

OCTOBER  
2019

 BOUSFIELDS INC.

 **PLANNING &  
URBAN DESIGN  
RATIONALE**

**20-26 MAITLAND STREET**  
CITY OF TORONTO

PREPARED FOR:  
MAITLAND RESIDENCES CORP.





Job Number - 19228

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TOC



# [1.01]

## INTRODUCTION

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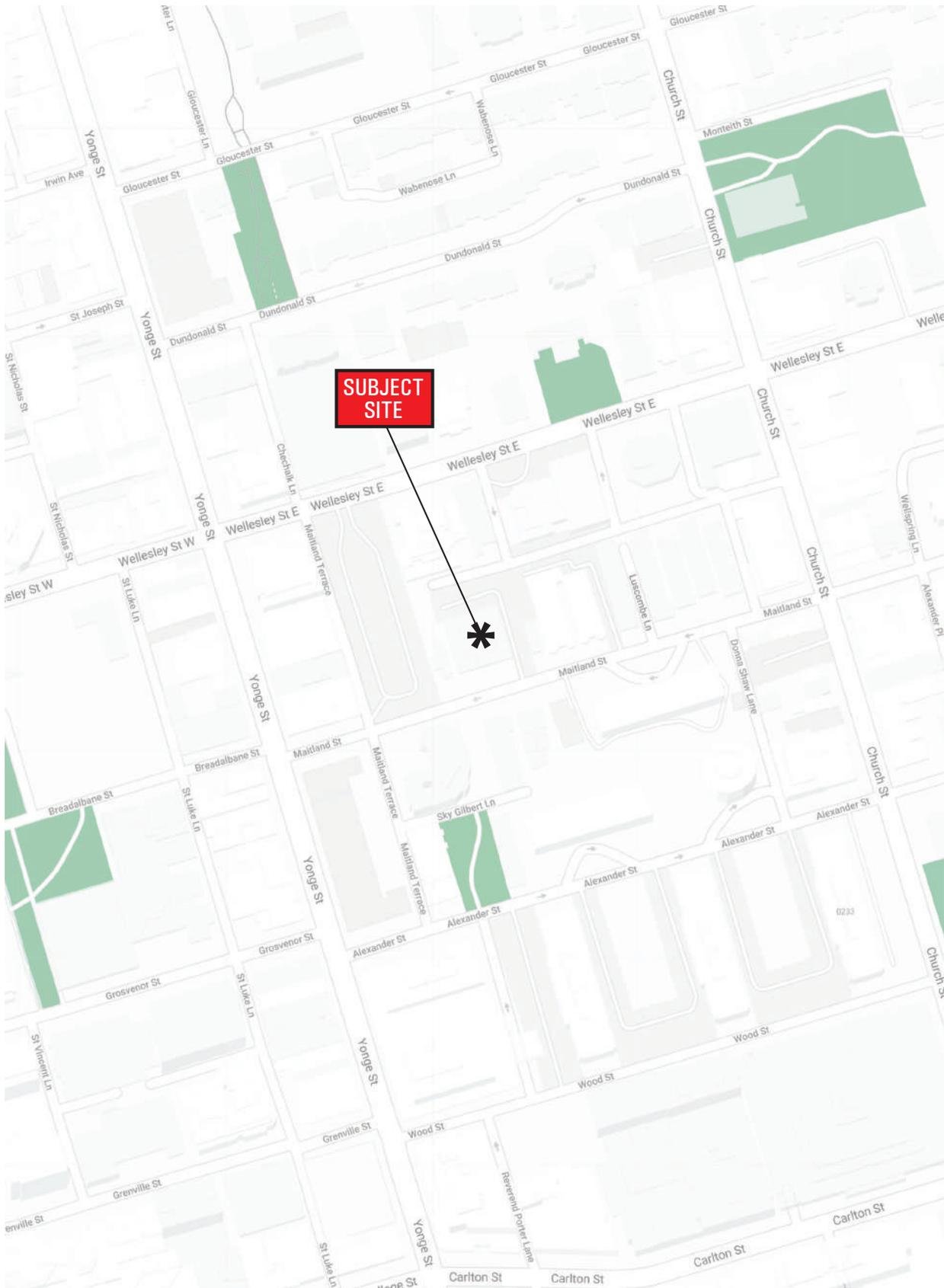


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Maitland Residences Corp. to amend the City of Toronto Official Plan, Zoning By-law 438-86 of the former City of Toronto, as amended, and City-wide Zoning By-law 569-2013, as amended, with respect to a 0.28 hectare property located on the north side of Maitland Street, known municipally as 20-26 Maitland Street (see **Figure 1**). A related Site Plan Approval application is being filed concurrently.

The applications propose a mixed-use infill development on an underutilized site that is currently developed with a 3-storey converted dwelling at 20 Maitland Street occupied by a law office and a 3-storey institutional building at 26 Maitland Street currently occupied by an office of the Catholic Children's Aid Society (CCAS), which will be relocating outside of the downtown core to 2206 Eglinton Avenue East in November 2019.

The proposal is for a redevelopment of the subject site with a 45-storey building comprised of a 3-storey mixed-use podium topped with a 42-storey residential tower, with an overall building height of 138.6 metres, and 144.9 metres including the mechanical penthouse. At the ground floor level, 275 square metres of commercial space and 5 live-work units are proposed. The total gross floor area would be 36,010 square metres, with a total of 527 dwelling units.

From a land use planning perspective, the proposal is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including public transit. In this regard, the subject site is located in the Downtown Toronto *Urban Growth Centre*, is within close walking distance of two subway stations and is designated *Mixed Use Areas* in the City of Toronto Official Plan. As well, the site is designated *Mixed Use Areas 1* in the recently-approved Downtown Secondary Plan, within which the greatest intensity of development in the *Downtown* is anticipated.

From a built form and urban design perspective, the proposal is contextually appropriate and will represent a high-quality architectural addition to the area. The proposal will fit harmoniously with the existing and planned built form context and will be compatible with the height and massing of existing and approved development in the surrounding area. It will provide an appropriate transition between the tallest heights, which are generally located along Yonge Street, and the surrounding apartment neighbourhoods to the east and south of the subject site.

The proposed podium height and massing is contextually appropriate and reinforces the existing low-rise context to the east while enhancing the public realm with active uses at grade. The proposed tower has been carefully designed to adequately limit shadow impacts on the surrounding parks and streets, and on properties designated *Neighbourhoods*. The proposal conforms with the built form and massing policies of the Official Plan and the Downtown Secondary Plan and is generally in keeping with the relevant urban design guidelines.

In our opinion, the proposed development represents good and appropriate land use planning and urban design, and reflects an important opportunity to redevelop an underutilized site with new housing and ancillary commercial uses to increase housing choices in the area and support the development of complete communities in the *Downtown*.

An aerial photograph of a city, likely New York City, with a red overlay covering the central portion. The red overlay contains the text '12.01' in large white letters and 'SITE & SURROUNDINGS' in smaller white letters below it. The background shows various buildings, streets, and green spaces.

# [12.01]

## SITE & SURROUNDINGS

## 2.1 Subject Site

The subject site is located at 20-26 Maitland Street, on the north side of Maitland Street approximately 65 metres east of Yonge Street. It is located within an approximate 200-metre walk from the Yonge-Wellesley intersection.

The subject site is generally rectangular in shape, with a frontage of 53.36 metres along Maitland Street and a depth of 51.95 metres. The rear lot line is somewhat irregular, with portions that extend approximately 0.53-0.61 metres north into the adjacent private laneway. The site area is approximately 2,781.5 square metres.

The site is currently occupied by a 3-storey converted house-form building that contains a law firm (Paul Lee and Associates, 20 Maitland Street) and a 3-storey flat roof building which is currently occupied by the Catholic Children's Aid Society (26 Maitland Street). The 26 Maitland building was purpose built for the CCAS in the early 1960s and has a gross floor area of approximately 2,648 square metres (28,500 square feet). The building at 20 Maitland Street has a gross floor area of approximately 372 square metres (4,000 square feet), and is set back approximately 5.15 metres from the property line along Maitland Street, while the 26 Maitland Street building is set back approximately 6.25 metres.

Both the 20 and 26 Maitland Street properties have rights of access over a private lane that runs west from Church Street to the subject site, which owned by the 65 Wellesley Street East property. The laneway has a width of approximately 4.2 metres and is currently unimproved (gravel and dirt) west of 34 Maitland Street.

The property at 20 Maitland Street has a small rear surface parking area, which is accessed via a driveway from Maitland Street that is located on the adjacent property at 15 Wellesley Street East. The 26 Maitland Street property has gated driveways along both the east and west sides of the building, with angled surface parking along the east lot line and two rows of angled parking along the rear of the building and the north lot line. The north lot line is fenced, with no vehicular access to the rear private lane.

There are no trees within the immediate vicinity of the subject site, with the exception of two boundary trees along the west lot line with 15 Wellesley Street East and 11 boundary trees along the rear lot line. There are three boulevard trees along the Maitland Street site frontage and some soft landscaping and shrubs within the public right-of-way in front of 26 Maitland Street.

The site is generally flat along the front lot line aside from a sunken entrance in front of the 26 Maitland building. It slopes up by about 0.6 metres from south to north along the west lot line and by about 1.0 metre along the east lot line.



