide streetscape improvements along the street frontages; including street trees, and an enhanced public realm;
- provide for a site arrangement that provides for a new tall buildings that define and support existing and proposed streets, parks and open spaces at appropriate scales, ensures appropriate spacing of buildings per the applicable urban design guidelines and ensures appropriate transition in scale between buildings of different scales and types and other lower-scaled uses;
- feature a variety of on-site open spaces, including a public park to accommodate a range of programming opportunities, with exposure to direct sunlight at various points throughout the day to provide a comfortable setting for community and recreational uses;
- ensure base buildings are contiguous and located parallel to existing and new public roads, framing the edges of streets with good proportion at a comfortable pedestrian scale;
- ensure tower elements above base buildings are set back and spaced apart from one another to ensure adequate access to sky view from the surrounding public realm.
- ensure tower elements will be massed with slender floor plates that provide adequate separation and are offset to ensure good access to daylight throughout the Site and surrounding area, while minimizing shadow impacts offsite and mitigating adverse wind conditions in the area and on-site;
- provide active ground floor uses (i.e., retail space, residential units and indoor amenity space) are proposed throughout the subject site to animate the adjacent public realm and various open spaces;
- provide stepbacks and change in materiality between the towers and base buildings to create an attractive architectural distinction between the building elements that minimizes the visual impact of the towers;
- locate and mass towers in order to adequately limit shadow impacts on adjacent and proposed parks and open spaces;
- ensure entrances to residential lobbies and retail spaces are clearly visible and identifiable with direct access from public sidewalks and street frontages;
- locate loading and servicing activities internally within the base buildings, screening such uses from public view and minimizing their interaction with pedestrians at grade;
- locate vehicular below grade.;
- provide indoor and outdoor amenity spaces associated with each proposed building, including balconies where appropriate, throughout the subject site; and
- contribute to the revitalization of an underutilized site in proximity to public transit.

Tall Building Design Guidelines

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

Guideline 1.1 – Context Analysis: Evaluate the existing and planned context and demonstrate how the proposed tall building responds to the patterns, opportunities, and challenges within the surrounding area.

- The existing context is characterized by existing low-rise residential, and commercia/office uses, as well as existing "tower in the park" residential uses. By virtue of OPA 615, many of these uses are envisioned for residential or mixed-use intensification in the Official Plan or otherwise directed by Provincial planning policy. As such, the surrounding area is anticipated to evolve over time into a transit-supportive community. The proposed development will fit harmoniously in scale and form with the planned context while responding appropriately to the existing low-rise context by providing appropriately scaled base buildings and locating massing towers to minimize their built form impacts on the surrounding properties and public realm. As demonstrated by the Block Context Plan, the Newtonbrook West neighbourhood is an appropriate location for tall buildings and will transition the broader area into a mixed-use community supporting the Steeles subway station. The proposed development will fit harmoniously in scale and form with the proposed redevelopment of the adjacent lands and responds appropriately to the existing low- and high-rise context by providing appropriately scaled base buildings and locating and massing towers to minimize their built form impacts on the surrounding properties and public realm.

Guideline 1.2 – Master Plan for Larger Sites: Coordinate the development of larger sites with potential for multiple tall buildings, new internal streets, or parks through a Master Plan.

- The proposed development appropriately organizes new buildings, the new public street, pedestrian connections, and open spaces to ensure connections extend logically into the existing context and compatible relationships can be achieved with the adjacent properties. The road alignment and location of on-site open spaces have been designed to connect to the surrounding street and open space network. Buildings have been sited, oriented and scaled to fit harmoniously with the remainder of the block.
- A Block Context Plan has been prepared by Bousfields Inc. to demonstrate the potential redevelopment of the remainder of the block and illustrate how the proposed development fits within this structure.

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 tall buildings have been sited to fit harmoniously with one another on the site and within the broader built form context. In response to the existing *Neighbourhoods* properties to the south, the tallest proposed tower heights (i.e., Towers A and E at 55 storeys) have been sited at north end of site, along Steeles Avenue West. Moving south, tower heights progressively step down to 25 storeys (Towers C and D) and 18 storeys (existing building at 15 Tangreen Court). The stepping down of building heights provides an appropriate transition to the surrounding low-rise areas to the south and the proposed park located along the southwestern edge of the subject site.

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 5.6.3 of this report, the proposed tall buildings have been situated, oriented, and massed such that they cast slender, fast-moving shadows that will not unduly impact sunlight and sky views onsite or within the surrounding context of streets, parks, and public and private open space and other shadow sensitive areas. The proposed towers typify slender floor plates atop appropriately scaled base buildings and provide adequate setbacks and separation distance between towers (and any proposed buildings and future potential buildings on adjacent properties). Additionally, locating the proposed towers north and east of the new public park minimizes shadow impacts on the open space, affording the park sunlight for the majority of the day.
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 proposed base buildings are designed to frame the edges of Steeles Avenue West, Tangreen Court, the new public street, as well as Public Road 'A' to the east, creating a strong streetwall condition and providing a pedestrian-scaled backdrop to the new public realm. Base buildings are also located to provide high-quality soft and/or hard landscaping.
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.	• Primary building entrances to retail and residential uses in each of the proposed buildings are oriented toward existing or proposed streets and private driveways and are accessible from the adjacent sidewalks. Entrances to retail uses and residential lobbies will be well-defined, clearly visible, and easily accessible from the existing and proposed public streets and private driveways. Entrances to the grade-related residential units will have direct access from the adjacent streets and will be setback from the public realm to provide a transition to these areas.
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 proposed development includes loading, servicing and utility areas that have been integrated into the base of the various buildings, minimizing the visual impact of such spaces from the public realm and screened from public view. Where possible, proposed vehicular access to loading, servicing, and/or utility spaces has been shared with proposed access to underground parking to provide for a continuous public realm and comfortable streetscape for pedestrians.
Guideline 2.4 – Publicly Accessible Open Space: Provide grade-related, publicly accessible open space within the tall building site to complement, connect, and extend the existing network of public streets, parks, and open space.	• A public park is proposed at the southwestern corner of the subject site. Additional open space is provided as outdoor amenity area adjacent to the indoor amenity areas of Towers A, E and F.

Guideline 2.5 – Private Open Space: Provide a range of high-quality, comfortable and shared outdoor amenity space throughout the tall building site.	• A full range of private open spaces will be provided as part of the proposal, including landscaped outdoor amenity areas at grade and on the roof of base buildings of Towers A, B, E, F and G. Units throughout the buildings will also have access to private outdoor balconies.
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, such as transit and underground concourses.	• The proposed development has been designed to provide increased permeability and improved circulation for pedestrians and cyclists across the subject site. Pedestrians will have access to new public sidewalks lining the proposed new public street, as well as various pathways that span across the site. • The existing public realm along Steeles Avenue West and Tangreen Court will be expanded and enhanced with street trees and landscaping elements. • Buildings will have access to short-term bicycle parking outdoors, generally located near or adjacent to lobby entrances, easily accessible from the public realm. Long-term spaces are provided for residents of each building and are proposed to be located below grade.
Guideline 3.1.1 – Base Building Scale and Height: Design the base building to fit harmoniously within the existing context of the neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open spaces.	• The proposed pedestrian-scaled base buildings have been designed to fit harmoniously within the context of existing and proposed building heights, streets and open spaces, with good proportion. Base building heights of 6 to 8 storeys (23.25 metres and 35.25 metres, respectively) have been proposed throughout the subject site providing a respectful relationship to the adjacent existing and proposed building streets.
Guideline 3.1.2 – Street Animation: Line the base building with active, grade-related uses to promote a safe and animated public realm.	• The base buildings within the subject site are proposed to be programmed with active grade-related uses to animate the public realm and provide views into and out of the building. The base buildings will be lined with a mix of retail space, residential lobbies, amenity space and residential units, which will promote a safe and animated 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.	• Throughout the subject site, ground floor heights of 3.5 metres are provided, giving prominence to the street level and providing the appropriate flexibility for a variety of ground floor uses.
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 design of the base buildings has been coordinated to generally step back above the 6th and 8th storeys to establish a pedestrian-scaled street wall. The proposed base buildings have been designed to provide an appropriate relationship to the adjacent rights-of-way by lining streets with active grade-related uses to animate the public realm, with materiality to promote views into and out from ground floor uses.

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 base buildings of Towers A and E provide active retail frontages with direct, at-grade access to the adjacent streets. Grade-related residential uses are also proposed within each building. New residential units are proposed to front along Tangreen Court, the new public road, and proposed Public Road 'A'. Grade-related units are setback from the new property lines established along the proposed public streets to provide private amenity space for each unit and facilitate a transition between the interfacing public and private realms.
Guideline 3.2.1 – Floor Plate Size and Shape: the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.	• All proposed towers have a floor plate area of approximately 750 square metres or lower. The towers have been designed with slender floor plates that mitigate shadows and ensure adequate sky view is maintained.
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.	• New towers have been situated in the north and east portions of the subject site to maintain an appropriate separation from the nearest *Neighbourhoods* designation to the south. Towers are also set back from the south property line and fall within a 45 degree angular plane cast from the rear lot lines of the closest *Neighbourhoods* properties to limit built form impacts. • The proposed tower elements are generally stepped back 3.0 metres from base buildings to ensure base buildings are the primary defining element of the built form. As well, base buildings are design of a height and scale to appropriately frame the existing and new streets, parks, and open spaces. Above the base buildings, towers have been sited adjacent to street corners to add prominence and located furthest away from the proposed public park to minimize their impacts on the open space.
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.	• All proposed tower elements on the subject site have been located such that a minimum separation distance of 25.0 metres between buildings is maintained and, in most cases, exceeded. As well, all tower elements maintain adequate separation between any future tall buildings on adjacent properties due to the respective right-of-way widths of adjacent existing and proposed streets. To the south, Tower D provides an approximate 8.1-metre set back to the property line, within with a proposed east-west POPS connection is proposed.
Guideline 3.2.4 – Tower Orientation and Articulation: Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.	• The towers are positioned on the subject site to limit the width and duration of shadow impacts and are co-ordinated in their design with similar massing and configuration. The proposed towers have been oriented parallel to the existing and proposed street networks and incorporate a cohesive design language while allowing for an appropriate amount of differentiation between the architectural treatment of each of the towers to promote design excellence.

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.	• The balconies along the tower elevations will be designed to maximize usability, comfort and performance, and will not detract from the public realm. The design and location of balconies will also contribute to the articulation of the buildings, creating visual interest. The design of balconies and other architectural details will be refined during the Site Plan Approval process.
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.	• Each tower top will be incorporated into the overall tower design, continuing the materiality applied to the tower shaft element and screening mechanical equipment. The tower elements will contribute an appropriate level of visual interest overall built form composition and to the future skyline character within the area.
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 proposed development will provide high-quality spaces along streets, adjacent to buildings and within open spaces. The base buildings will provide for streetscape and landscape conditions along street frontages with space for a variety of public realm functions, such as seating areas and pedestrian-scaled lighting. Unit pavers, various plantings and new trees are provided along all street frontages to create a comfortable environment for pedestrians.
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 sidewalk zones adjacent to proposed base buildings have been designed to provide a generous amount of space for pedestrians to move through the public realm across the subject site, in addition to ample space for street trees and landscape planters. In this respect, hardscaped and landscaped areas within the public right-of-way, between the property line and the curb, will accommodate a variety of pedestrian amenities to animate the public realm.
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.	• A summary of pedestrian level wind effects, and proposed mitigation strategies, is discussed in Section As indicated in Section 5.6 above.
Guideline 4.4 – Pedestrian Weather Protection: Ensure weather protection elements, such as overhangs and canopies, are well integrated into building design, carefully designed and scale d to support the street, and positioned to maximize function and pedestrian comfort.	• Appropriate pedestrian weather protection will be provided and detailed through a further Site Plan Application resubmission.

5.7 Transportation Impact Study

A Transportation Impact Study was prepared by LEA Consulting Ltd. in support of the proposed applications. The report provides a description of the existing transportation conditions, as well as an analysis of future background traffic conditions, under a five-year horizon to the year 2028. It also provides a review of site-generated from the proposed residential uses. The report provides the following conclusions:

Subject Site Context

- According to LEA, under the existing conditions, the subject site is within walking distance of several amenities, local retail, commercial establishments such as restaurants, commercial shops, grocery stores and supermarkets, schools, a Canada Post outlet, and pharmacies.

Public Transit

- With respect to public transit, the subject site is within walking distance of a number of public transit options operated by the TTC located at the intersection of Yonge Street and Steeles Avenue, which further provides access to higher order transit, most notably Finch Station on TTC Line 1.
- The planned Yonge North Subway Expansion will add a station at the Steeles Avenue and Yonge Street intersection connecting Line 1 stops in the City of Toronto to the south with another four (4) planned stations to Richmond Hill Centre to the north, increasing transit accessibility, opportunities, and reach for future residents of the subject site and the study area in general.

Cycling and Active Transportation

- Although the subject site is not currently well-served by cycling infrastructure, the study highlights the opportunities proposed by the City of Toronto YSNTMP to improve cycling amenities along Steeles Avenue and to add cycling infrastructure along Yonge Street, Hilda Avenue, and throughout the recommended street network to the south of the subject site.

Traffic Flow and Capacity

- Under existing weekday AM and PM peak hour conditions, all signalized movements and intersections in the study site operate within capacity with an overall v/c ratio of less than 1.0.
- Under future background conditions, the Yonge and Steeles intersection is expected to exceed capacity, with constraints identified for EBL and NBL movements and the SBL movement approaching capacity. All other movements are expected to operate within capacity with no additional constraints identified.
- The planning framework and density anticipated for the study area in the future background conditions are the main driver of capacity constraints and decreases in the level of service throughout the study area road network.
- Under future total conditions during the weekday AM and PM peak hours the intersections the capacity constraints observed during the future background scenario.

Loading and Parking

- From a planning perspective, the City of Toronto By-law 569-2013 was reviewed by the traffic consultant to examine the vehicle and bicycle parking requirements for the proposed development. The subject site proposes 627 vehicle parking spaces and 3,325 bicycle parking spaces, which exceeds the latest by-law requirements and will meet TGS V4 requirements.
- A shared loading strategy that meets the loading requirements as per By-law 569-2013 per development phase is proposed in order to maximize efficiency of the site. The proposed waste collection areas have been designed to support the consolidation of garbage below grade. An on-site pick-up/drop-off area is also proposed to provide a safe and secure pick-up and drop-off location internal to the site.

Conclusion

- As the area is expected to undergo significant intensification, the proposed development is expected to have a relatively insignificant impact on the traffic within the study area when compared to the numerous background developments and overall buildout of the study area. TDM strategies should be implemented along with signal timing optimization to reduce the traffic impact of the development to acceptable levels. Additionally, the identified improvements to the transit and active transportation networks are expected to further mitigate impacts to vehicle traffic operations.
- The proposed residential component of the development is expected to generate 429 two-way single-occupant vehicle trips in the weekday AM peak hour (99 inbound and 330 outbound), and 400 two-way single-occupant trips in the weekday PM peak hour (228 inbound and 172 outbound.
- LEA proposes a comprehensive TDM plan for the development, including pedestrian-, cycling-, transit-, and parking-based recommended strategies, as well as signal timing optimization to reduce the traffic impact of the development to acceptable levels.

5.8 Functional Servicing Report

A Functional Servicing Report was prepared by WSP Canada in support of the applications. The report provides the conceptual framework for water distribution, sanitary sewage and storm drainage for this development, prior to the detailed design being undertaken. It provides that the site will be serviced by existing local Municipal sewers and watermains within adjoining municipal rights-of-ways to support the block development. Service connections will be extended into the proposed towers and coordinated with the architect and mechanical design teams. Any existing on-site service connections will be removed and decommissioned, as standard requirement by Toronto Water.

The conclusions are summarized below:

Water

- A new 300mm Municipal watermain is proposed in the E-W Public Street and be designed with looped configuration to connect back onto the existing 300mm watermain on Steeles Avenue.
- The proposed water servicing for the site will include appropriate domestic and fire service lines for each Phase in accordance with City' standards and per the Ontario Building Code (O.B.C.) and the City of Toronto Servicing Requirements for Different Built Forms.
- Furthermore, a separate secondary supply fire line is proposed for Towers that exceed 84m in building height and designed to connect off different watermain network, where feasible, to provide redundancy.
- The water service connections will be made to either the 300mm watermain on E-W Public Street or Tangreen Court by way of tapping sleeve and valve. Furthermore, valve and boxes will be installed on each incoming service line at the property line.
- Domestic and fire flow calculations for the development have been completed for each Tower. Hydrant Flow Tests will be conducted at later date and results are to demonstrate that the existing watermain system has sufficient flows and pressures to support the development proposal.

Sanitary

- Sanitary sewage from the development will be conveyed to the existing 250mm diameter sanitary sewer on Tangreen Court. All of the sanitary sewer pipes in this sewershed will convey flows south and eventually connect into the 1350mm Trunk sewer.
- The post-development sanitary peak discharge flows, including an infiltration allowance, was calculated to be 37.7 L/s for Phase 1, 22.7 L/s for Phase 2 and 53.9 L/s for Phase 3. Each tower will be serviced by an individual 200mm sanitary sewer connection to convey the flows to the Municipal sewer. A cast-in-place sanitary control manhole will be installed upstream prior to connecting to the sanitary sewers located within the public rights-of-way as required by City of Toronto's standards.
- An external static downstream capacity analysis has been completed. Further analysis is required to better assess sewer upgrade requirements and verify these results findings.

Storm

- The proposed storm servicing for the Site will include 250mm storm service building connections for each phase and connect to the proposed 900 mm diameter storm sewer within the E-W Public Street. Flows will drain east to discharge into the existing 900 mm storm sewer in the City Easement and continue to proceed draining south.
- Stormwater runoff from the mixed-use and/or residential towers and proposed right-of-way will be controlled utilizing stormwater storage cisterns, pump systems, and a proposed 250mm storm flow control pipe with a 150mm orifice tube to attenuate the release rate of stormwater from the Site. The existing storm sewer system will not be adversely affected by the post-development condition as the rate of stormwater release from this site will be decreased. Water quality controls in the form of MFS treatment units, are proposed to satisfy the required quality measures for the site controlled at-grade areas.

5.9 Stormwater Management Report

A Stormwater Management Report was prepared by WSP Canada in support of the applications. The report examines the potential water quantity and water quality impacts of the proposed development and summarizes how each will be addressed in conformance with the requirements of the City of Toronto "Wet Weather Flow Management Guidelines" (WWFMGs, 2006), Toronto Green Standards (TGS) v.4, and Toronto and Region Conservation Authority (TRCA) flood management criteria.

The key findings of the report as follows:

Water Balance

- The site is required to retain 50% of the total average rainfall volume for reuse on-site. The site is required to retain a volume of 57.47 m3 from all rainfall events 5mm or less.
- A total retention volume of 57.75 m3 is provided within the site, divided across the various reuse chambers of the block cisterns to satisfy the water balance requirement.
- The proposed reuse methods are irrigation on the tower rooftop and any other nonpotable demand in the communal building areas.

Water Quality

- Stormwater runoff from the site will require water quality treatment for each block. The MFS Storm Filter treatment units have been sized for each catchment based on their respective land use and treatment drainage areas.

Erosion Control

- Each individual development blocks are below the 2.0 ha erosion control guideline and the on-site minimum retention is achieved under the water balance criteria within each of the blocks. Therefore, no further measures are recommended.

Water Quantity

- Runoff from the controlled catchments on-site will be directed to a stormwater cistern. Post-development flows in the Catchment 101, Catchment 102, Catchment 103, and Catchment 104 have been controlled to below 45.5 Us, 46.4 Us, 64.1 Us, and 55.6 Us respectively, in compliance with the target release rate to the municipal storm sewer system by use of a cisterns volume and orifice tube controls at the outlet.

The report concludes that the proposed SWM strategy described in the report addresses all stormwater management-related impacts from the project and satisfies the intent of the City of Toronto Wet Weather Flow Management Guidelines.

5.10 Community Services & Facilities

Bousfields Inc. prepared a Community and Services Facilities ("CSF") Study in support of the Proposal. The study is attached as **Appendix B** to this report. The study provided a demographic profile and compiled an inventory of community services and facilities. The Demographic Profile is based on the subject site's neighbourhood otherwise known as Newtonbrook West, which is generally bounded by Steeles Avenue to the north, Yonge Street to the east, Finch Avenue to the south, and Bathurst to the west. The CSF Study Area was determined in consultation with City Staff and is generally bounded by Steeles Avenue to the north, Bayview Avenue to the east, Finch Avenue to the south, and Bathurst Street to the west.

With respect to the demographics of Newtonbrook West, the Community Services and Facilities Study concluded the following:

- The population growth in Newtonbrook West between 2016 and 2021 was slow and lagging compared to the city, represented by a marginal 1.3% increase.
- Between 2016 and 2021, the number of children and youth in Newtonbrook West declined while the number of older age groups, particularly seniors increased. There are also less children and youth and more seniors in Newtonbrook West compared to the City of Toronto as a whole. This may suggest that Newtonbrook West is an increasingly more mature neighbourhood within the City of Toronto.
- Between 2016 and 2021, the most common type of family in Newtonbrook West went from couples without children to couples with children. However, the family sizes in the Demographic Study Area, including the number of people living alone remained relatively similar. These findings suggest that families may be growing but not at a significant rate.
- There is both a higher proportion of single-detached dwellings and apartments of 5 or more storeys in Newtonbrook West over the City of Toronto as a whole. This proportion and relationship has not significantly changed between 2016 and 2021. However, rental households in Newtonbrook West have increased between 2016 and 2021 to 50% from 47%.
- Household incomes have increased in Newtonbrook West between 2016 and 2021, but unemployment rate has increased. These may be the result of COVID-19 pandemic-related measures such as lockdowns and the Canadian Emergency Response Benefit.
- Both Newtonbrook West and the City of Toronto as a whole's residents are popularly employed in sales and service occupations and business, finance and administration occupations.

With respect to schools, RJ Lang Elementary & Middle School is the only public elementary school that serves the subject site, which according to enrolment data from the TDSB, is operating at a capacity of 77 percent. Similarly, the only secondary school serving the subject site is Newtonbrook Secondary School, which is reportedly undersubscribed with a utilization rate of 64 percent. St. Paschal Baylon is the only Catholic elementary school serving the subject site, which is operating near capacity with a utilization rate of 99.2 percent according to enrolment data from the TCDSB. Of the four Catholic secondary schools that serve the subject site, two of which are mixed gender schools, Marshall McLuhan (Mixed Gender) is the only school operating above capacity, with a reported utilization rate of 112.4 percent. The remaining Catholic secondary schools, James Cardinal McGuigan, St. Joseph's Morrow Park, and Brebeuf College are operating below capacity with respective utilization rates of 91.7 percent, 84.2 percent, and 87.5 percent.

It was found that TDSB schools within the catchment area could not accommodate the projected students in both elementary and secondary as a result of the ultimate anticipated units of the redevelopment. The same applies for Catholic elementary students, however, secondary students can be accommodated. It should be noted that the timeline for redevelopment of the surrounding area will be incremental. Therefore, additional pupil demand will arrive slowly which will allow the TDSB to better understand the extent of this increased demand and manage it.

With respect to other community facilities, the study area has many facilities including childcare centres, community centres and human services. Notably, the study area is home to eleven childcare facilities, five recreation centers, and seven human services organizations, providing ample support to residents. Despite the presence of many community facilities, it is worth noting that there is no public library within the CSF study area. The Centennial Branch library is situated a few hundred meters away from the southwestern corner of the CSF study area, and it is the nearest City of Toronto public library to the subject site, located approximately 3 kilometers away. The North York Central Library is also located in proximity to the subject site, approximately 3.5 kilometers south. Although further away from the CSF Study Area, the North York Central Library remains a popular choice for residents in the area due to its size, extensive collection of resources, and accessibility.

Regarding demand on existing community and service facilities, it is anticipated that demand will arrive slowly which will allow time for facility providers, including the City of Toronto, to make and implement programming adjustments as required.

6 Conclusion

For the reasons set out in this report, we are of the opinion that the proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Applications are appropriate and desirable.

From a land use perspective, the proposal will contribute to the achievement of numerous policy directions supporting intensification and infill on underutilized sites within the built-up urban area, particularly in locations which are well served by municipal infrastructure, including existing public transit infrastructure, as well as future transit investment. In this respect, the subject site would be located within a "strategic growth area" and would fall within the definition of a "major transit station area" and along a corridor with "frequent transit service" by virtue of its proximity to the planned Steeles subway station and its adjacency to the Steeles Avenue West corridor. The Growth Plan defines "strategic growth areas" as those areas identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form. As well, the subject site is located within the Steeles Protected Major Transit Station Area ("PMTSA"), as delineated by Site and Area Specific Policy ("SASP") 760 of Official Plan Amendment ("OPA") 570.

An Official Plan Amendment is also being submitted out of an abundance of caution in order to redesignate the subject site from an Apartment Neighbourhoods to a Mixed Use Areas designation in order to permit the proposed scale of development and the built form typologies. In our opinion, the proposed Official Plan Amendment and site-specific Zoning By-law Amendment would be in keeping with provincial and municipal policy direction, which seeks to integrate transportation and land use, build strong and complete communities, promote efficient development patterns, and promote intensification, redevelopment, and compact built form, with an emphasis on areas well served by public transit.

From a built form and urban design perspective, the proposal will provide for a number of public realm improvements, including a new public park, pedestrian pathways and informal open spaces, and will introduce a new public street network providing improved connections from the subject site to the broader community, including to the Centerpoint Mall lands to the east and the planned Steeles subway station. With respect to the overall site arrangement, the proposed development provides for an appropriate built form transition between areas of different intensity and scale, particularly to the lower scale Neighbourhoods properties to the south. In this respect, the tallest building heights are proposed to be located along Steeles Avenue West corridor, stepping down towards the south. As well, the proposed buildings establish a strong 6- to 8-storey streetwall height which will fit harmoniously within the existing and planned context of neighbouring building heights and respect the scale and proportion of the adjacent streets.

Accordingly, it is our opinion, the proposal represents good planning and urban design, and reflects an opportunity to assist in the creation of a new, transit-supportive, complete community proximate to the planned Steeles subway station. For the reasons outlined in this report, we recommend approval of the requested Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Applications.

BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

Appendix A

Housing Issues Report

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1 Introduction

This Housing Issues Report has been prepared in support of an application by CAPREIT 2 Limited Partnership (the "Owner"), to amend the City of Toronto Official Plan and City-wide Zoning By-law 569-2013, as amended, with respect to a 2.39-hectare site located on the south side of Steeles Avenue West, west of Yonge Street and Centrepoint Mall, and municipally known as 5 & 15 Tangreen Court (the "subject site").