20-26 Maitland Street



Rear of 26 Maitland Street



26 Maitland Street West Driveway



View towards Maitland Street from rear



20 Maitland Street (west facade)



View towards Maitland Street from rear



Rear of 20 Maitland Street



Rear of 26 Maitland Street

## 2.2 Area Context

The subject site is centrally located within Downtown Toronto. It is located just east of Yonge Street, approximately 100 metres southeast of the intersection of Yonge Street and Wellesley Street (see **Figure 2** – Aerial Photo).

Yonge Street is Toronto’s main street. From the 1790s onwards, Yonge Street was fundamental in the early planning and settlement of southwestern Ontario, forming the basis of the concession roads in Ontario and still serving as a dividing line between the west and east sides of the City of Toronto. Today, Yonge Street is a key north-south pedestrian and transit corridor, and a shopping, dining and cultural destination.

The section of Yonge Street to the west of the site, known as North Downtown Yonge, is one of the most celebrated and iconic areas in Toronto. The redevelopment of Yonge Street has, in recent years, transformed the primarily commercial mainstreet into a vibrant mixed use area,

structured around the Yonge Street subway line with higher density nodes located at key subway stations. Notable recent approvals nearby along the Yonge Street corridor in proximity to the subject site include 52- and 25-storey mixed-use towers at 501 Yonge Street, a 60-storey mixed-use building at 11 Wellesley Street West, a 48-storey residential building at 5 St. Joseph Street, and 18- and 44-storey mixed-use buildings at 599 Yonge Street.

The subject site is also located just west of the intersection of Church Street and Wellesley Street East, an important landmark for Toronto’s LGBTQ+ community. The nearby section of Church Street is home to community centres, parks, bars, restaurants and stores catering to the LGBTQ+ community. Redevelopment is also taking place on nearby sections of Wellesley Street East and Church Street, including three tall buildings on the north side of Wellesley Street extending east from Yonge Street, ranging in height from 23 to 37 storeys.

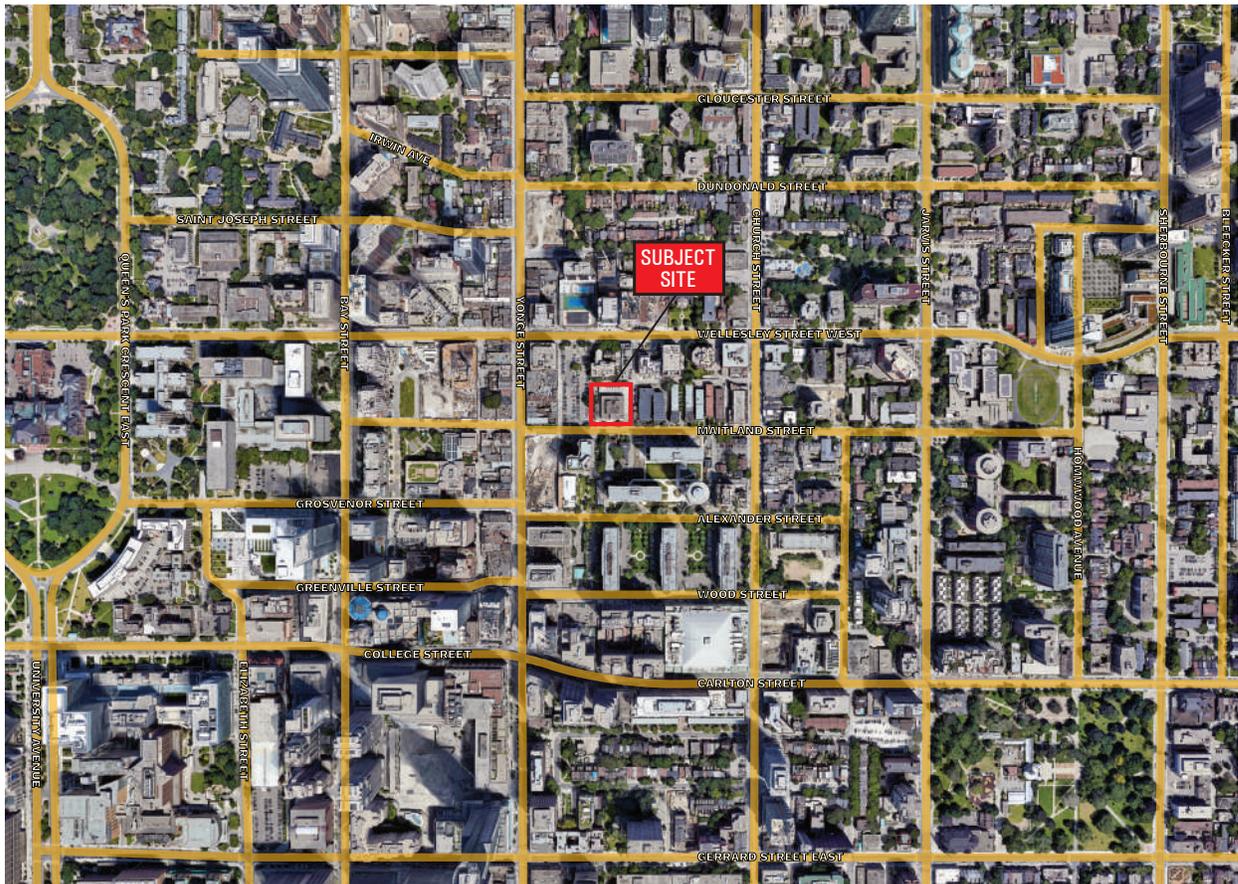


Figure 2 - Aerial Photo

The subject site is located on the north edge of an area known as the Wellesley Wood Apartment Neighbourhood in the North Downtown Yonge area (discussed in greater detail in Section 4 and 5 of this report). This area is characterized by primarily residential buildings, with a mix of low-rise, mid-rise and high-rise buildings. The high-rise buildings predominantly date from the 1950s and 1960s and were developed as "towers in the park", predominantly with slab-style floorplates and deep setbacks. The low-rise buildings generally date from the late 1800s and early 1900s. A number of them are designated or listed under the Ontario Heritage Act, and are addressed in greater detail in the Heritage Impact Assessment prepared by ERA Architects, which is being submitted as part of this application. To the east of the subject site on the north side of Maitland Street are a number of narrow and deep properties that are developed with low-rise rental apartment buildings dating from the early 1900s.



11 Wellesley Street West



501 Yonge Street

## 2.3 Immediate Surroundings

Immediately **north** of the subject site, on the north side of the private lane, is a 9-storey "L"-shaped residential/mixed-use building with a restaurant at grade (25 Wellesley Street East). The building wraps around the western and southern faces of Somerset House (27 Wellesley Street East), which was built in 1873 and is designated under Part IV of the Ontario Heritage Act. Somerset House, which currently operates as a pub, is screened from the subject site by the 9-storey building.

East of Somerset House is a 2-storey converted house-form building (29 Wellesley Street East) which currently operates as a boutique hotel. Further east is a 3-storey office building (31 Wellesley Street East), an 8-storey institutional building (Sunnybrook Holland Orthopaedic and Arthritic Hospital, 43 Wellesley Street East), a 9-storey residential building (55 Wellesley Street East) and a 5-storey office building at the southwest corner of Wellesley Street and Church Street (65 Wellesley Street East).

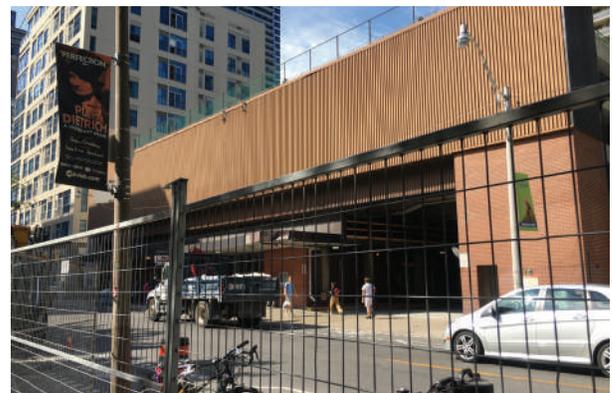
On the north side of Wellesley Street is the main entrance to Wellesley Subway Station, and three recently developed tall mixed-use buildings, a 23-storey building (22 Wellesley Street East, completed 2007), a 35-storey building (40 Wellesley Street East, completed 2018) and a 37-storey building (50 Wellesley Street East, completed 2019). To the east of 50 Wellesley is the Paul Kane House and Parkette (56-60 Wellesley Street East), which includes a heritage-designated house built in 1854 and a small formal garden.



22 Wellesley Street



25 Wellesley Street



Wellesley Subway Station



27 Wellesley Street



31 Wellesley Street



43 Wellesley Street



55 Wellesley Street



65 Wellesley Street

Immediately **east** of the subject site, on the north side of Maitland Street, is a boarded up 3-storey house-form building (34 Maitland Street). Further east are two 4-storey rental apartment buildings known as The Maitlands (36 and 42 Maitland Street), both of which are listed on the City of Toronto Heritage Register (built 1911).

To the east of The Maitlands are two blocks of recently built 3-storey townhouses with units fronting onto Maitland Street (46, 48, 50 and 52 Maitland Street) and units fronting onto Luscombe Lane (1-16 Luscombe Lane), a north-south private lane. Further east are older 3- and 4-storey walk-up apartment buildings (54, 56 and 58 Maitland Street). At the northwest corner of Maitland Street and Church Street is a 4-storey terraced building that contains retail and service commercial uses on the lower levels, with residential units above (524-536 Church Street).



34 Maitland Street



36 and 42 Maitland Street



46, 48, 50 and 52 Maitland Street



54, 56 and 58 Maitland Street



36 and 42 Maitland Street

Immediately **south** of the subject site, between Maitland Street and Alexander Street, is a 17-storey "L"-shaped residential building (25 Maitland Street, built 1987), a 3-storey apartment building (33 Maitland Street) and a 2-storey converted house-form building currently containing office uses (37 Maitland Street) that was built in 1853 is listed on the City of Toronto Heritage Register.

Further east, on the south side of Maitland Street, is the northern tower of the Village Green apartment complex, a 19-storey slab-style apartment building oriented east-west along Maitland Street, built in 1965 (55 Maitland Street). The southerly portion of the block is occupied by two additional apartment buildings forming part of the Village Green complex: a second 19-storey slab-style apartment building and a 28-storey circular-shaped apartment building (40 and 50 Alexander Street, respectively).

To the southwest, fronting onto Yonge Street, is a two-tower mixed-use complex that spans the block from Maitland Street to Alexander Street and is currently under construction, consisting of a southerly 52-storey residential tower and a northerly 25-storey tower (Tea House, 501 Yonge Street). South of the 25 Maitland building is a single-storey building used as a theatre (Buddies in Bad Times, 12 Alexander Street) and the Alexander Street Parkette.



55 Maitland Street



25 Maitland Street + 501 Yonge Street



37 Maitland Street



Alexander Street Parkette

To the **west** of the subject site is a Toronto Parking Authority surface parking lot with 135 parking spaces located above the Yonge subway line (15 Wellesley Street East), which extends the full depth of the block between Wellesley Street East and Maitland Street. The easterly portion of the parking lot also serves as an informal pedestrian walkway connecting Wellesley Street to Maitland Street.

Further west is a public lane (Maitland Terrace) that connects Wellesley Street to Alexander Street. West of the lane, fronting onto Yonge Street between Wellesley Street East and Maitland Street, is a strip of buildings that forms part of the Yonge Street commercial corridor. This segment of Yonge Street includes the following buildings:

- 555 Yonge Street – a 9-storey condominium building in a converted office building with a bank at grade
- 543-549 Yonge Street – a 4-storey office building with commercial uses at grade
- 527-535 Yonge Street – a 3-storey block of mixed-use mainstreet buildings with commercial uses at grade and commercial and residential uses above.



Toronto Parking Authority lot (15 Wellesley Street East)



555 Yonge Street



543 Yonge Street

## 2.4 Transportation Context

The subject site fronts on Maitland Street, which is identified as a Local Road in the Toronto Road Classification Map, with a right-of-way width of 20 metres. Maitland Street is a one-way westbound street extending from Jarvis Street to Yonge Street, and includes on-street parking on the south side of the street. East of Church Street, Maitland Street is a two-way street. East of Jarvis, the street continues as Maitland Place, and terminates one block east at Homewood Avenue. West of Yonge Street, the street continues as

Breadalbane Street, which is slightly offset from Maitland Street, and terminates one block west at Bay Street.

The subject site has excellent access to transit services, and is located within approximately 75 metre radius distance and 285 metres walking distance from the entrance to the Wellesley subway station on the TTC Line 1 subway (Yonge-University-Spadina) (see **Figure 3**). The subject site is also located within approximately 330 metres radius distance and 435 metres walking distance from the northern entrance to the College subway station, and approximately 585 metres radius distance and 790 metres walking distance south of the southern entrance on Hayden Street to the Bloor-Yonge subway interchange station, which provides access to both Line 1 and Line 2 (the Bloor-Danforth subway line). Finally, the subject site is also approximately 725 metres radius distance from the Queen’s Park subway station on the University Line portion of Line 1.

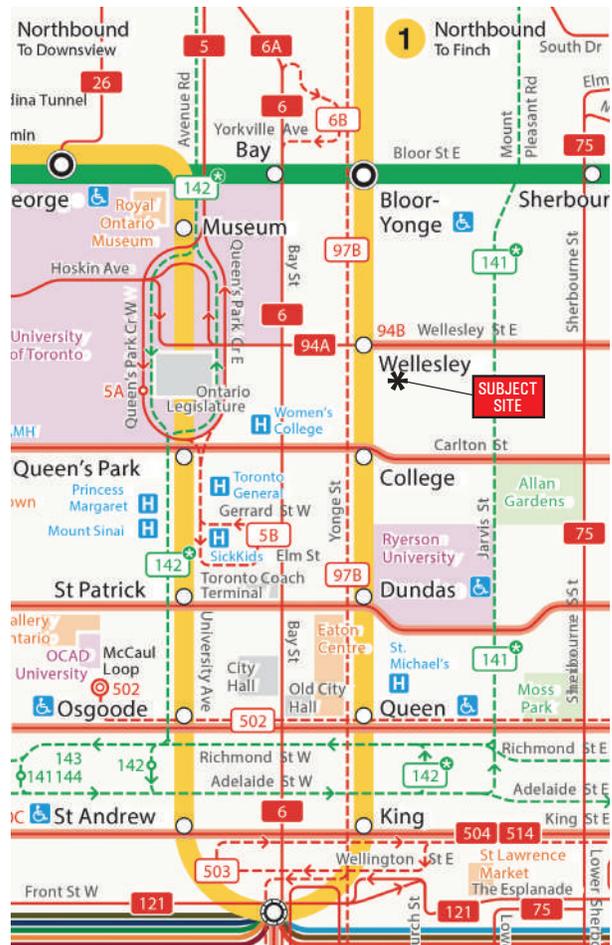


Figure 3 - TTC Map

Route 94 (Wellesley) provides bus service close to the subject site, on Wellesley Street, operating all day, every day of the week, with frequent service (i.e. ten-minute service or better) between the Castle Frank and Ossington subway stations on the Bloor-Danforth subway line. This bus route also connects to the Yonge-University-Spadina subway line with a stop at the Wellesley subway station. To the south, the 506 Carlton streetcar runs along College Street/ Carlton Street, connecting the Main Street and High Park subway stations, with stops at both the College and Queen's Park subway stations. The streetcar line operates all day, every day of the week, with frequent service (i.e. ten-minute service or better).

The subject site is also well-connected to the City's cycling network. Wellesley Street East has a two-lane road surface as well as separated bike lanes on either side of the street. The bike lanes connect to existing bike lanes along Harbord Street, providing an east-west route that extends from Shaw Street in the west to Parliament Street in the east. The Wellesley Street bike lanes also connect to north-south bike lane connections at Shaw Street, Beverley Street and Sherbourne Street.

A hand holding a pen is shown in the upper left, positioned over a background of architectural blueprints. A large, semi-transparent red rectangle is overlaid on the center of the page, containing the main title. The blueprints include various technical drawings, lines, and text such as 'MEN WASHROOM', 'WOMEN WASHROOM', and 'PROBES'.

# [3.01]

## PROPOSAL

### 3.1 Description of the Proposal

The proposal contemplates the demolition of the existing buildings and the redevelopment of the subject site with a 3-storey mixed-use podium with retail and live-work units at grade and residential uses above, together with a residential tower with a height of 42 storeys, resulting in a total height of 45 storeys and 138.6 metres (144.9 metres to the top of the mechanical penthouse).

The new building will have a total gross floor area (GFA) of 36,010 square metres, including a commercial gross floor area of 275 square metres,

with an overall density of 12.96 FSI. A total of 527 units are proposed, of which nearly 35 percent are 2- or 3-bedroom units, and a number of smaller units have the capacity to be converted to 2- and 3-bedroom units, resulting in the potential for 40 percent of the units to be family-sized units. The building will have a total of 2,152 square metres of amenity space (4.08 square metres per unit). See **Figure 4 – Site Plan**, **Figures 5 – Elevations**, and **Figure 6 – Coloured Renderings**, and **Figure 7 – Floor Plans**.