The subject site is currently developed with two slab-style "tower in the park" apartment buildings, each with a height of 18-storeys. The buildings are comprised of a total of 428 existing residential rental dwelling units, in a mix of unit types. As of March 2023, two (2) of the existing rental units were vacant, while the remaining 426 rental units were occupied.

The application proposes to demolish the existing building at 5 Tangreen Court, retain the existing building at 15 Tangreen Court, and construct seven new residential buildings.

Section 111 of the City of Toronto Act provides the City of Toronto authority to protect rental housing within its jurisdiction. Chapter 667 of the Toronto Municipal Code, the Residential Rental Property Demolition and Conversion Control Bylaw, implements Section 111. In accordance with the provisions of Section 111, the City of Toronto prohibits the demolition and conversion of any rental housing (on properties that contain six or more rental units) unless a permit has been issued under Chapter 667 of the Municipal Code. To that end, as the proposal will result in the demolition of 214 rental units located at 5 Tangreen Court, a Section 111 permit will be required.

As such, this Housing Issues Report addresses Section 111 of the City of Toronto Act, as implemented by Chapter 667 of the Municipal Code, as well as the applicable housing policies of the City of Toronto's Official Plan, as they relate to the proposed redevelopment of the subject site. In our opinion, the proposal, including the replacement of rental housing on the subject site, conforms with the relevant Provincial and Municipal policies governing housing in the City of Toronto.

2 Site and Surroundings

2.1 Subject Site

The subject site is located at the southeast corner of Steeles Avenue West and Tangreen Court, along the northern boundary of the City of Toronto, and is municipally known as 5 & 15 Tangreen Court. The site is generally rectangular in shape, with frontages of approximately 102.1 metres along Tangreen Court and 97.6 metres along Steeles Avenue West, with a depth of approximately 214.0 metres along its east lot line, resulting in a total gross site area of approximately 2.39 hectares (23,889 square metres).

The subject site is currently developed with two slab-style "tower in the park" apartment buildings as well as surface parking. With respect to the existing conditions, the Owner has confirmed that the two buildings are comprised of a total of 428 residential rental units (214 rental units in each building). A summary of the existing rental units by bedroom type is provided in **Table A1** below. **Table A2** provides an estimation of the existing rental areas by unit type, as well as average unit sizes. As-built floor plans of the existing rental dwelling units will be submitted in the future to confirm existing rental areas.

Table A1 - Existing Dwelling Units

Address	One-Bedroom	Two-Bedroom	Three-Bedroom	Total
5 Tangreen Court	91	105	18	214
15 Tangreen Court	91	105	18	214
Total	**182**	**210**	**36**	**428**

Table A2 - Estimation of Existing Rental Area (ft^2)

Address	1-Bedroom		2-Bedroom		3-Bedroom	
	Total Area	Avg. Unit Size	Total Area	Avg. Unit Size	Total Area	Avg. Unit Size
5 Tangreen Court	60,174	661	90,553	862	18,684	1,038
Subtotal Rental Area	**169,411 ft^2**					
15 Tangreen Court	61,027	671	88,079	839	18,684	1,038
Subtotal Rental Area	**167,790 ft^2**					
Total Rental Area	**337,201 ft^2**					

As confirmed by the Owner, tenants currently have access to common laundry rooms (washers and dryers); storage lockers; vehicular parking; and bicycle parking.

2.2 Surroundings

The subject site is located approximately 475 metres west of the intersection of Yonge Street and Steeles Avenue. Steeles Avenue separates the City of Toronto from the Region of York, while Yonge Street, north of Steeles Avenue, delineates the City of Vaughan in the west from the City of Markham in the east. Despite forming part of two municipalities, the area north side of Steeles Avenue is commonly referred to as "Thornhill". Accordingly, the Yonge-Steeles intersection represents a tripoint between the Cities of Toronto, Vaughan, and Markham.

2.3 A summary of the immediate surroundings is provided below.

To the immediate **east** of the subject site, south of Steeles Avenue West, is a 14.6-hectare property occupied by Centrepoint Mall (6464 Yonge Street). Centrepoint Mall is a large, 2-storey indoor shopping centre surrounded by large surface parking areas. The shopping centre is approximately 54,700 square metres in size and includes +/- 140 tenants including 4,480 square metres of office space, with four anchor tenants (Canada Computers, Hudson's Bay, No-Frills and Canadian Tire) which occupy larger spaces around the perimeter of the building. The Mall lands also includes a standalone one-storey retail pad located at the southeast corner of the lands, which contains six retail tenants. The Centrepoint Mall lands contain several access points, including three vehicle driveways from Yonge Street and two vehicle driveways from Steeles Avenue West. In December 2021, an Official Plan Amendment application was submitted to facilitate the redevelopment of the Centrepoint Mall lands with a comprehensive mixed-use development comprised of 22 buildings. The application is currently under review.

To the immediate **south** of the subject site is a large parcel of land occupied by the Newtonbrook Secondary School, which consists of a 2- to 3-storey building fronting Hilda Avenue (155 Hilda Avenue) surface parking at the north end of the property, and an outdoor school yard at the rear which includes an outdoor track and baseball diamond. Traversing the northern edge of the school yard in an east-west direction is a pedestrian walkway which leads from the Centrepoint Mall parking lot to the Newtonbrook Secondary School parking lot and Hilda Avenue. Connecting to this east-west pedestrian walkway is another pedestrian walkway which traverses in a north-south direction from the southern terminus of Tangreen Court.

To the immediate **west** of the site, on the west side of the Tangreen Court cul-de-sac extending west to Hilda Avenue, is the 2-storey Yonge Village Recreation Centre (20 Tangreen Court), which contains a daycare centre, educational centre, indoor swimming pool, and outdoor recreation facilities including a small running track. Surrounding the recreation centre are three "tower in the park" apartment buildings surrounded by surface parking and landscaped open space, including a 34-storey building facing Steeles Avenue West (10 Tangreen Court), and two slab-style buildings of 11 and 22-storeys along Hilda Avenue (175 and 205 Hilda Avenue).

To the immediate **north** of the subject site is the City of Vaughan. Properties fronting the north side of Steeles Avenue West include existing low-rise commercial and retail services uses, on large, underutilized sites with expansive surface parking lots, along with automobile dealerships. Given the proximity of these properties to the planned Yonge North Subway Extension, there is an abundance of high-rise development activity occurring on the lands fronting the north side of Steeles Avenue West from Hilda Avenue in the west to Yonge Street in the east, and on the west side of Yonge Street, extending from Steeles Avenue to the Canadian National Rail ("CN Rail") corridor.

A more detailed description of the surroundings is included in the Section 2.0 of the Planning and Urban Design Rationale prepared by Bousfields Inc. (dated March 2023).

3 Description Of Proposal

The proposed development concept includes the construction of seven new buildings, with heights ranging from 25 to 55 storeys, and the retention of the existing building at 15 Tangreen Court. The development concept also includes the introduction of a new east-west public road that will provide connections to the existing and planned road networks, along with a new 1,910 square metre public park (equivalnt to 10% of the net site area) at the southwest corner of the subject site.

Overall, the proposed development concept contemplates an approximate total gross floor area ("GFA") of 230,078 square metres, comprised of 229,226 square metres of residential GFA and 852 square metres of retail GFA, resulting in a gross density of 9.6 FSI. A total of 3,539 residential units are proposed, in a mix of unit types, including grade-related integrated townhouse units, market condo units, and new residential rental dwelling units. A breakdown of existing and proposed units by unit type is provided below:

Table A3 - Existing and proposed units by unit type

	Total	1 Bed	2 Bed	3 Bed	Townhouse
Existing (Retained)	214	91	105	18	0
Rental Replacement	214	91	105	18	0
New Units	3,325	2,380	582	333	30
Total	**3,539**	**2,471**	**687**	**351**	**30**

A more detailed description of the proposal is included in Section 3.0 of the Planning and Urban Design Rationale.

3.1 Required Approvals

The proposal requires an amendment to the Toronto Official Plan, as well as amendments to City-wide Zoning By-law 569-2013, as amended, in order to increase the permitted height and density and to revise other development standards as necessary to accommodate the building design.

A Draft Plan of Subdivision application is also being submitted to facilitate the redevelopment of the lands, and to create a new public street, development blocks, and a public park. Finally, a Site Plan application is being submitted as part of the overall planning approval process.

The proposal also requires that a Rental Housing Demolition application, under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 to permit the demolition of the 214 existing rental dwelling units on the subject site. This application is being submitted herewith.

4 Applicable Policy and Regulatory Context

The redevelopment of the subject site should be consistent with the Provincial Policy Statement ("PPS") and conform to the Growth Plan for the Greater Golden Horseshoe ("the Growth Plan") and the City of Toronto Official Plan ("The Official Plan"). This letter outlines the applicable housing policies that apply to the proposal. Further policy detail is included in the Planning and Urban Design Rationale (being submitted concurrently with this letter).

4.1 Provincial Policies

The 2020 Provincial Policy Statement (the "PPS") provides overall policy direction on matters of provincial interest relating to land use planning and development. The PPS is intended to promote efficient development and land use patterns to support strong communities, to protect the environment and public health and safety, and promote a strong economy.

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

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter are required to conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

Section 2.2.6 of the Growth Plan (2019) sets out housing policies. Policy 2.2.6(1) directs municipalities to develop housing strategies that support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities and establishing targets for affordable ownership housing and affordable rental housing (both terms are defined). Policy 2.2.6(2) provides that, notwithstanding Policy 1.4.1 of the PPS, municipalities will support the achievement of complete communities by planning to accommodate forecasted growth and achieve the minimum intensification and density targets, considering a range and mix of housing options and densities and planning to diversify overall housing stock across the municipality.

4.2 City of Toronto Official Plan

Land Use Policies

The subject site is designated *Apartment Neighbourhoods* on Map 16, Land Use Plan. The *Apartment Neighbourhoods* policies recognize opportunities for redevelopment, subject to the development criteria included in Policy 4.2(2). The Official Plan contains additional *Apartment Neighbourhoods* policies, which include criteria for assessing compatible infill development on sites where there are one or more existing apartment buildings, on the basis of improving exiting site conditions.

Housing Policies

The relevant housing policies are contained in Section 3.2.1 of the Official Plan, and are set out below:

- Policy 3.2.1(1) provides that a full range of housing in terms of form, tenure and affordability will be provided to meet the current and future needs of residents.
- Policy 3.2.1(2) indicates that the existing housing stock will be maintained and replenished, and that new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.
- Policy 3.2.1(5) provides conditions of approval for new development on sites containing six or more rental units, where existing rental units will be kept in the new development. The conditions of approval are as follows:
  - Policy 3.2.1(5)(a) provides that the existing rental housing units which have affordable rents and mid-range rents will be secured as rental housing;
  - Policy 3.2.1(5)(b) states that new development should secure any needed improvements and renovations to the existing rental housing to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants.
- Policy 3.2.1(6) provides conditions of approval for new development that would remove all or part of a private building or related group of buildings and would result in the loss of six or more rental housing units (our emphasis). The conditions of approval are as follows:
  - Policy 3.2.1(6)(a) provides that new development (that would result in the loss of six or more rental units) will not be approved unless all of the rental housing units have rents that exceed mid-range rents at the time of application;
  - Policy 3.2.1(6)(b) requires the provision of rental replacement units and a tenant relocation and assistance plan in instances where new development, other than site plan, is proposed; and
  - Policy 3.2.1(6)(c) provides that, in Council's opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents.

With respect to Policy 3.2.1(6)(b), the following is to be secured:

i. at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
ii. for a period of at least 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
iii. an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship.

As the proposal results in the retention of 214 rental housing units and the demolition of 214 rental housing units, Policies 3.2.1(5) and 3.2.1(6) would apply. These are addressed in detail below.

4.3 Rental Housing Demolition and Conversion By-law

Section 111 of the City of Toronto Act, 2006 authorizes Council to regulate the demolition and conversion of residential rental properties in the City. Chapter 667 of the Toronto Municipal Code, the Rental Housing Demolition and Conversion Control By-law, implements Section 111. The by-law prohibits the demolition or conversion of rental housing units in buildings containing six or more residential dwelling units, of which at least one is a rental unit, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner and Executive Director, City Planning Division. Accordingly, the proposal to demolish 214 rental dwelling units requires approval under Chapter 667 of the Toronto Municipal Code.

5 Analysis And Opinion

5.1 General Analysis

The proposal is consistent with the PPS and conforms to the policies of the Growth Plan and the City of Toronto Official Plan, as it will provide a range of unit sizes and types and will add to the City's stock of purpose built rental housing. In this regard, the proposed infill development will provide additional residential units, including additional rental units, on underutilized portions of the subject site, which will provide a greater diversity of housing stock in the City.

The proposal conforms to the Official Plan, specifically the housing policies of Section 3.2.1. As per Policy 3.2.1(1), the proposal contributes to a full range of housing in terms of both form and tenure. In keeping with Policy 3.2.1(2), the proposal ensures that the existing housing stock will be maintained, and that new housing supply will be provided through the proposed development of seven new infill residential buildings and 3,325 new residential units, along with 214 retained rental units and 214 rental replacement units, on the subject site. Further analysis on the proposal's conformity with Policies 3.2.1(5) and 3.2.1(6) is provided below.

5.2 Analysis of Policy 3.2.1(5) – 15 Tangreen Court (Retained)

5.2.1 Policy 3.2.1(5)(a): Analysis of Unit Affordability

In accordance with Policy 3.2.1(5)(a), as part of the new development, all existing rental housing units which have "affordable" and "mid-range" rents in the existing building will be maintained as rental housing for a period of at least 20 years and secured through a Section 111 Agreement with the City.