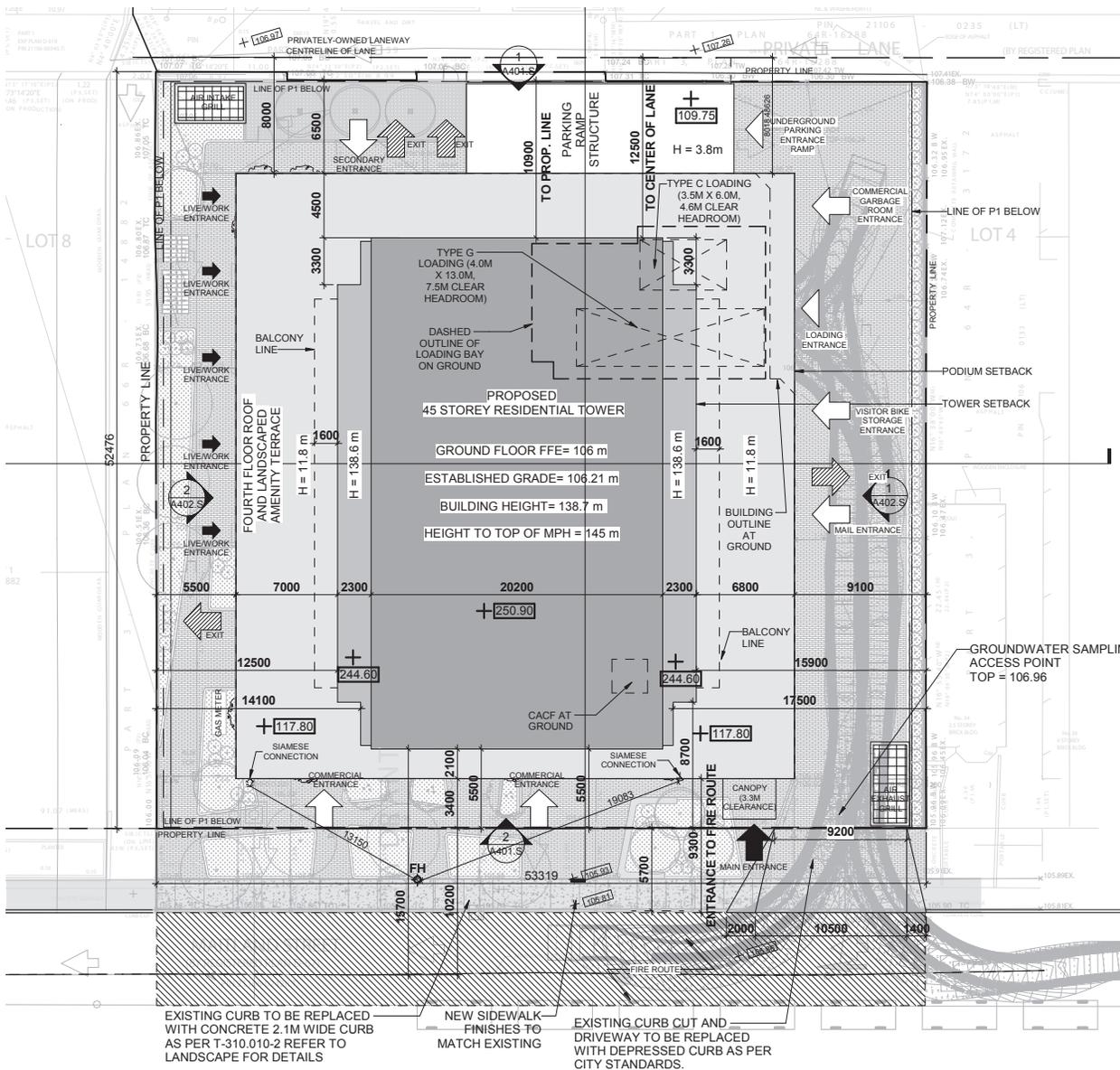


Figure 4 - Site Plan

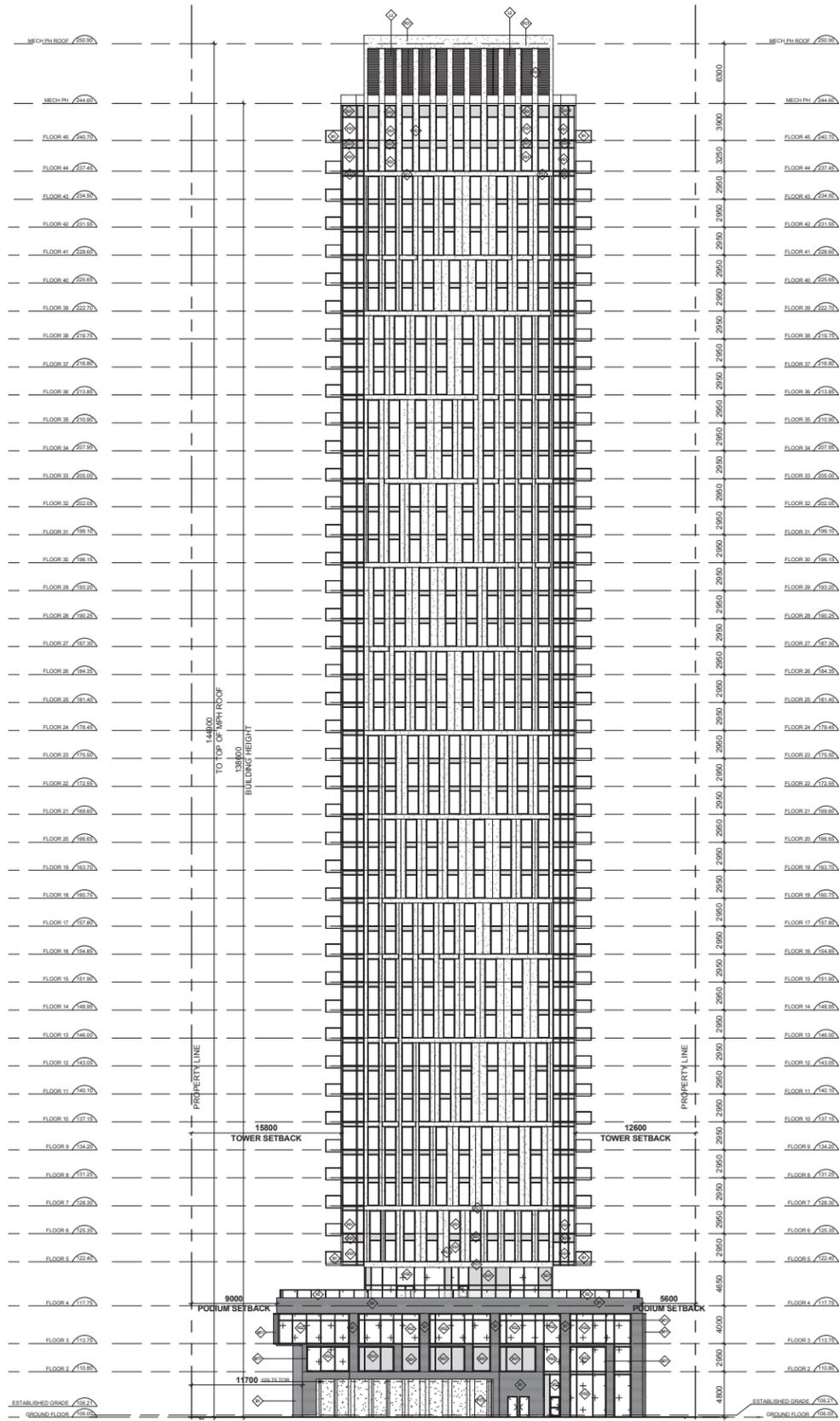


Figure 5a - Elevations - North

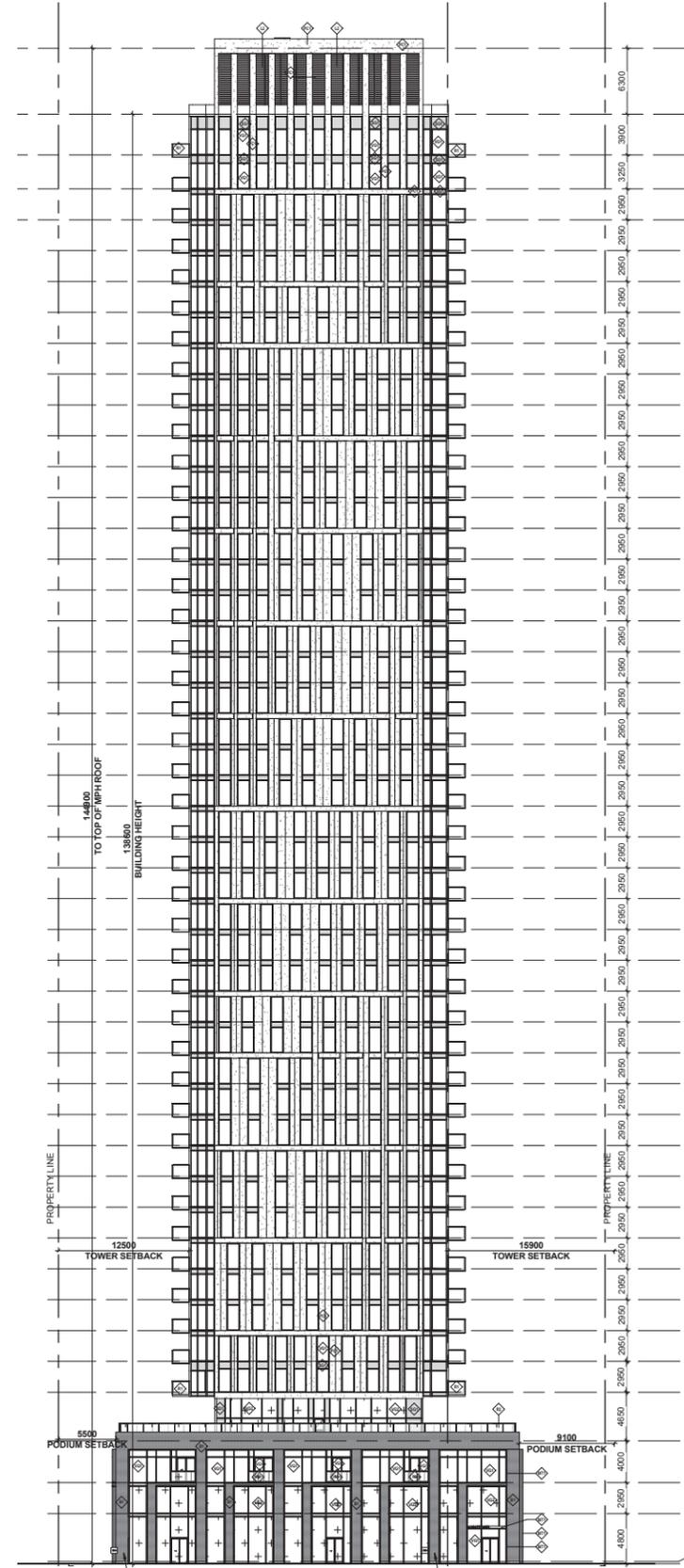


Figure 5b - Elevations - South

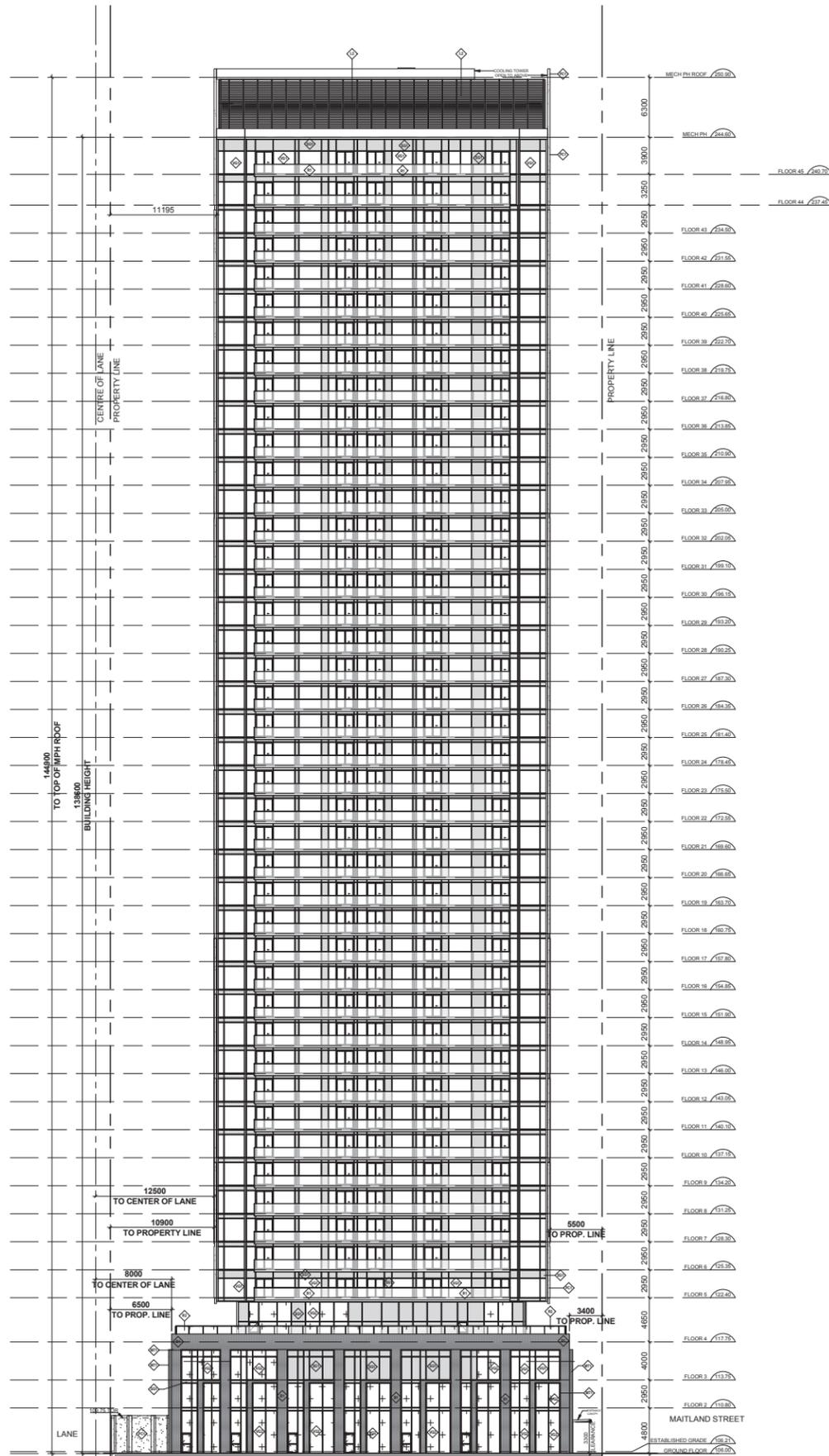


Figure 5c - Elevations - West

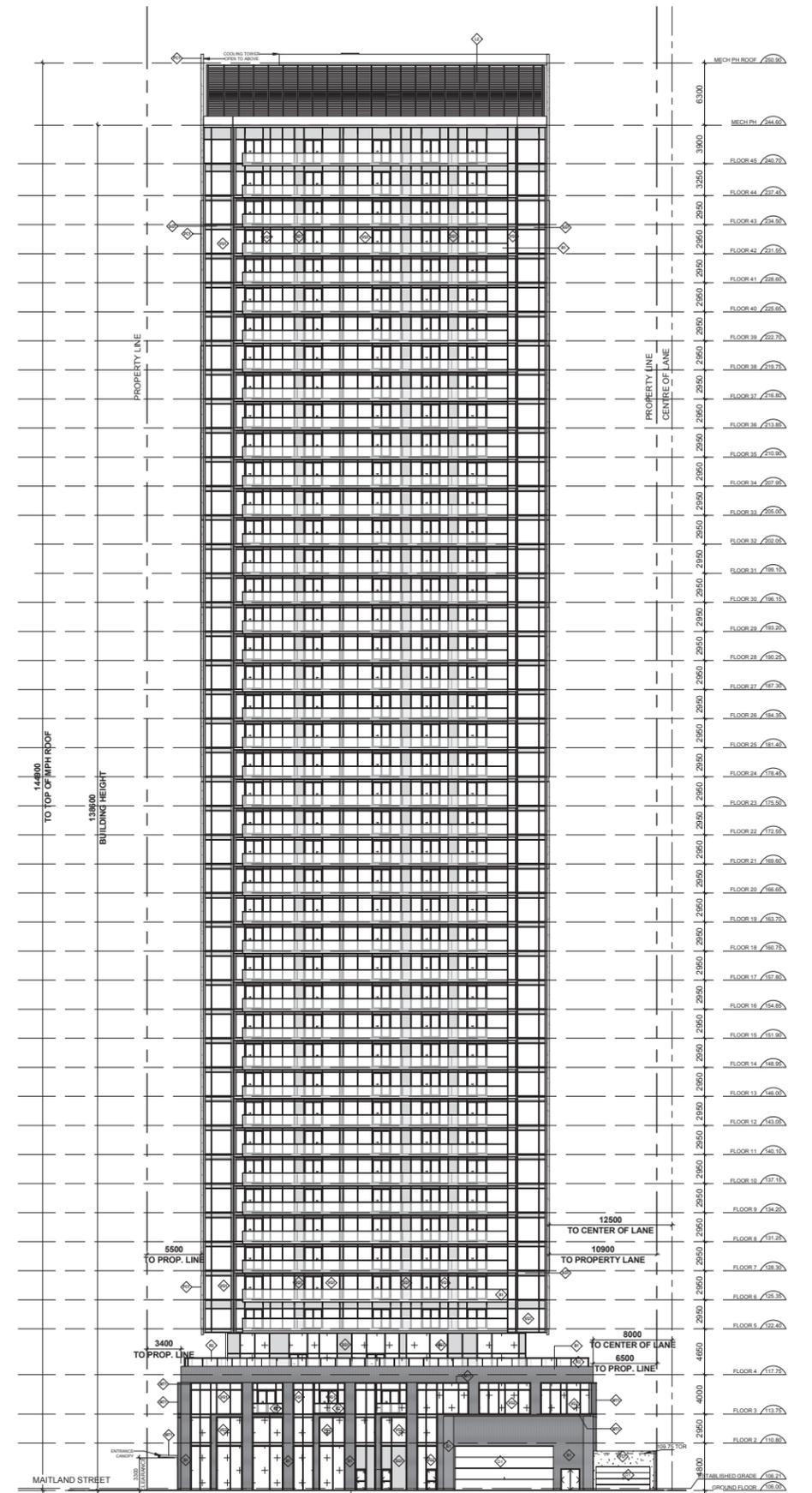


Figure 5d - Elevations - East



Figure 6a - Rendering (looking northwest)



Figure 6b - Rendering (looking northeast)