The Official Plan defines "affordable rents" as housing where the total monthly shelter cost (gross monthly rent including utilities but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation ("CMHC"). "Mid-range rents" is housing where the total monthly shelter costs exceed affordable rents but fall below one and one-half times the average City of Toronto rent. "High-end rent" is housing above the mid-range threshold. As of the writing of this report, the CMHC has not yet released its annual report. Accordingly, the applicable 2022 rent limits by relevant unit type are included in **Table A2**.

Table A4 - 2022 CMHC Average Rent Thresholds

Unit Type	Affordable Threshold	Mid-Range Threshold
Bachelor	$ 1,225.00	$ 1,837.00
1 Bed	$ 1,446.00	$ 2,168.00
2 Bed	$ 1,703.00	$ 2,554.00
3 Bed	$ 1,953.00	$ 2,929.00

An affordability analysis was conducted to determine the rent thresholds for each of the 214 units in the retained building, utilizing March 2023 rent rolls, as supplied by the Owner. The rental data table of all existing rental units is being submitted under separate, confidential attachment.

Based on the March 2023 rent rolls, gross monthly rents within 15 Tangreen Court were categorized as follows:

Table A5 - 15 Tangreen Court Affordability Analysis

Unit Type	Affordable Units		Mid-Range Units		High-End Units		Totals
	Vacant	Occupied	Vacant	Occupied	Vacant	Occupied	
One-Bedroom	0	44	0	46	-	-	90
Two-Bedroom	0	46	1	56	0	2	105
Three-Bedroom	0	8	0	10	-	-	18
Total	**0**	**98**	**2**	**112**	**0**	**2**	**214**

Note: the determination of gross monthly rents is described in detail in Section 5.3.1 below and is calculated in accordance with the Housing Definitions in the Official Plan.

Pursuant to the above, 212 existing rental units are classified as having either affordable or mid-range rents. Accordingly, and pursuant to Policy 3.2.1(5)(a), it is the intent of the Owner to secure all 214 rental dwelling units as rental tenure for a period of at least 20 years.

5.2.2 Policy 3.2.1(5)(b): Improvements to the Existing Buildings

The existing tenants currently have access to the following amenities:

- common laundry (with washer and dryer);
- paid storage lockers / storage rooms;
- paid vehicular parking; and
- short-term bicycle parking.

The proposed development will result in a variety of outdoor improvements to the existing building and subject site in general. The proposal includes new outdoor amenity space such as seating areas and passive landscaping. It also contemplates potential improvements to garbage storage for the existing building. Other opportunities include sharing of indoor amenity spaces with the new rental replacement building. Programming of these spaces will be explored through ongoing consultation with the existing tenants.

5.3 Analysis of Unit Affordability (Analysis of Policy 3.2.1(6)(a)) – 5 Tangreen Court (Demolished)

5.3.1 Policy 3.2.1(6)(a): Analysis of Unit Affordability

Policy 3.2.1(6)(a) requires the provision of rental replacement units and a tenant relocation and assistance plan in instances where new development is proposed that would result in the loss of six or more existing rental units unless all the rents at the time of application exceed "mid-range rents".

Section 5.2.1 above provides definitions for "affordable", "mid-range" and "high-end" rents. The applicable 2022 rent limits by relevant unit type are included in **Table A4** above.

Gross Monthly Rent

An affordability analysis was conducted to determine the rent thresholds for each of the 214 units, utilizing March 2023 rent rolls, as supplied by the Owner. The rental data table of all existing rental units is being submitted under separate, confidential attachment. In accordance with the Official Plan policies, the gross monthly rent analyzed for this report includes separate charges for utilities, specifically hydro charges, where applicable. In these instances, the analysis utilizes current City of Toronto Utility Allowances.

The gross monthly rents are reduced by separate charges for parking and lockers, where applicable.

Vacant Units

As of March 2023, 1 unit in 5 Tangreen Court was vacant.

To determine the affordability threshold of vacant units, the rent paid during the last month of occupancy is analyzed. After determining the last month of occupancy, the rent paid is analyzed against the Average Rent Threshold for the last year the unit was tenanted.

Unit Affordability Analysis

Based on the March 2023 rent rolls, gross monthly rents were categorized as follows:

Table A6 - 5 Tangreen Court Affordability Analysis

Unit Type	Affordable Units		Mid-Range Units		High-End Units		Totals
	Vacant	Occupied	Vacant	Occupied	Vacant	Occupied	
One-Bedroom	0	46	1	43	-	1	91
Two-Bedroom	0	63	0	42	-	-	105
Three-Bedroom	0	11	0	7	-	-	18
Total	**0**	**120**	**1**	**93**	**0**	**0**	**214**

5.3.2 Analysis of Unit Number, Size and Type (Analysis of Policy 3.2.1(b)(i))

Pursuant to Policy 3.2.1(6)(b)(i), the redevelopment of the subject site requires the replacement of the existing rental units with "at least the same number, size and type" of rental housing units. In consideration of the intent of this policy, it is observed that there is no definition of either "size" of "type". However, based on a full reading of the Official Plan and an understanding of how the policy has been applied in the past, the terms should be understood as follows:

- "Size" refers to the actual square footage of the units, but with reasonable allowances to take into consideration modern design efficiencies.
- "Type" refers to the number of bedrooms, rather than to building form. In the definition of "affordable rents", the Plan refers to "unit types (number of bedrooms)".

Rental Replacement Proposal

The Owner is committed to replacing at least the same number (e.g., 214 units) and type of units (e.g., 91 one-bedroom, 105 two-bedroom and 18 three-bedroom units) as what currently exists on the site today. With respect to location, it is anticipated that the rental replacement units will be located in Tower D, as illustrated on the Architectural Plans prepared by IBI Architects.

At this time, the exact unit layout for each of the replacement units has not been determined. However, the same number of bedrooms and bathrooms would be replaced for each of the 214 units. With respect to sizes, units may be reduced to better match the average sizes of the condo market units proposed in the development, with the resulting 'freed up' net leasable area used to create net new, additional rental units. The exact unit mix and number of the net new units would be determined via a future Site Plan Approval resubmission and through discussions with City Staff. The intent is to deliver new rental housing while still meeting and maintaining the City's rental replacement objectives and requirements.

As noted, as-built floor plans of the existing rental building and rental dwelling units will be submitted in the future to confirm existing rental areas.

5.3.3 Analysis of Unit Number, Size and Type (Analysis of Policy 3.2.1(b)(ii))

Policy 3.2.1(6)(b)(ii) would establish certain requirements in terms of rents for the rental units. It would require the rents for the replacement units to be "similar to those in effect at the time the redevelopment application is made" and that, for a period of at least 10 years, the rents be increased annually "by no more than the Provincial Rent Increase Guideline or a similar guideline as Council may approved from time to time".

As discussed above, all 214 rental units would be eligible for replacement in the new development. For these units, it is the intent of the Owner to secure the replacement units as rental units for a period of 20 years. For a period of 10 years, the Owner will maintain replacement units at similar rent levels, increased annually pursuant to the above. Any replacement unit vacated and re-rented within the 10 years of the date of initial occupancy would have an initial rent equal to the greater of the last rent charged for that unit or the then-current rent threshold.

5.3.4 Tenant Relocation and Assistance Plan (Analysis of Policy 3.2.1(6)(b)(iii))

Policy 3.2.1(6)(b)(iii) requires an acceptable tenant relocation and assistance plan, addressing the right to return to occupy one of the replacement units at "similar rents", the provision of alternative accommodation at "similar rents" and "other assistance to lessen hardship". No specific terms are set out for the tenant relocation and assistance plan, and it is understood that such terms are intended to be determined on a development-by-development basis.

The Residential Tenancies Act, 2006 requires that, if notice of termination of a tenancy is given for the purpose of termination where the landlord requires possession of the rental unit in order to demolish it, the date of termination shall be at least 120 days from the day on which the notice is given. If a tenancy is terminated for the purpose of the demolition, the Act requires that the landlord shall either:

- compensate a tenant in an amount equal to three (3) months' rent; OR
- offer the tenant another rental unit acceptable to the tenant.

The Owner intends that a suitable tenant relocation and assistance plan be negotiated with the City. Elements of the tenant relocation and assistance plan could include:

- an extended tenant notice period beyond the existing Residential Tenancies Act requirement;
- a construction management and phasing plan;
- a communications strategy, including notification to existing tenants of project milestones and contact information for project management and construction questions/concerns;
- tenant relocation assistance, including a right to return to the replacement rental units;
- tenant compensation, including additional compensation to tenants who either choose to move into a new unit or who choose to find new housing on their own; and
- additional assistance for special needs tenants.

5.3.5 Construction Mitigation Plan and Tenant Communication Strategy

As part of the development application review process, a construction mitigation plan and tenant communications strategy will be developed so that the impact of construction on existing tenants will be minimized.

A Public Consultation Strategy (PCSR), prepared by Bousfields Inc., is also being submitted at this time which speaks to the tenant engagement strategy the Owner intends to employ throughout the planning approvals and development process.

6 Conclusions

It is our opinion that the proposal for the subject site is consistent with the PPS and conforms to the policies of the Growth Plan regarding housing. The proposal also conforms to the City of Toronto Official Plan, specifically the policies of Section 3.2.1 with regards to the protection and addition of rental housing, the provision of supporting amenities for the tenants of the existing building, and consideration for potential tenants impacts as a result of the proposal. Specifically, the proposal conforms to Official Plan Policy 3.2.1(5) as it will maintain the existing rental residential units in 15 Tangreen Court and will secure those units that currently have affordable and mid-range rents as rental housing for a minimum of 20 years.

The proposal also conforms to Official Plan Policy 3.2.1(6), as the proposed development will replace the existing rental units with at least the same number and type of units with rents at similar rent levels (i.e., affordable and mid-range). As well, with respect to sizes, the proposal conforms with the intent of the Official Plan in that it would replace the net leasable area of existing rental units in order to create net new, additional rental units. The exact unit layouts will be refined through the application review process.

The Owner will have ongoing discussions with the City and the tenants in order to secure an appropriate tenant relocation and assistance plan.

As part of the application review process, we will work with the Owner to arrange a site visit with City Staff to confirm the existing conditions described above.

Based on the foregoing, it is our opinion that the Rental Housing Demolition and Conversion Application is in accordance with the with Chapter 667 of the Municipal Code and, accordingly, should be approved.

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Appendix B

Community Services & Facilities Study

Table of Contents

1 Introduction

1.1 Overview

This Community Services and Facilities Study (CSF) report was prepared by Bousfields Inc. to provide a review of the community services and facilities that are available to residents in the vicinity of 5 and 15 Tangreen Court in the City of Toronto (the "subject site"). Key services include childcare facilities, community recreation centres, public libraries, publicly funded schools, and human services.

The purpose of this study is to identify the range of existing CSF resources that are available within the Study Area, as defined in Section 1.3 below, to evaluate the ability of these services to accommodate growth, to identify any existing priorities and to determine the demand for new services resulting from the development proposal for the subject site.

1.2 Proposed Development

The proposed development concept includes seven new infill buildings, with heights ranging from 25 to 55 storeys, through the demolition of 5 Tangreen Court, along with the retention of the existing 18-storey building at 15 Tangreen Court. With respect to the proposed urban structure, as illustrated on the Site Plan prepared by IBI Group Architects, the tallest buildings are located at the north end of the subject site, adjacent to the Steeles Avenue West corridor, with heights gradually decreasing to the south, in order to reduce physical and visual impacts on low-rise properties within the Newtonbrook West neighbourhood, including on properties fronting the north and south sides of Moore Park Avenue.

The proposed conceptual layout for the subject site shows the location of each of the proposed infill buildings, as well as the new east-west public road that will provide connections from the site to the existing and planned road networks. A new public park is proposed at the southwest corner of the subject site, which will serve residents of this development, as well as the broader community.

Overall, the proposed development concept contemplates an approximate total gross floor area ("GFA") of 230,917 square metres, comprised of 230,129 square metres of residential GFA and 788 square metres of retail GFA, resulting in a (gross) density of 9.6 FSI (and a net density of 11.4 FSI). A total of 3,539 residential units are part of redevelopment, in a mix of unit types, including grade-related integrated townhouse units, market condominium units and residential rental dwelling units. Of these units, 214 units are retained from the existing buildings on the subject site, and another 214 units are rental replacement units.

1.3 Study Area

The Study Area for this CSF Study was approved by City of Toronto Strategic Initiatives, Policy and Analysis (SIPA) staff. The demographic component of the study reflects the boundary of the Newtonbrook West neighbourhood. The Newtonbrook West neighbourhood is bounded by Steeles Avenue West to the north, Yonge Street to the east, Finch Avenue West to the south, and Bathurst Street the west (see **Figure B1**). Due to the location of the proposed development in proximity to the western boundary of Newtonbrook East neighbourhood and located within the easterly portion of the Newtonbrook West neighbourhood, SIPA staff requested that the community services and facilities be evaluated across a combined Study Area of the two neighbourhoods with the boundaries of Steeles Avenue West to the north, Bayview Avenue to the east, Finch Avenue West to the south, and Bathurst Street to the west (see **Figure B2**).