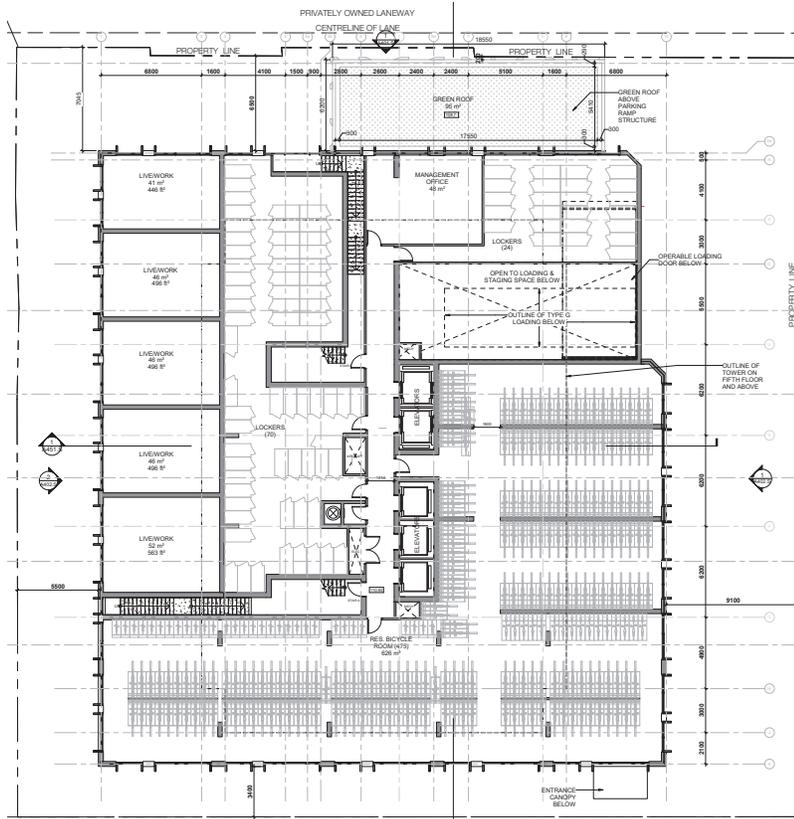


Figure 7b - 2nd Floor Plan

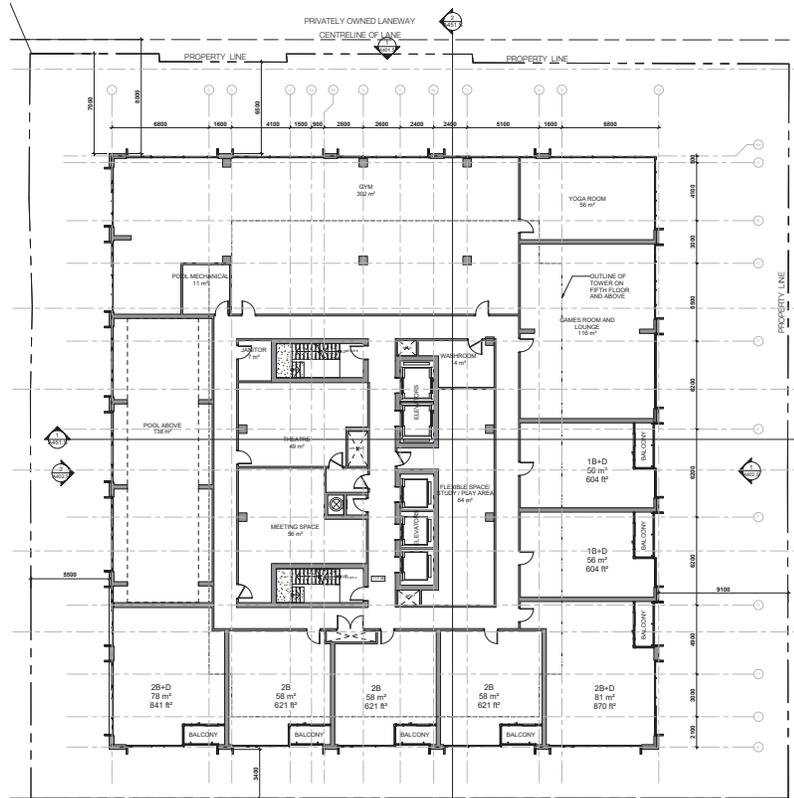


Figure 7c - 3rd Floor Plan

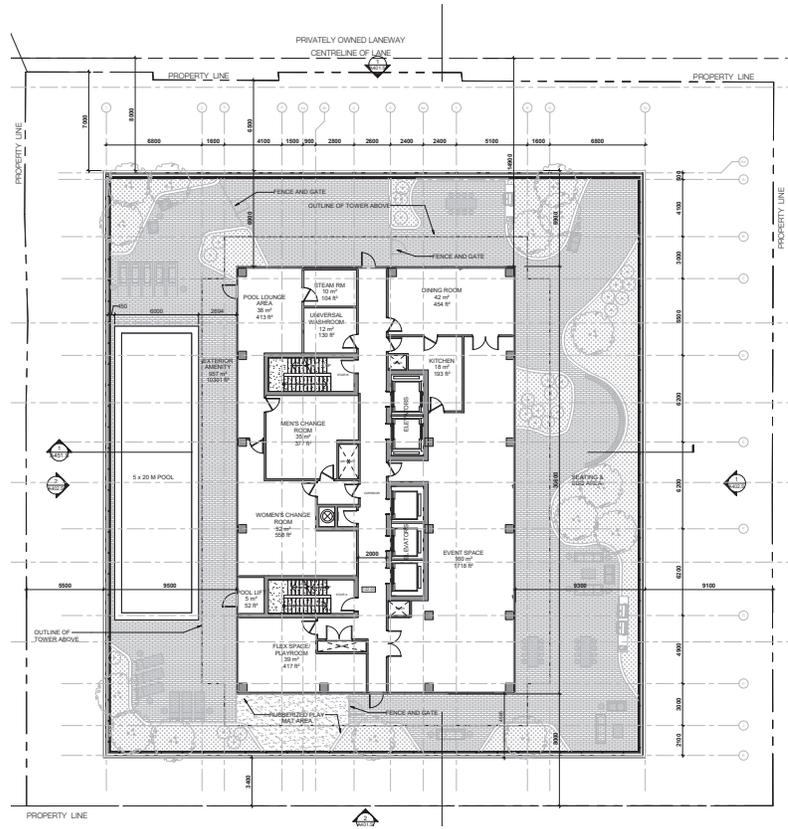


Figure 7d - 4th Floor Plan

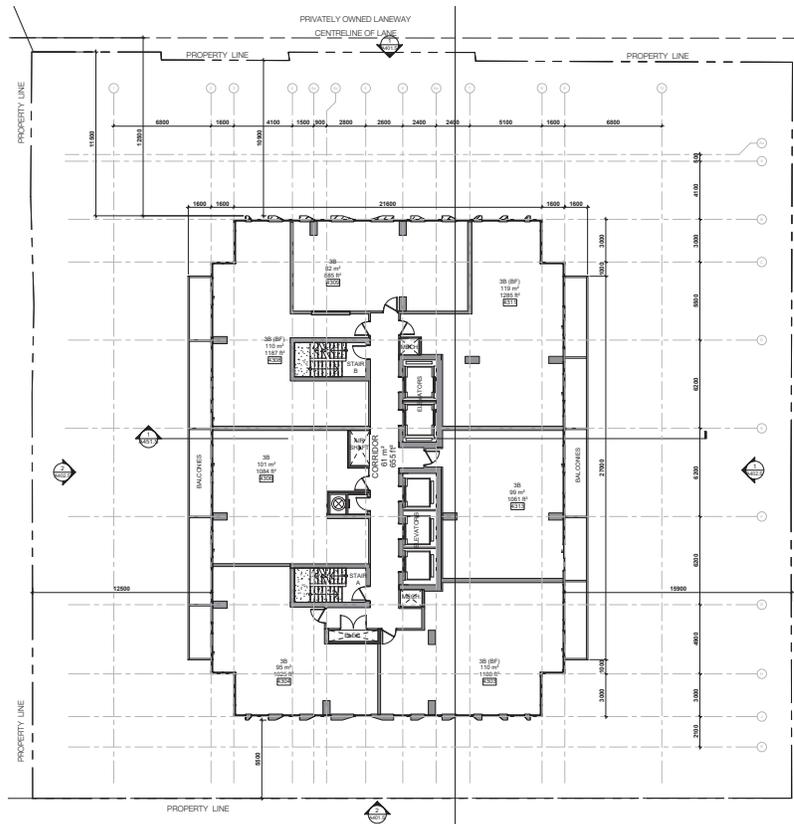


Figure 7e - Typical Floor Plan

## GROUND LEVEL AND PODIUM

The 3-storey podium will include active uses at grade, including 275 square metres of retail space at the southwest corner of the site, fronting Maitland Street and a 5.5 metre private pedestrian walkway along the west lot line, adjacent to the TPA parking lot at 15 Wellesley Street East. Five two-storey live-work units with separate entrances at grade will be located along the western face of the podium, framing the pedestrian walkway. The 5.5 metre setback will include landscaping and the entrances to the live-work units, along with short-term residential bicycle parking (3 spaces) and commercial bicycle parking (1 long-term and 4 short-term spaces).

The podium will be set back 3.4 metres from the front lot line to expand the pedestrian realm to a width of 9.3 metres along Maitland Street, and allow for the widening of the public sidewalk, located adjacent to the curb, to a width of 2.1 metres. The proposed retail space will open up onto the enhanced public realm, with two front doors proposed, while the residential lobby will occupy the southeast corner of the building, with the main entrance on Maitland Street.

The podium will be set back 9.1 metres from the east property line, providing space for an 8 metre wide vehicular access driveway and a 1.4 metre landscaping strip along the east property line. The setback increases to 10.9 metres at grade near the northeast corner of the site to accommodate the vehicle manoeuvring needed for the loading spaces (one Type "G" and one Type "C"). A short-term visitor bicycle parking room with 50 bicycle parking spaces is also accessed off of the driveway, just south of the loading spaces.

At the rear of the building, the ramp to the parking garage will be located within a one-storey enclosure topped by a green roof that is built to the rear property line. The remainder of the podium will generally be set back 6.5 metres from the rear lot line, and 8.0 metres from the centreline of the private lane. A 61 square metre dog run is proposed near the northwest corner of the site as a ground-level outdoor amenity for the building's residents. The building will have a secondary residential entrance/exit along its northern edge that will provide pedestrian access to this amenity and for circulation throughout the site, as well as to the private lane to the north over which the subject site has rights of access.

The second storey of the podium will be occupied by the second storey of the live-work units, a 48 square metre condominium management office, 94 storage lockers and a large bicycle storage room containing 475 long-term residential bicycle parking spaces. Access to the bicycle storage room will be provided through the passenger service elevator. The third storey of the podium houses a variety of indoor amenity spaces, including a gym, yoga room, games room and lounge, theatre, meeting space, and a flexible space that could be used as a play space or study area. Along the west side of the third floor is the lower portion of the outdoor pool located on the fourth floor amenity space above. Seven residential units occupy the remainder of the floor, with inset balconies.

## TOWER

The fourth storey of the building (the first storey of the tower), is inset from the tower floor plate above (610 square metres gross construction area), emphasizing the distinction between the podium and the tower (850 square metres gross construction area). Inside the building are change rooms, a pool lounge area and a steam room, as well as a kitchen, dining room and event space. A second flexible amenity space is located in the southwest corner of the 4<sup>th</sup> floor. Outside, a large, contiguous outdoor amenity space is located on the roof of the podium, which includes an outdoor pool on the west side, a seating and barbecue area on the east side, a children's play area on the south side, and various seating areas throughout, along with generous soft landscaping.

From the fifth storey and above, the tower consists of residential units. The tower floor plate will be set back 5.5 metres from the south property line and 2.1 metres from the south edge of the podium, 12.5 metres from the west property line, 12.5 metres from the centreline of the private lane to the north (and between 10.9 to 11.6 metres from the north property line), and 15.9 metres from the east property line. The tower is notched at the corners to create interest in architectural expression, and 1.6 metre deep projecting balconies will be provided on the east and west sides of the tower. No projecting balconies are proposed to the north and south.

Including the 7 units in the podium, a total of 527 units are proposed in the development, including 38 bachelor units, 152 one-bedroom units, 154 one-bedroom plus den units, 122 two-bedroom units, 2 two-bedroom plus den units, and 59 three-bedroom units. Overall, 79 of units are proposed to be barrier-free.

In addition, 20 of the bachelor units and 20 of the one-bedroom units have been designed to include knock-out panels, offering the potential for those units to be combined into 20 two-bedroom units.

## PARKING AND LOADING

Two underground parking levels are proposed, containing a total of 125 spaces. The first underground level has 7 residential parking spaces and 44 visitor parking spaces, of which 3 will be barrier free parking spaces and 2 will be car share spaces. The second underground level contains 74 residential parking spaces including 3 barrier free parking spaces. Twenty percent of the spaces will be equipped with roughed-in electrical charge facilities. The owner is considering operating a portion of the underground parking as a commercial parking garage.

One Type 'C' loading space and one Type 'G' loading space will be located at grade within the northeast portion of the building.

As noted above, bicycle parking for residents will be located on the second floor of the building. A total of 475 long-term residential bicycle parking spaces will be provided overall. Short-term residential visitor bicycle parking will be located in an enclosed room accessed off the driveway, and outside along the western property line, with a total of 53 spaces provided overall. Commercial bicycle parking (4 short- and 1 long-term) will be located at the southwest corner of the site.

## 3.2 Key Statistics

Below is a summary of key proposal statistics:

|                                 |   |
|---------------------------------|---|
| <b>SITE AREA</b>                | 2,778 m <sup>2</sup>  |
| <b>TOTAL GROSS FLOOR AREA:</b>  | 36,010 m <sup>2</sup>   |
| <b>RESIDENTIAL</b>              | 35,735 m <sup>2</sup>   |
| <b>RETAIL</b>                   | 275 m <sup>2</sup>  |
| <b>DENSITY</b>                  | 12.96 FSI   |
| <b>TOTAL UNITS</b>              | 527 units (100%)<br>38 bachelor (under 45 m <sup>2</sup> )<br>152 one-bedroom (29%)<br>154 one-bedroom plus den (29%)<br>122 two-bedroom (23%)<br>2 two-bedroom plus den (0.4%)<br>59 three-bedroom (11%) |
| <b>OVERALL AMENITY SPACE</b>    | 2,152 m <sup>2</sup> (4.08 m <sup>2</sup> /unit)  |
| <b>INDOOR AMENITY SPACE</b>     | 1,134 m <sup>2</sup> (2.15 m <sup>2</sup> /unit)  |
| <b>OUTDOOR AMENITY SPACE</b>    | 1,018 m <sup>2</sup> (1.93 m <sup>2</sup> /unit)  |
| <b>VEHICULAR PARKING SPACES</b> | 125 spaces  |
| <b>RESIDENTIAL</b>              | 81 spaces   |
| <b>VISITOR</b>                  | 42 spaces   |
| <b>CAR SHARE</b>                | 2 spaces  |
| <b>BICYCLE PARKING SPACES</b>   | 533 spaces  |
| <b>RESIDENTIAL LONG-TERM</b>    | 475 spaces  |
| <b>RESIDENTIAL SHORT-TERM</b>   | 53 spaces   |
| <b>RETAIL LONG-TERM</b>         | 1 spaces  |
| <b>RETAIL SHORT -TERM</b>       | 4 spaces  |
| <b>LOADING SPACES</b>           | 1 Type 'C'<br>1 Type 'G'  |

### 3.3 Planning History

In 2012, the Toronto Parking Authority ("TPA"), now CreateTO, issued an RFP to develop 15 Wellesley Street East, a surface parking lot owned by the TPA located directly west of the subject site, together with 20 and 26 Maitland Street. The Yonge subway line runs directly beneath 15 Wellesley Street East.

On May 15, 2012, the Toronto and East York Community Council requested the Director, Urban Design, City Planning Division to report on the possibility of including 20 Maitland Street on the City of Toronto Inventory of Heritage Properties or its possible designation under Part IV of the Ontario Heritage Act. As set out in a report from Heritage Preservation Services staff dated September 5, 2012, it was determined that 20 Maitland Street did not meet the criteria for inclusion on the Inventory or designation under Part IV of the Ontario Heritage Act.

Plazacorp was the successful proponent of the RFP process in 2012, and developed a proposal for the comprehensive redevelopment of 15 Wellesley Street East and the subject site as a combined site. On April 4, 2017, Plazacorp and its consulting team and City of Toronto Planning Staff, in association with the Councillor's office, hosted a pre-application consultation meeting, although no application was ever filed.

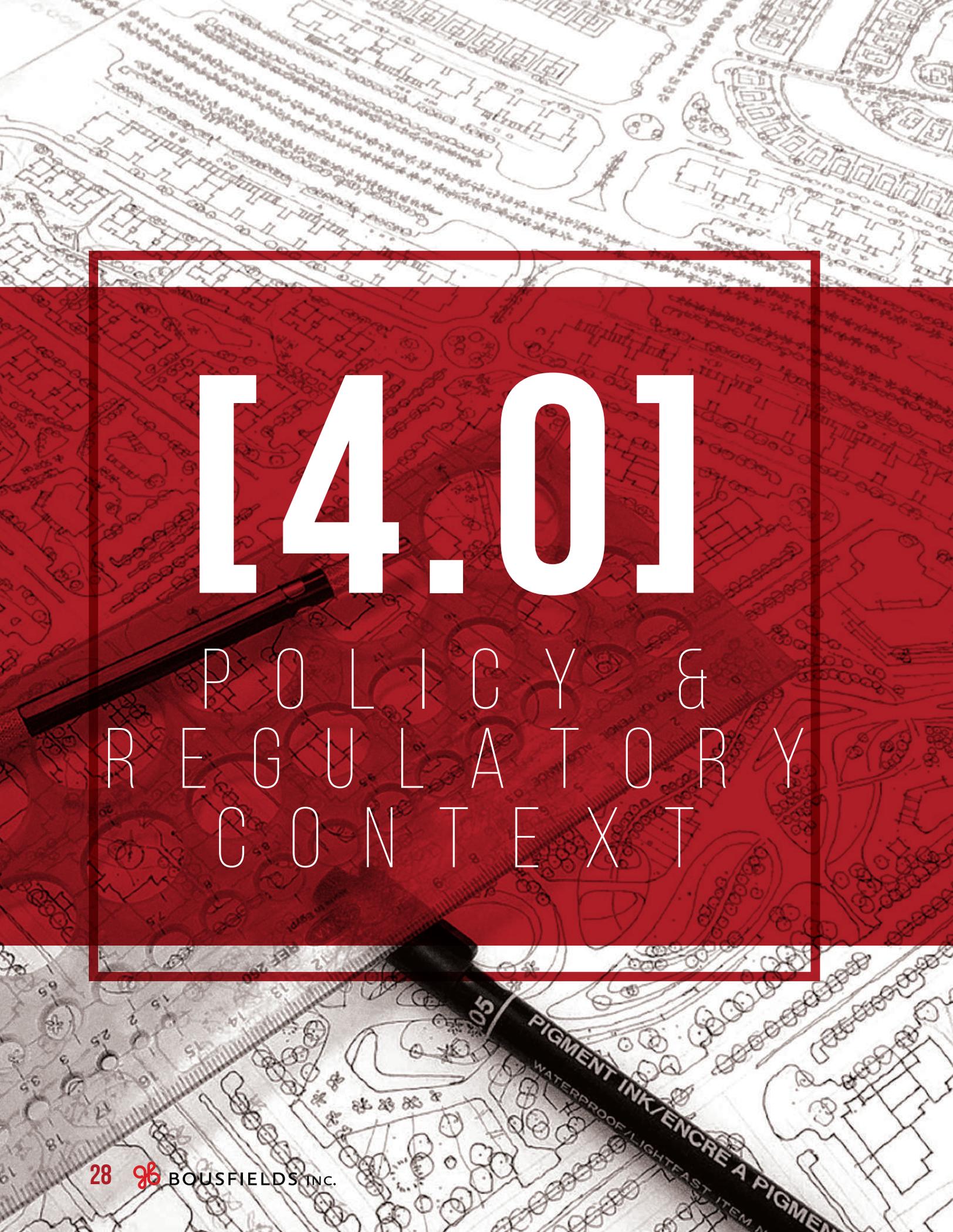
After 5 years of extensive consultation with design professionals, City staff and the local Councillor, efforts to move forward to close the transaction with the City for the 15 Wellesley Street lands were ultimately not successful, and Plazacorp is now moving forward with an application for the subject site at 20-26 Maitland Street only. As noted below in Section 4.5, the property at 15 Wellesley Street East has been identified by the City as a possible location for a new public park.