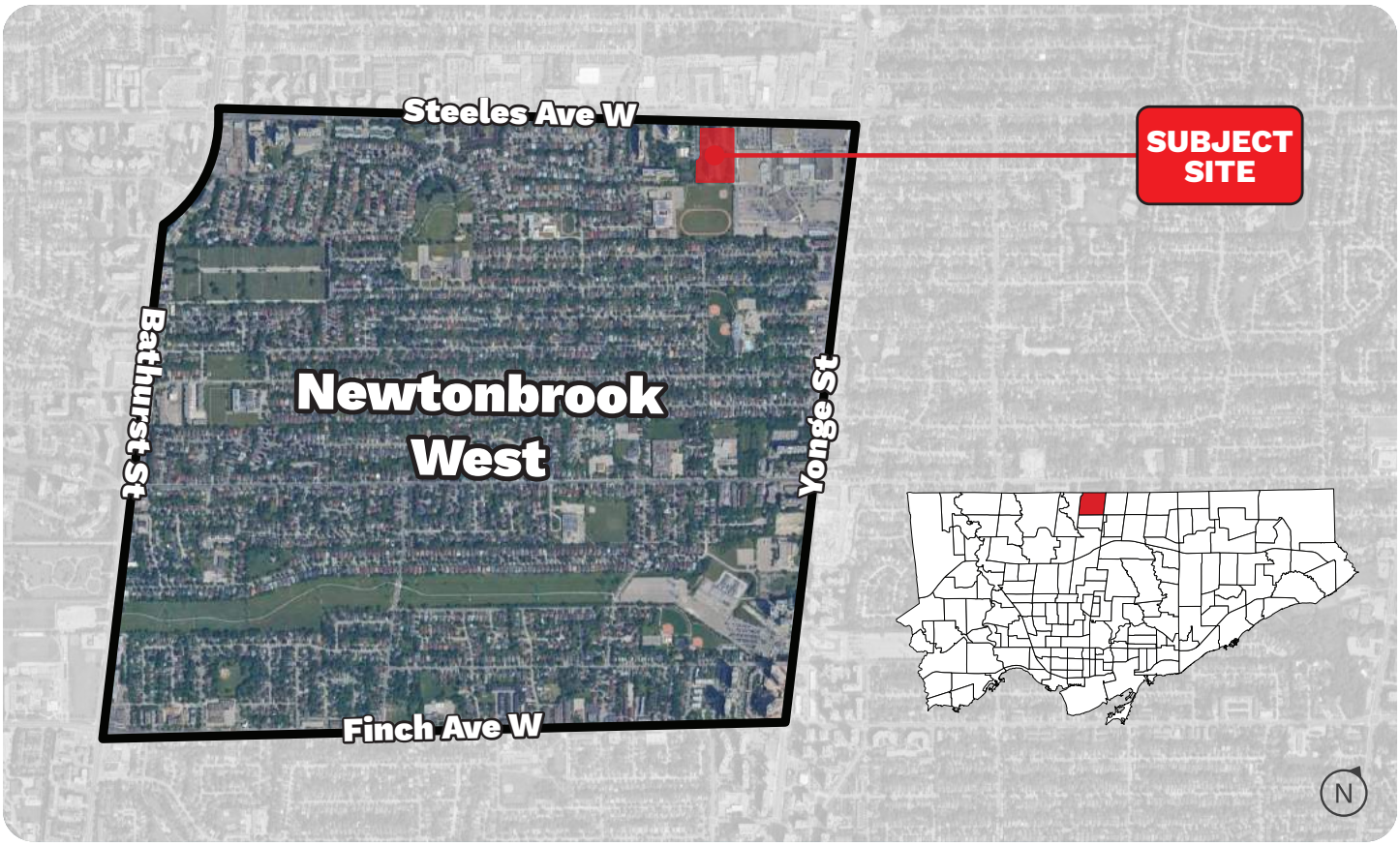

Figure B1 - Newtonbrook West Neighbourhood

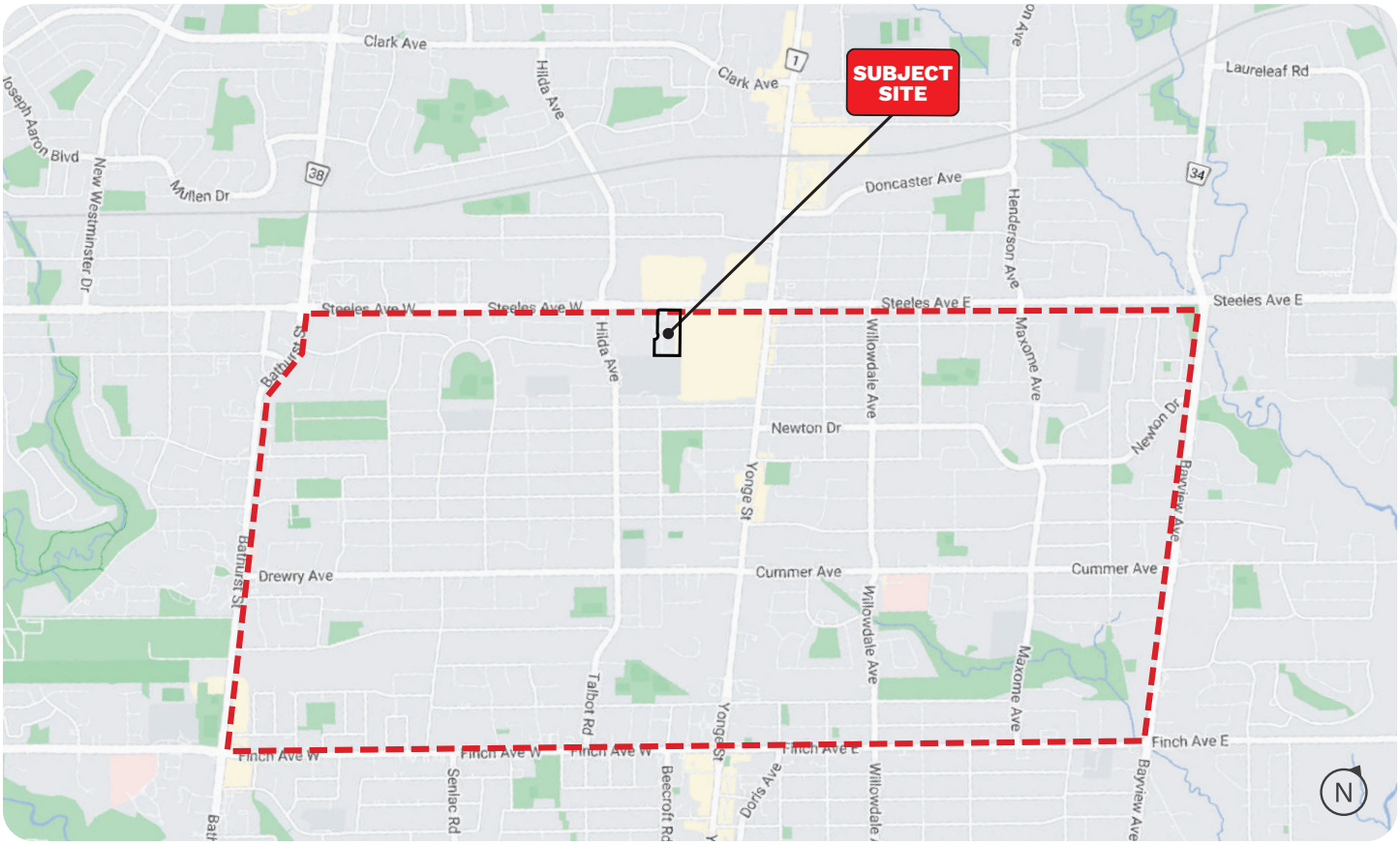

Figure B2 - Study Area

1.4 Methodology

This report is a compilation of many data sources that result in an inventory of key publicly funded services and facilities, including schools, childcare facilities, community centres, libraries, as well as a listing and description of other organizations that provide services to the public such as human (social) services. This information has been collected from a variety of sources including the City of Toronto's website and other online resources. Data on enrolment, capacity, service boundaries and types of programs has been included where available. School Boards have been contacted to provide enrolment and the latest capacity information. The demographic profile in Section 2 is based on the 2016 Census data included in the City of Toronto's 2016 Neighbourhood Profile for Newtonbrook West. For the purpose of this CS&F study's demographic profile, the 2021 Census data has been incorporated to illustrate the changes over time in the neighborhood. To maintain consistency, the same boundaries of Newtonbrook West from the neighbourhood profile were used, defined by the 2021 Census tracts 5350318.01, 5350318.02, 5350319.00, 5350320.01, and 5350320.02. Please note that despite efforts to prevent them, rounding errors may occur as part of the census data collection or the calculations carried out when recreating the boundaries of the Newtonbrook West neighbourhood profile.

2 Demographic Profile

2.1 Newtonbrook West Neighbourhood

The subject site is located within the Newtonbrook West neighbourhood as defined by the City of Toronto. The following demographic profile is based on the Neighbourhood Profile prepared by the City of Toronto for the Newtonbrook West neighbourhood (see **Figure B2**) and supplemented by data from the 2016 and 2021 Census.

2.2 Population

Between 2016 and 2021, the population of the Newtonbrook West increased by 305 persons, which represents a 1.3 percent increase in population. Comparatively, the population of the City of Toronto increased by 2.2 percent between 2016 and 2021.

Table B1 - Population by Age Group

Age Group	Newtonbrook West (2016)		Newtonbrook West (2021)		City of Toronto (2016)		City of Toronto (2021)	
	#	%	#	%	#	%	#	%
Children (0-14)	2,810	12%	2,600	11%	398,135	15%	384,295	14%
Youth (15-24)	3,345	14%	2,765	12%	340,270	12%	320,460	11%
Working Age (25-54)	10,335	44%	10,730	45%	1,229,555	45%	1,250,300	45%
Pre-Retirement (55-64)	3,145	13%	3,425	14%	336,670	12%	362,315	13%
Seniors (65 +)	4,030	17%	4,450	19%	426,945	16%	476,985	17%
Total	**23,665**	**100%**	**23,970**	**100%**	**2,731,575**	**100%**	**2,794,355**	**100%**

Table B1 illustrates the distribution of the population of Newtonbrook West and City of Toronto between 2016 and 2021. At a glance, both the neighbourhood and city as a whole remarked similar distributions across all age groups, with both having similar proportions of Working Age, Youth, and Pre-Retirement residents. The City of Toronto as a whole, however, has a slightly higher number of children (14% vs. 11%) and lower number of seniors (17% vs. 19%) compared to the Newtonbrook West neighbourhood. Between 2016 and 2021, the distribution remained largely unchanged in the City of Toronto as a whole. The same can be said about Newtonbrook West, who's Working Age population and Senior population grew marginally from 44% to 45% and 17% to 19%, respectively; and who's Youth population and Children population declined slightly from 12% to 11% and 14% to 12%, respectively.

2.3 Household Composition

Table B2 illustrates the family composition of the Newtonbrook West neighbourhood. Between 2016 and 2021, the Newtonbrook West neighbourhood's family type remained relatively stable with some slight shifts. In 2016, the majority of families in Newtonbrook West were couples with no children (46%). However, by 2021, most of the families in the neighbourhood were couples with children (42%). This distribution of couples with children, couples with no children, and lone parent families is closely in line with the distribution in the City of Toronto as a whole, in 2021.

Table B2 - Census Families by Family Type & Size (2011 & 2016 Census)

Category	Newtonbrook West (2016)		Newtonbrook West (2021)		City of Toronto (2021)	
	#	%	#	%	#	%
Total Number of Census Families	6,530	100%	6,545	100%	733,225	100%
Couples with children	2,225	34%	2,755	42%	313,180	43%
Couples with no children	2,985	46%	2,355	36%	267,410	36%
Lone parent families	1,325	20%	1,410	22%	152,635	21%
2 people	3,120	48%	3,290	50%	362,160	49%
3 people	1,820	28%	1,740	27%	174,070	24%
4 people	1,210	19%	1,125	17%	141,635	19%
5 or more people	380	6%	390	6%	55,360	8%

Between 2016 and 2021, Newtonbrook West's family size distribution remained relatively similar, with only marginal increases in the percentage of 3-person and 4-person households and slight declines in the percentage of 2-person and 5 or more-person households. This distribution is very similar to the city as a whole. **Table B3** illustrates the percentage of persons living alone in Newtonbrook West and the City of Toronto. The proportion in the neighbourhood has not changed between 2016 and 2021. However, the proportion of persons living alone in Newtonbrook West remains below the proportion in the city as a whole (9% vs. 14%).

Table B3 - Number and Proportion of Persons Living Alone

	Newtonbrook West (2016)		Newtonbrook West (2021)		City of Toronto (2016)		City of Toronto (2021)	
	#	%	#	%	#	%	#	%
Persons Living Alone	2,150	9%	2,200	9%	359,960	13%	385,765	14%

2.4 Housing Type And Tenure

As illustrated in **Table B4**, the majority of the dwellings in the Demographic Study Area in 2021 were located in apartments greater then 5 storeys (49%) and single-detached houses (48%). The least common dwelling type were duplex apartments. The housing breakdown remained relatively consistent from 2016, with a slight decrease in apartments greater than 5 storeys (from 49% and 48%) and duplexes (from 5% to 4%). Conversely, there was a slight increase in the proportion of apartments of 5 storeys or less (from 5% to 7%). Compared to City of Toronto in 2021 as a whole, the Demographic Study Area had a very similar distribution in dwelling type. However, there are significantly more single-detached houses (28% vs. 23%) and less apartment buildings of 5 storeys or less (7% vs. 14%) in Newtonbrook West.

Table B4 - Private Dwelling by Structure Type (2011 and 2016 Census)

Dwelling Category	Newtonbrook West (2016)	Newtonbrook West (2021)	City of Toronto (2021)
	%	%	%
Single-detached house	28%	28%	23%
Semi-detached house	7%	7%	6%
Row house	6%	6%	5%
Apartment, detached duplex	5%	4%	4%
Apartment building, <5 storeys	5%	7%	14%
Apartment building, 5+ storeys	49%	48%	47%

Table B5 shows how the distribution of tenure has changed in Newtonbrook West. Between 2016 and 2021, the percentage of renter households increased (from 47% to 50%) and the percentage of owner households decreased (from 53% to 50%). There was an equal distribution of renter households and owner households in Newtonbrook West in 2021. Compared to the city as a whole in 2021, there were marginally more renter households (50% vs. 48%) and less owner households (50% vs. 52%) in the neighbourhood.

Table B5 - Distribution of Renter vs. Owner Households

Dwelling Tenure	Newtonbrook West (2016)	Newtonbrook West (2021)	City of Toronto (2021)
	%	%	%
Renter households	47%	50%	48%
Owner households	53%	50%	52%

2.5 Household Income, Labour, And Employment

Table B6 outlines the percentage of private households in the Demographic Study Area within each income bracket, as reported in 2016 and 2021. For the purposes of this demographic profile, "household" refers to a person or group of persons who occupy the same dwelling. It may consist of a family with or without other non-family members.

In 2021, the Demographic Study Area experienced a decrease in the proportion of households with income levels under $20,000 (from 17% and 7%). There has also been a decline in the proportion of households within the $20,000-$49,999 income level (from 29% to 24%). Conversely, the proportion of households earning $80,000-$124,999 or $125,000 and over, increased significantly from 17% to 24% and 17% to 25%, respectively.

Compared to the City of Toronto in 2021, the distribution of households by income level in Newtonbrook West is relatively similar, with both having the same proportion of households earning under $20,000 (7%) or between $50,000-$79,999 (20%). However, the City of Toronto as a whole has a higher proportion of households earning $125,000 and over at 30 percent compared to 25 percent.

Table B6 - Distribution of Households by Income Level

Household Income Level	Newtonbrook West (2016)	Newtonbrook West (2021)	City of Toronto (2021)
	%	%	%
Under $20,000	17%	7%	7%
$20,000 - $49,999	29%	24%	21%
$50,000 - $79,999	20%	20%	20%
$80,000 - $124,999	17%	24%	22%
$125,000 and over	17%	25%	30%

Table B7 illustrates the participation rate, the employment rate, and the unemployment rate of residents. Between 2016 and 2021, the unemployment rate in Newtonbrook West increased from 8.4% and 13.8%. Despite an increase in the neighbourhood's participation rate from 59.7% to 61.9%, the employment rate also decreased from 54.7% to 53.3%. These trends can likely be attributed to the COVID-19 global pandemic that started affecting Toronto in 2020 with lockdown measures and associated lay-offs.

In 2021, the Newtonbrook West neighbourhood had a lower participation rate and employment rate compared to the City of Toronto as a whole. Both Newtonbrook West and the City of Toronto had similar unemployment rates at 13.8% and 13.9% respectively.

Table B7 - Labour Force Status (2016 and 2021 Census)

Status	Newtonbrook West (2016)	Newtonbrook West (2021)	City of Toronto (2021)
	%	%	%
Participation Rate	59.7%	61.9%	63.9%
Employment Rate	54.7%	53.3%	55.0%
Unemployment Rate	8.4%	13.8%	13.9%

The top 5 occupations of residents in Newtonbrook West and the City of Toronto in 2021 are as listed in **Table B8**. In both the Demographic Study Area and the city, sales and service occupations, as well as business, finance, and administration occupations ranked the highest. However, occupations in education, law and social, community and government services appear less popular in Newtonbrook West where it is ranked 5th despite it being 3rd in the city as a whole.

Table B8 - Top 5 Occupations (2021 Census)

Occupations Rank	Newtonbrook West (2021)	City of Toronto (2021)
1	Sales and Service Occupations (3,195)	Sales and Service Occupations (350,245)
2	Business, Finance and Administration Occupations (1,955)	Business, Finance and Administration Occupations (315,270)
3	Trades, transport and equipment operators and related occupations (1,625)	Occupations in Education, Law and Social, Community and Government Services (181,940)
4	Natural and applied sciences and related occupations (1,400)	Trades, Transport, and Equipment Operators, and Related Occupations (175,505)
5	Occupations in Education, Law and Social, Community and Government Services (1,105)	Natural and Applied Sciences, and Related Occupations (159,770)

2.6 Demographic Conclusions

The following conclusions can be drawn from the analysis of the demographic information for the Profile Area.

- The population growth in Newtonbrook West between 2016 and 2021 was slow and lagging compared to the city, represented by a marginal 1.3% increase.
- Between 2016 and 2021, the number of children and youth in Newtonbrook West declined while the number of older age groups, particularly seniors increased. There are also less children and youth and more seniors in Newtonbrook West compared to the City of Toronto as a whole. This may suggest that Newtonbrook West is an increasingly more mature neighbourhood within the City of Toronto.
- Between 2016 and 2021, the most common type of family in Newtonbrook West went from couples without children to couples with children. However, the family sizes in the Demographic Study Area, including the number of people living alone remained relatively similar. These findings suggest that families may be growing but not at a significant rate.
- There is both a higher proportion of single-detached dwellings and apartments of 5 or more storeys in Newtonbrook West over the City of Toronto as a whole. This proportion and relationship has not significantly changed between 2016 and 2021. However, rental households in Newtonbrook West have increased between 2016 and 2021 from 47% to to 50%.
- Household incomes have increased in Newtonbrook West between 2016 and 2021, but unemployment rate has increased. These may be the result of COVID-19 pandemic-related measures such as lockdowns and the Canadian Emergency Response Benefit.
- Both Newtonbrook West and the City of Toronto as a whole's residents are popularly employed in sales and service occupations and business, finance and administration occupations.

3 Nearby Development Activity

As of March 2023, there were 33 active, recently approved or under construction development applications within and near the CS&F Study Area that will result in some demand for community services and facilities. The details of each of these applications is provided in **Table B9**.

Table B9 - Nearby Developments

Address	Development Status	Unit Count	Type	Tenure	GFA (m^2)	Height (ST)	Unit Mix		PPU	Pop	Estimated Population
765 Steeles Ave W	Approved	277	Residential, Institutional	Rental	39,691	27	1B 2B 3B	153 91 33	1.4 2.1 3.1	214 191 102	508
755 Steeles Ave W	Approved	152	Residential, Retail	Condo	12,433	10	1B 2B 3B	89 55 8	1.4 2.1 3.1	125 116 25	265
150-160 Cactus Ave	Under Review	483	Residential, Institutional	Condo/Rental	34,706	12, 15, 4, 4	1B 2B 3B	255 158 70	1.4 2.1 3.1	357 332 217	906
6464 Yonge St (Centrepoint Mall)	Under Review (OPA)	8,325	Mixed-Use Community	TBD	669,120	4-50 storeys (22 buildings)	TBD	8,325	2.42	20,147	20,147
6979-6991 Yonge St	Under Review	427	Residential, Retail	Condo	29,541	50	1B 2B 3B	188 196 43	1.4 2.1 3.1	263 412 133	808
18 Athabaska Ave	Under Review	544	Residential	Condo	35,641	45	1B 2B 3B	315 171 58	1.4 2.1 3.1	441 359 180	980
6200 Yonge St	Under Appeal	347	Residential, Institutional	Condo	25,092	25	1B 2B 3B	195 114 38	1.4 2.1 3.1	273 239 118	630
6167 Yonge St	Under Appeal	549	Residential, Retail	Condo	37,812	14, 14	ST 1B 2B 3B	25 317 145 62	1.4 1.4 2.1 3.1	35 263 412 133	843
6150-6160 Yonge St	Approved	577	Residential, Retail	Condo	44,829	13	1B 2B 3B	298 222 26	1.4 2.1 3.1	417 466 81	964
6080 Yonge St	Approved	259	Residential, Retail	Condo	20,247	14	ST 1B 2B 3B	16 136 82 25	1.4 1.4 2.1 3.1	22 190 172 78	463

Address	Development Status	Unit Count	Type	Tenure	GFA (m^2)	Height (ST)	Unit Mix		PPU	Pop	Estimated Population
6125 Yonge St	Under Review	391	Residential, Retail	Condo	32,584	27	ST	25	1.4	35	616
							1B	269	1.4	377	
							2B	96	2.1	202	
							3B	1	3.1	3	
16-28 Centre Ave	Under Review	453	Residential	Condo	33,476	10	1B	305	1.4	427	784
							2B	102	2.1	214	
							3B	46	3.1	143	
33-43 Centre Ave	Under Appeal	86	Residential	Condo	8,768	3	TH	86	3.1	267	267
5995 Yonge St	Approved	443	Residential, Retail	Condo	35,242	40	ST	10	1.4	14	793
							1B	232	1.4	325	
							2B	169	2.1	355	
							3B	32	3.1	99	
5959 Yonge St	Under Appeal	1,542	Residential, Retail	Condo	106,573	25, 29, 31, 43	1B	911	1.4	1,275	2,601
							2B	631	2.1	1,325	
5799-5915 Yonge St (Newtonbrook Phase 1)	Under Construction	808	Residential, Retail	Condo	73,346	32, 34	ST	6	1.4	8	1,567
							1B	278	1.4	389	
							2B	455	2.1	956	
							3B	69	3.1	214	
5700-5915 Yonge St (Newtonbrook Phase 2)	Under Construction	856	Residential, Retail	Condo	66,987	34, 34	ST	19	1.4	27	1,626
							1B	339	1.4	475	
							2B	419	2.1	880	
							3B	79	3.1	245	
5700-5719 Yonge St (Newtonbrook Phase 3)	Under Review	496	Residential, Retail	Condo	38,997	38	ST	13	1.4	18	872
							1B	274	1.4	384	
							2B	178	2.1	374	
							3B	31	3.1	96	
5840-5870 Yonge St	Under Construction	408	Residential Retail	Condo	33,287	32	ST	4	1.4	6	785
							1B	154	1.4	216	
							2B	208	2.1	437	
							3B	41	3.1	127	
5800 Yonge St	Approved	750	Residential, Institutional, Office, Retail	Condo	117,827	37, 34	ST	50	1.4	70	1,362
							1B	365	1.4	511	
							2B	258	2.1	542	
							3B	77	3.1	239	
175 Cummer Ave	Under Appeal	59	Residential	Rental	3,040	3	ST	59	1.4	83	83

Address	Development Status	Unit Count	Type	Tenure	GFA (m^2)	Height (ST)	Unit Mix		PPU	Pop	Estimated Population
40 Hendon Ave	Approved	71	Residential	Condo	5,291	6	ST 1B 2B 3B	1 41 24 5	1.4 1.4 2.1 3.1	1 57 50 16	125
45 Hendon Ave	Under Review	19	Residential	Condo	1,393	3	ST 1B 2B	2 11 6	1.4 1.4 2.1	3 15 13	31
286 Finch Ave W	Under Construction	25	Residential	Rental	2,171	3	1B 2B	24 1	1.4 2.1	34 2	36
240 Finch Ave W	Under Review	30	Residential	Condo	2,594	4	1B 2B	22 8	1.4 2.1	31 17	48
228 Finch Ave W	Approved	36	Residential	Condo	3,600	4	1B 2B 3B	5 30 1	1.4 2.1 3.1	7 63 3	73
172 Finch Ave W	Under Appeal	495	Residential, Retail	Condo	49,331	11	1B 2B 3B	279 162 54	1.4 2.1 3.1	391 340 167	898
11 Altamont Rd	Under Construction	82	Residential	Condo	9,023	3	TH	82	3.1	254	254
104 Finch Ave E	Approved	75	Residential Retail	Condo	7,473	4	ST 1B 2B	7 51 17	1.4 1.4 2.1	10 71 36	117
3358 Bayview Ave	Approved	17	Residential	Condo	3,967	4	TH	17	3.1	53	53
298 Newton Dr	Under Review	6	Residential	Freehold	1,032	3	TH	6	3.1	19	19
21 Clearcrest Ave	Approved	7	Residential	Freehold	1255.07	3	TH	7	3.1	22	22
6035 Bathurst St	Under Review	206	Residential	Condo	13,523	13	ST 1B 2B 3B	9 142 33 22	1.4 1.4 2.1 3.1	13 199 69 68	349
SUBTOTAL	-	**19,301**	-	-	-	-		-		-	**39,890**
5 & 15 Tangreen Court (Subject Site)	-	3,539	Residential	Condo/Rental		18-55	1B 2B 3B	2471 687 381	1.4 2.1 3.1	3,459 1,443 1,181	6,083
GRAND TOTAL	-	**22,840**	-	-	-	-		-		-	**45,973**

The population projections were determined using the household size rates designated by the City of Toronto Design Criteria for Sewers and Watermains:

Studio/1Bedrooms: 1.4 persons per unit

2 Bedrooms: 2.1 persons per unit

3+ Bedrooms/Townhomes: 3.1 persons per unit

In the event where a unit count was not available, the census-recorded average household size for the City of Toronto (2.4) was used. These rates were multiplied by the unit count to project the number of residents each development would yield. A sum of all estimates in the study area provides a general understanding of what could happen by the time all developments are realized. Based on this method 6,083 persons are anticipated as part of this proposed development. As of now, it is estimated that if all 34 listed developments were completed, including the proposed development, the CSF study area would generate a total of 45,973 residents. It should be noted that a significant 20,147 of this total of residents are expected to be generated by the Centrepoint Mall redevelopment which is still in its Official Plan Amendment phase.

With the nearby Centrepoint Mall redevelopment in mind, it should be noted that the population increases from all the developments listed in **Table B9** would occur over time as these developments are at different points in the review process and will be constructed with different timelines in response to the market demands and other factors, most notably, the development approvals process. It should be emphasized that the inclusion of applications listed as "Under review" is not an indication of the suitability of these listed proposals or a prediction of an approval in its current form. This information is included in this report to provide an order of magnitude sense of possible demand for facilities over time.

3.1 Proposed Development

In addition to the varying timelines of the listed developments, it should be noted that the proposed development on the subject site will be phased, which means that the population increase will be gradual.

As part of the redevelopment, a public park is proposed in the southwest corner of the subject site. This park will be conveyed to the city and is expected to serve new and existing residents in the vicinity. Details about this parkland dedication are to be discussed through ongoing conversations with City staff.

4 Community Services & Facilities

The following is an inventory of the community facilities and service agencies within or directly adjacent to the Study Area that are available to current and future residents of the subject site and surrounding area. Descriptions of the type of services and programs offered at different organizations or facilities are provided. Additional seasonal programs or services beyond that which have been listen may be offered but were not published at the time this report was prepared.

4.1 Schools

There are a total of 12 schools within or near the CS&F Boundary, including 5 public elementary schools, 4 public secondary schools, 1 catholic elementary school, and two catholic secondary schools. These are highlighted in the attached inventory map. **Table B10** outlines the capacities, enrolments, and utilization rates for schools within the subject site's catchment area for both the Toronto District School Board (TDSB and Toronto Catholic District School Board (TCDSB). Contact with the school boards was made in February 2023 to obtain this information and projected pupil yields.

Table B10 - TDSB and TCDSB Capacity and Enrolment

School	Capacity	Full-time Enrolment	Utilization Rate
Public Elementary Schools			
RJ Lang Elementary & Middle School, 227 Drewry Avenue	519	429	83.0%
Public Secondary Schools			
Newtonbrook Secondary School, 155 Hilda Avenue	1,293	799	62.0%
Catholic Elementary Schools			
St. Paschal Baylon, 15 St Paschal Court	740	712	96.2%
Catholic Secondary Schools			
James Cardinal McGuigan (Mixed Gender), 1440 Finch Avenue West	987	963	97.6%
Marshall McLuhan (Mixed Gender), 1107 Avenue Road	969	1,043	107.6%
St. Joseph's Morrow Park (Female Gender), 3379 Bayview Avenue	543	457	84.2%
Brebeuf College (Male Gender), 211 Steeles Avenue East	1,008	882	87.5%

RJ Lang Elementary & Middle School is the only public elementary school that serves the subject site, which according to enrolment data from the TDSB, is operating at a capacity of 83 percent.

Similarly, the only secondary school serving the subject site is Newtonbrook Secondary School, which is located adjacent to the subject site and is reportedly undersubscribed with a utilization rate of 62 percent.

St. Paschal Baylon is the only Catholic elementary school serving the subject site, which is operating near capacity with a utilization rate of 96.2 percent according to enrolment data from the TCDSB.

Of the four Catholic secondary schools that serve the subject site, two of which are mixed gender schools, Marshall McLuhan (Mixed Gender) is the only school operating above capacity, with a reported utilization rate of 107.6 percent. The remaining Catholic secondary schools, James Cardinal McGuigan, St. Joseph's Morrow Park, and Brebeuf College are operating below capacity with respective utilization rates of 97.6 percent, 84.2 percent, and 87.5 percent.

4.1.1. Pupil Yield

In addition to the school data, staff from the school boards provided the yield factor/pupil yield figures for the proposed development based on a total of 3,539 residential units, of which 3,111 are new. Both school boards mentioned that they do not consider the rental replacement and retained residential units in their calculations. It should be noted that the actual pupil yields may vary from the projected numbers due to a variety of factors, such as affordability, tenancy, unit size and availability/proximity to commercial and community amenities. All these factors determine families' choices to move into a dwelling unit. Monitoring of these numbers will be important as specific details of the proposed development are finalized and as other developments in the area are approved/built.

Pupil yield of the proposed development – TDSB
Elementary: 249 students (figure supplied by TDSB)
Secondary: 93 students (figure supplied by TDSB)

Despite reported vacancies at RJ Lang Elementary & Middle School, there is insufficient capacity at this school to accommodate the anticipated 249 elementary school students generated by the proposed redevelopment that this application contemplates. On the other hand, Newtonbrook Secondary School is underutilized and will likely be able to accommodate the projected 93 secondary school students generated by the proposed redevelopment.

Pupil yield of the proposed development – TCDSB
Elementary: 47 students (figure supplied by TCDSB)
Secondary: 41 students (figure supplied by TCDSB)

The anticipated pupil yield indicates that there is not sufficient capacity to accommodate the predicted 47 Catholic elementary students at the Catholic elementary school serving the subject site, St. Paschal Baylon, which is operating near capacity with a utilization rate of 96.2 percent. Despite this, the anticipated 41 Catholic secondary students could likely be accommodated at the remaining TCDSB secondary schools. Furthermore, as is the case for the TDSB, the slow arrival of any additional pupil demand will allow the TCDSB to understand and manage it.

4.1.2 Long-Term Program and Accommodation Strategy 2020-2029 (LTPAS)

The TDSB's "Long-Term Program and Accommodation Strategy 2020-2029" provides that Toronto's vertical growth offers an opportunity for the TDSB to explore new options for building new schools, including specific development areas where there is anticipated residential intensification, population growth and accommodation pressures.

The TDSB reviews and updates this strategy document each year to consider emergent trends and issues, which includes the annual recalculation and update of the long-term enrolment projections.

This Strategy should ensure that there is sufficient capacity to accommodate new students once this development is occupied in accordance with the above identified pupil yield for TDSB and TCDSB schools.

As per a response received by Toronto Lands Corporation (TDSB), it should be noted that the TDSB has identified a study in 2023-2024 to explore a review of the junior and middle school boundaries of Pleasant Public School, RJ Lang Elementary and Middle School and Fisherville Sr. PS. Furthermore, the TDSB has identified a study in 2026-2027 to explore a boundary change to address the split attendance areas of Fisherville Sr. Public School and RJ Lang Elementary and Middle School. As a result, elementary school students generated by the proposed development may be accommodated at other schools.

4.2 Recreation

There are 5 community centres within and adjacent to the Study Area, operated by the City of Toronto's Parks and Recreation Division. **Table B11** below provides a detailed inventory of facilities and services offered.

Table B11 - Community Recreation Centres

Location	Facilities	Services/Programs
Goulding Park Community Centre (45 Goulding Avenue)	• Dance Studio • Dressing Room • Gallery • Gymnasium • Kitchen • Multipurpose Room • Outdoor Pool • Preschool • Indoor Rink	• Arts and crafts programming • Private guitar lessons • Cardio classes • Science education • Skating programs • Athletic programs for children, youth, and adults
Antibes Community Centre (140 Antibes Drive)	• Ball Hockey Pad • Dance Studio • Fitness/Weight Room • Gymnasium • Indoor Pool • Kitchen • Lounge • Multipurpose Room • Outdoor Basketball Court • Outdoor Table Tennis • Outdoor Tennis Court • Parking Lot • Playground • Preschool	• Drop-in fitness programs • Lane swim • Leisure swim • Arts and crafts programming • Dance classes • Music classes • Fitness and sports programs • Swimming classes
Edithvale Community Centre (131 Finch Avenue W.)	• Craft Room • Dance Studio • Fitness/Weight Room • Gymnasium • Indoor Track • Kitchen • Lounge • Multipurpose Room • Preschool	• Drop-in fitness and sports programs • Arts and crafts programming • Day camps for children • Athletic and fitness programs for children, youth, and adults
Herbert H. Carnegie Centennial Centre (580 Finch Avenue W.)	• Dressing Room • Indoor Dry Pad/ Ice Rink • Indoor Track • Kitchen • Lounge • Multipurpose Room	This community centre is currently undergoing improvements, as such there is no information regarding programs offered at this centre on the City's website. The majority of improvements to the community centre and arena are complete, with reopening to be anticipated sometime in 2023.
Mitchell Field Community Centre (89 Church Avenue)	• Craft Room • Fitness/Weight Room • Gymnasium • Indoor Dry Pad • Indoor Track • Kitchen • Multipurpose Room • Outdoor Pool	• Skating programs for children, youth and adults

4.3 Libraries

There are no public libraries within the Study Area. The nearest branch to the subject site, the Centennial Branch, is located approximately 600 metres from the intersection of Finch Avenue West and Bathurst Street, the southwestern boundary of the Study Area. Additionally, the North York Centre Library serves many residents in North York which could include residents of the subject site.

4.3.1 Centennial Branch

The Centennial branch is a neighbourhood library located at 578 Finch Avenue West and is open 9 AM until 8:30 PM Monday through Friday, 9 AM until 5 PM on Saturday, and is closed Sunday. This branch features 7 computer workstations equipped with Microsoft Office programs and internet access, seating for 59 visitors, and equipment for persons with disabilities. The Centennial branch has an auditorium that seats 85 persons in lecture style and classroom style formats. Additional features include a kitchen, a youth hub, and free parking. Collections at this branch include:

- Adult Literacy Materials
- Audiobooks on CD
- Large print collection
- Medium collection in Russian
- Small collection in French, Hebrew, Korean, Spanish, Tagalog

4.3.2 North York Central Library

The North York Central Library is a 5-storey research & reference library located at 5120 Yonge Street, Toronto, ON, M2N 5N9. It underwent renovations in 2018, resulting in a number of improvements. The library's hours of operation are Monday to Friday from 9:00 am to 8:30 pm, Saturday from 9:00 am to 5:00 pm, and Sunday from 1:30 pm to 5:00 pm. This library provides various features, such as automated check-in, express checkout, public phones, and seating for up to 758 people. It also has individual study rooms, four enclosed quiet study rooms that can be booked in advance, and a language lab with a CD player, CD-ROM station, and gaming room. The library provides specialized equipment for persons with disabilities, such as computers with screen magnification software, a large print keyboard, and wheelchair accessible furniture.

The library also features dedicated spaces, such as the KidsStop Early Literacy Centre, Teen Zone, Entrepreneurs' Suite, and Youth Hub. Additionally, it has a Digital Innovation Hub, a learning centre with Adobe Creative Suite, and a collection of books, including audiobooks, large print books, and materials in different languages such as Chinese, French, Korean, and Russian. Visitors can also enjoy art exhibits, purchase used books from the Book Ends used bookstore, and utilize the 24-hour Book Drop.

4.3.3 Toronto Public Library Facilities Master Plan

The Toronto Public Library Facilities Master Plan ("FMP") was completed in 2019 with consideration of current planning work being undertaken across the City and related future growth. The Plan sets out Toronto Public Library's ("TPL") capital investment priorities to 2028, as well as longer term requirements to account for planning. Its Facility Condition Index (FCI) describes the current conditions of TPL branches across the City, ranging from critical, poor, fair, and good. The Centennial branch was classified as being in 'Fair' condition with an FCI of 9%. The North York Central Library was classified as being in 'Good' condition, the highest designation, with an estimated FCI of 1%.

In order to ensure that equitable and inclusive services are provided to communities of need, Neighbourhood Equity Index scores were collected and used to evaluate community need within the Prioritization Framework. The primary criteria that form the pillars for decision making can be separated into three primary categories: Operational (measures the frequency in which a branch is used and the effectiveness of the physical space that currently serves its users), Investment (considers the financial costs required to meet SOGR, AODA and 21st century library standards), and Market alignment (assesses the congruency between a branch and its external environment, including current and future population, existing footprint, demographics, socio-economic characteristics and location).

A unique score for each of the district and neighbourhood libraries was produced using these criteria, with higher scores indicating a priority for capital investment. The Centennial library was given a score of 6.56, making it one of the higher-ranked libraries in terms of priority for future investment among all neighbourhood branches in Toronto. As for the North York Central Library, it was not assigned a Neighbourhood Equity Index because of its classification as a Research and Reference Library.

According to the Toronto Public Libraries Facilities Master Plan (2019), the Centennial Neighbourhood Branch has been board-approved and funded for reconstruction. Recent public discussions suggest that the renovation projection would include a modern expansion from 6,866 to 15,000 square feet and add a ground floor programming room, quiet study rooms, café seating, better lighting, and larger tables for social distancing. Construction is anticipated to begin sometime in 2023.

4.4 Childcare Services

Table B12 lists the childcare facilities within and directly adjacent to the Study Area. Data pertaining to each childcare centre was sourced from the City of Toronto's Child Care & Before-After School Program Locator. As this study was conducted during the COVID-19 pandemic, the capacity and vacancies may not be representative of "normal circumstances". As such, childcare centres were not directly contacted, rather the data was consolidated from the City's Child Care Locator to understand overall vacancies and general trends.

There are a total of 11 childcare facilities within the Study Area, 9 of which provide subsidized spaces if eligible and available.

In total, the Study Area contains 696 childcare spaces. The distribution of the spaces are as follows:

- 20 infant spaces (3 percent);
- 120 toddler spaces (17 percent);
- 285 pre-school spaces (41 percent);
- 91 spaces for children in full-time kindergarten (13 percent);
- 180 spaces for school age children (26 percent).

As a result of the COVID-19 pandemic, the availability of childcare spaces available in the Study Area is unknown. In cases where vacancies were identified but the number of spaces unknown, a 'Yes' has been noted to indicate possible vacancies.

It is estimated that the proposed 3,539 residential units will generate a demand for 200 childcare spaces. This is based on a residential population increase of 6,083 people as outlined in **Table B10**, and of which 11 percent (669) would be "Children" as suggested from prior demographic analysis ("Children" are aged 0-14). The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA, which was reported at 59.9 percent (0.599) during the most recent census (669 multiplied by 0.599, which is 400.7). A further multiplier of 50 percent is used to approximate the number of children needing care at a child centre. This is the level of service standard set out by the City's Children Services Division and is consistently applied to development applications.

The above analysis is based on City of Toronto data alone. No direct calls to childcare centres were conducted due to the ongoing COVID-19 pandemic. Further, the number of available childcare spaces, and/or the capacities of the centres that have been reported in this CS&F Study may change by the time the development has been approved and constructed. In addition, there may be supplementary homebased childcare services offered in the areas that would not be captured by this analysis.

As indicated in the analysis of school capacity day care demand figures will need to be adjusted over the protracted period of time that is anticipated for the subject site. Many projects are at different stages of the development process. Additional day care demand will arrive slowly which will allow for sufficient time day care providers, including the City of Toronto, to make and implement programming adjustments including, but not limited to, the addition of new and/or temporary facilities.

Table B12 - Childcare Facilities

Child Care Facility	Enrolment/Reported Vacant							
	Fee Subsidy Available	Status	Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Kinder-garten	School Age (6 to 12 Years)	Total
Pleasant Child Care of North York, 288 Pleasant Avenue	Yes	Capacity		10	24			34
		Vacancy		Unknown	Yes			-
St. Paschal Baylon (School-operated Program), 15 St. Paschal Court	Yes	Capacity			16	13	30	59
		Vacancy			Yes	Yes	Unknown	-
Tiki's Day Care Centre, 20 Tangreen Court	No	Capacity		15	48			63
		Vacancy		Unknown	Unknown			-
Lillian Public School (School-operated Program), 1059 Lillian Street	Yes	Capacity					30	30
		Vacancy					Unknown	-
The Munchkin Manor Daycare & Early Learning Centre, 1087 Lillian Street	Yes	Capacity	10	25	39			74
		Vacancy	Unknown	Unknown	Unknown			-
Kids & Company - Finch Site, 5650 Yonge Street	No	Capacity	10	25	30			65
		Vacancy	Unknown	Unknown	Unknown			-
Play and Grow Child Care Centre, 227 Drewry Avenue	Yes	Capacity				26	45	71
		Vacancy				No	Yes	-
Enriched Child Care Learning Centre, 6030 Bathurst Street	Yes	Capacity		10	24			34
		Vacancy		Yes	No			-
Jewish Russian Community Centre Preschool & Day Care, 5950 Bathurst Street	Yes	Capacity		15	48			63
		Vacancy		No	Yes			-
Northminster Early Learning & Child Care, 255 Finch Avenue W	Yes	Capacity		10	32		15	57
		Vacancy		Unknown	Unknown		Unknown	-
Finch Flyers Child Care Program, 277 Finch Avenue E	Yes	Capacity		10	24	52	60	146
		Vacancy		Yes	Yes	Yes	Yes	-
	Total Capacity		**20**	**120**	**285**	**91**	**180**	**696**

**Capacity and enrolment data was unavailable for this childcare 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.*

4.5 Human Services

Within the Study Area there are multiple human services available to residents. Among these services include food assistance, housing and homelessness services, newcomer and settlement services, employment services, and mental health and additions support. There are approximately 7 human service providers operating within the Study Area. **Table B13** outlines the type of services and location of each of these human service organizations.

Table B13 - Human Services in the Study Area (211 Central)

Organization	Service Category
Salvation Army, Community and Family Services (Food Bank North York Temple), 25 Centre Avenue	Non-profit organization providing emergency material assistance including food, clothing, and household effects.
Cummer Avenue United Church and Taiwanese United Church (Wednesday Drop-In), 15 Olive Avenue	Non-profit organization providing breakfast and lunch, access to clothing bank, assistance obtaining identification, housing assistance, and legal help to North York residents to individuals experiencing homelessness.
Toronto District School Board (Enhanced Language Training Program, Centrepoint LINC Site), 6464 Yonge Street	Organization providing employment settlement services to newcomers, offering a free 14-week program that includes eight weeks of in-class business English training followed by a six-week work placement to gain Canadian experience. Offers industry-specific instruction, networking, and work placement opportunities in any of these sectors: Accounting; Office Administration and Customer Relations; Engineering; Financial Services; Health and Wellness; Information Technology; and Sales and Marketing.
University Settlement (North York Office), 6075 Yonge Street, 4th Floor	Multiservice agency providing settlement, children's, seniors, social and recreational services.
Bernard Betel Centre, 1003 Steeles Avenue W	Non-profit community centre with offerings for adults 55 years of age and older with services and programs, including mental health resources.
Canadian Ukrainian Immigrant Aid Society (North York Office), 540 Finch Avenue W (Unit 131)	Organization providing settlement services to newcomers from Ukraine, among other services such as translation services, referrals to government and communnity services, income tax clinic, form filling, and restoration of lost or stolen documents.
Unison Health and Community Services Bathurst-Finch Community Hub, 540 Finch Avenue W (2nd floor)	Community service provider offering a range of programs and services including a community kitchen program, harm reduction drop-in, pre-natal nutrition program, housing help, fitness programming, and legal assistance.

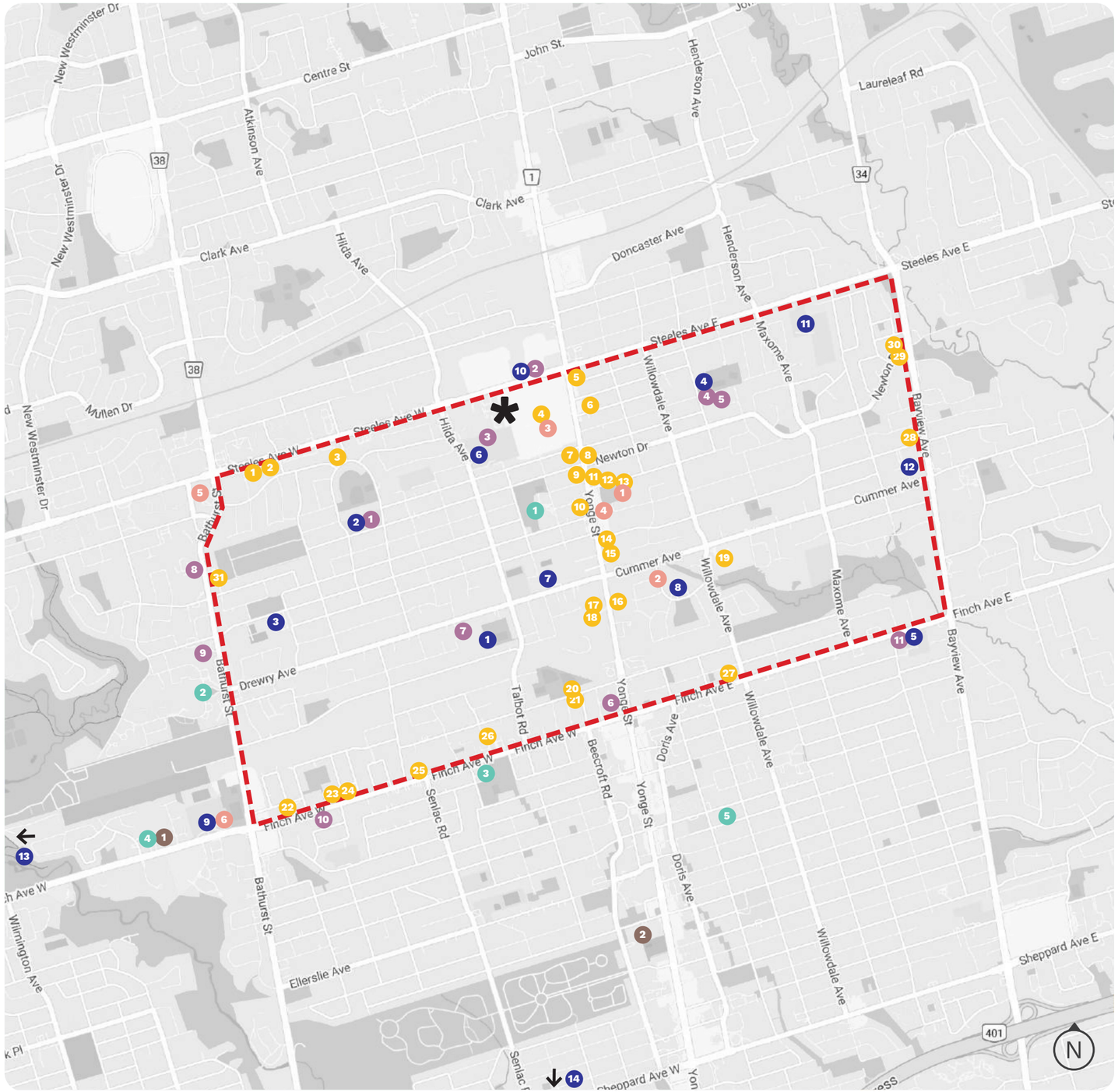

Figure B3 - Community Services & Facilities Map

Community Services and Facilities Map

Study Area

Subject Site

Schools

1. RJ Lang Elementary and Middle School
2. Pleasant Public School
3. Fisherville Senior Public School
4. Lillian Public School
5. Finch Public School
6. Newtonbrook Secondary School
7. Drewry Secondary School
8. Avondale Secondary Alternative School
9. Northview Heights Secondary School
10. St Paschal Baylon Separate School
11. Brebeuf College School
12. St. Joseph's Morrow Park CSS
13. James Cardinal McGuigan CHS
14. Marshall McLuhan CSS

Child Care Services

1. Pleasant Child Care of North York
2. St. Paschal Baylon (School-operated Program)
3. Tiki's Day Care Centre
4. Lillian Public School (School-operated Program)
5. The Munchkin Manor Daycare & Early Learning Centre
6. Kids & Company - Finch Site
7. Play and Grow Child Care Centre
8. Enriched Child Care Learning Centre
9. Jewish Russian Community Centre Preschool & Day Care
10. Northminster Early Learning & Child Care
11. Finch Flyers Child Care Program

Recreation

1. Goulding Park Community Centre
2. Antibes Community Centre
3. Edithvale Community Centre
4. Herbert H. Carnegie Centennial Centre
5. Mitchell Field Community Centre

Libraries

1. Centennial Branch
2. North York Central Library

Human Services

1. Salvation Army, Community and Family Services (Food Bank North York Temple)
2. Cummer Avenue United Church and Taiwanese United Church (Wednesday Drop-In)
3. Toronto District School Board (Enhanced Language Training Program, Centrepoint LINC Site)
4. University Settlement (North York Office)
5. Bernard Betel Centre
6. Canadian Ukrainian Immigrant Aid Society (North York Office) Unison Health and Community Services Bathurst-Finch Community Hub

Surrounding Developments

1. 765 Steeles Ave W
2. 755 Steeles Avenue W
3. 150-160 Cactus Avenue
4. 6464 Yonge Street (Centrepoint Mall)
5. 6979-6991 Yonge Street
6. 18 Athabaska Avenue
7. 6200 Yonge Street
8. 6167 Yonge Street
9. 6150-6160 Yonge Street
10. 6080 Yonge Street
11. 6125 Yonge Street
12. 16-28 Centre Avenue
13. 33-43 Centre Avenue
14. 5995 Yonge Street
15. 5959 Yonge Street
16. 5799-5915 Yonge Street (Newtonbrook Phase 1, 2, 3)
17. 5840-5870 Yonge Street
18. 5800 Yonge Street
19. 175 Cummer Avenue
20. 40 Hendon Avenue
21. 45 Hendon Avenue
22. 286 Finch Avenue W
23. 240 Finch Avenue W
24. 228 Finch Avenue W
25. 172 Finch Avenue W
26. 11 Altamont Road
27. 104 Finch Avenue E
28. 3358 Bayview Avenue
29. 298 Newton Drive
30. 21 Clearcrest Avenue
31. 6035 Bathurst Street

5 Conclusion

This Community Services and Facilities Study has identified the neighbourhood demographics and captures key publicly funded services and facilities available to future residents of the subject site, on both a broad and local scale.

This report has identified the nature of possible demand for community services and facilities and the fact that this demand will be better understood as individual rezoning and site plan applications are processed. Through the development review process of these implementing development applications, it is anticipated that the applicants will receive comments and feedback from City departments and other commenting agencies with respect to any capacity or accommodation concerns for CS&F resources resulting from the individual development proposals and how those concerns will be addressed to ensure that the timing and sequencing of development can be adequately served by the broad array of community services and facilities.

For the subject site in particular, the phasing of development, as well as different project timelines anticipated by the developments in the area will provide the opportunity for addressing community services and facilities demands in an appropriate manner.

In conclusion, the CSF Study Area is currently equipped with a sufficient number of community services and facilities, including community recreation centres, human services, childcare centres, and schools. Although there are no libraries in the study area, approved improvements to the nearby Centennial branch, as well as the size and accessibility of the North York Central Library will likely benefit residents generated from the anticipated developments.

It is important to note that as the population in the area continues to grow, there may be increased pressure on these community services and facilities. The projected population growth in the area highlights the importance of monitoring and assessing the effectiveness of the current community services and facilities and potentially considering the development of additional resources to meet the increasing demand. This will ensure that the study area continues to provide a high quality of life for its residents, while supporting and promoting the community's growth and development.

The subject site's proposed redevelopment includes a plan for a public park in the southwest corner of the site. This park is intended to serve both current and future residents of the surrounding area.

Further consultation with staff is recommended to determine appropriate actions, if any, to address potential gaps in the existing community services and facilities in the surrounding area through the application process.

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