### 3.4 Required Approvals

In our opinion, the proposed development conforms with the City of Toronto Official Plan, and in particular, is permitted by the applicable *Mixed Use Areas* designation as well as the *Mixed Use Areas 1* designation in the recently-approved Downtown Secondary Plan. An Official Plan Amendment application is being filed out of an abundance of caution in order to exempt the site from the proposed office replacement policies in Official Plan Amendment No. 231 (OPA 231), which are not yet in force.

The proposal requires an amendment to the former City of Toronto Zoning By-law 438-86, as amended, and City-wide Zoning By-law 569-2013, as amended, in order to increase the permitted height and density and to revise other development regulations as necessary to accommodate the proposal.

An application for Site Plan Approval is being filed concurrently with the Official Plan Amendment and Rezoning applications.

The background of the entire page is a detailed architectural blueprint. A large, semi-transparent red rectangle is centered over the blueprint. Within this red area, the text '14.01' is written in large, white, bold, sans-serif font. Below it, the words 'POLICY & REGULATORY CONTEXT' are written in a smaller, white, spaced-out, sans-serif font. In the bottom left corner, there is a page number '28' and the company logo 'BOUSFIELDS INC.' which consists of a stylized red and white icon followed by the text 'BOUSFIELDS INC.'. In the bottom right corner, there is a black marker with white text that reads 'PIGMENT INK/ENCRE A PIGMENT' and 'WATERPROOF/LIGHTFAST ITEM N'. A ruler is also visible, partially overlapping the red area and the blueprint.

# 14.01

P O L I C Y &  
R E G U L A T O R Y  
C O N T E X T



## 4.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote the efficient use of land and infrastructure within built-up areas, and specifically in proximity to higher order public transit.

## 4.2 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect as of April 30, 2014 and 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 land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

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, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses.

Policy 1.1.3.2 of the PPS 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 provides that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of

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

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing types and densities to meet projected requirements or current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit.

The efficient use of infrastructure, particularly public 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, wherever feasible, 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 the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity will be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and, where possible, 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 climate change adaptation 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 improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

With respect to cultural heritage, Policy 2.6.1 indicates that significant built heritage resources and significant cultural heritage landscapes shall be conserved. In this regard, Policy 2.6.3 indicates that planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposed development is consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

### 4.3 Growth Plan for the Greater Golden Horseshoe

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.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan, modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and major transit station areas.

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

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;

- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes and ages of households.

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

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

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

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

The subject site is located within a “strategic growth area” as defined by the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). “Strategic growth areas” include urban growth centres, major transit station areas and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. In this regard, the subject site is located within the Downtown Toronto “urban growth centre” and within a “major transit station area” as defined by the Growth Plan.

The policies related to “urban growth centres” and the planned density targets for “major transit station areas” are similar to those in the 2017 Growth Plan. However, in the 2019 Growth Plan, “major transit station areas” have been redefined as the area within an approximate 500 to 800 metres radius of a transit station, as opposed to approximately 500 metres. In this regard, we note that the subject site is located less than 800 metres from four subway stations: approximately 75 metres from the Wellesley Subway Station, approximately 330 metres from College Subway Station, approximately 585 metres from Bloor-Yonge Subway Station and approximately 725 metres from Queen’s Park Subway Station.

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

In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041. The 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now

midway through the 2001-2031 forecast period, the 2016 population of 2,822,902 (adjusted for net Census undercoverage) is only 38.8% of the way toward achieving the population forecast of 3,190,000 by 2031.

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.

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

The Growth Plan includes a number of policies applying to “major transit station areas”. In particular, Policy 2.2.4(1) requires that “priority transit corridors” shown on Schedule 5 will be identified in official plans and that planning will be prioritized for “major transit station areas” on “priority transit corridors”, including “zoning in a manner that implements the policies of this Plan”. In this regard, Schedule 5 identifies the Yonge-University and the Bloor-Danforth subway lines as “existing higher order transit”.

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

Policy 2.2.4(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. Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

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.

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

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

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

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

Policy 4.2.7(1) directs that "cultural heritage resources" will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas, while Policy 4.2.7(2) provides that municipalities will work with stakeholders in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the

development of a high-quality public realm and compact built form.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposed development conforms with the 2019 Growth Plan and, in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in "strategic growth areas", including "urban growth centres" and "major transit station areas".

## 4.4 City of Toronto Official Plan

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

### 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 the population and employment 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. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres ..." (our emphasis).*

In this regard, the subject site is identified as part of *Downtown and Central Waterfront* on Map 2 (see **Figure 8**).

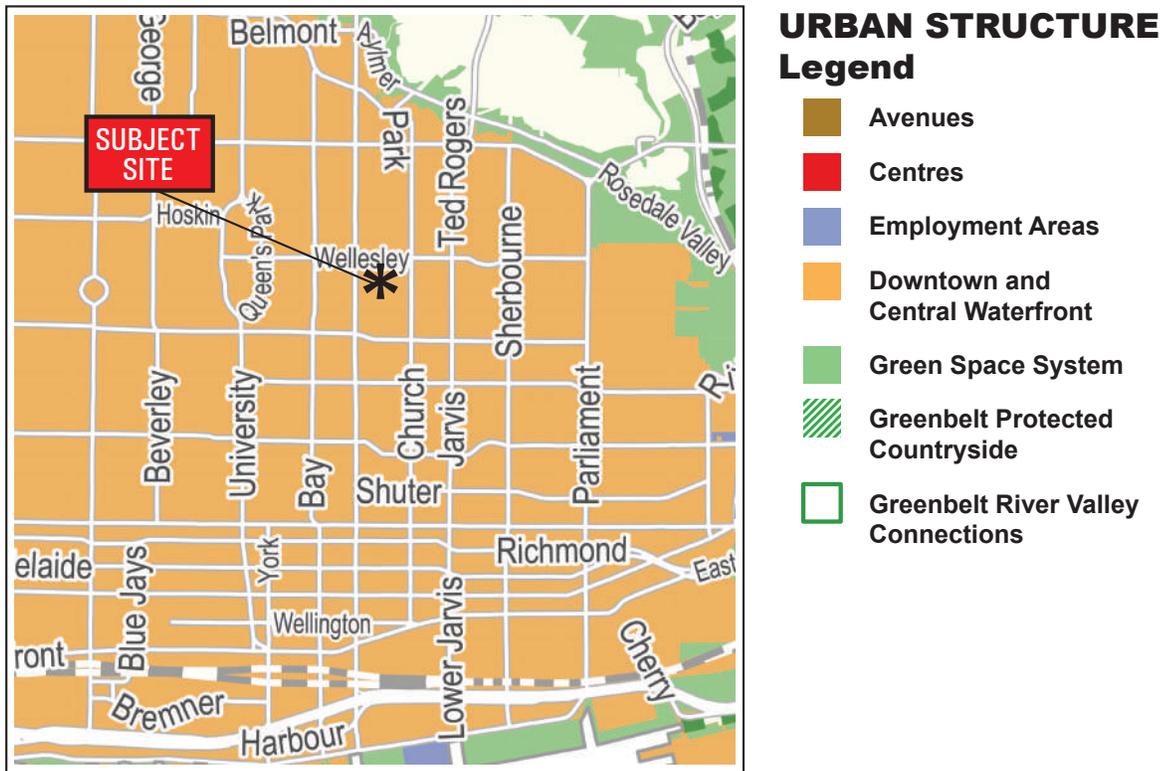


Figure 8 - OP Map 2 - Urban Structure

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

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

Under Section 2.2.1 (“Downtown: The Heart of Toronto”), the Plan recognizes that the *Downtown* with its dramatic skyline, is Toronto’s image to the world and to itself. It is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and activities.

Policy 2.2.1(1) provides that the Downtown Toronto Urban Growth Centre will be planned to “optimize the public investment in higher order transit within the Centre” and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan.

The Plan also notes that mixed use is a key ingredient to the successful functioning of *Downtown* that creates “accessibility through proximity” and that every home built within the *Downtown* offsets the need for in-bound commuting each day. Policy 2.2.1(2) provides that “*Downtown* will continue to be shaped as the largest economic node in the city and the region” by accommodating growth that “provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting”.

The Plan states that *Downtown* is seen as an attractive place to live and that new housing in the *Downtown* makes an important contribution to the economic health of the City. Policy 2.2.1(4) provides that the quality of the *Downtown* will be improved by, among other matters: supporting

the development of complete communities; developing buildings that are shaped, scaled and designed to enhance liveability; and providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes.

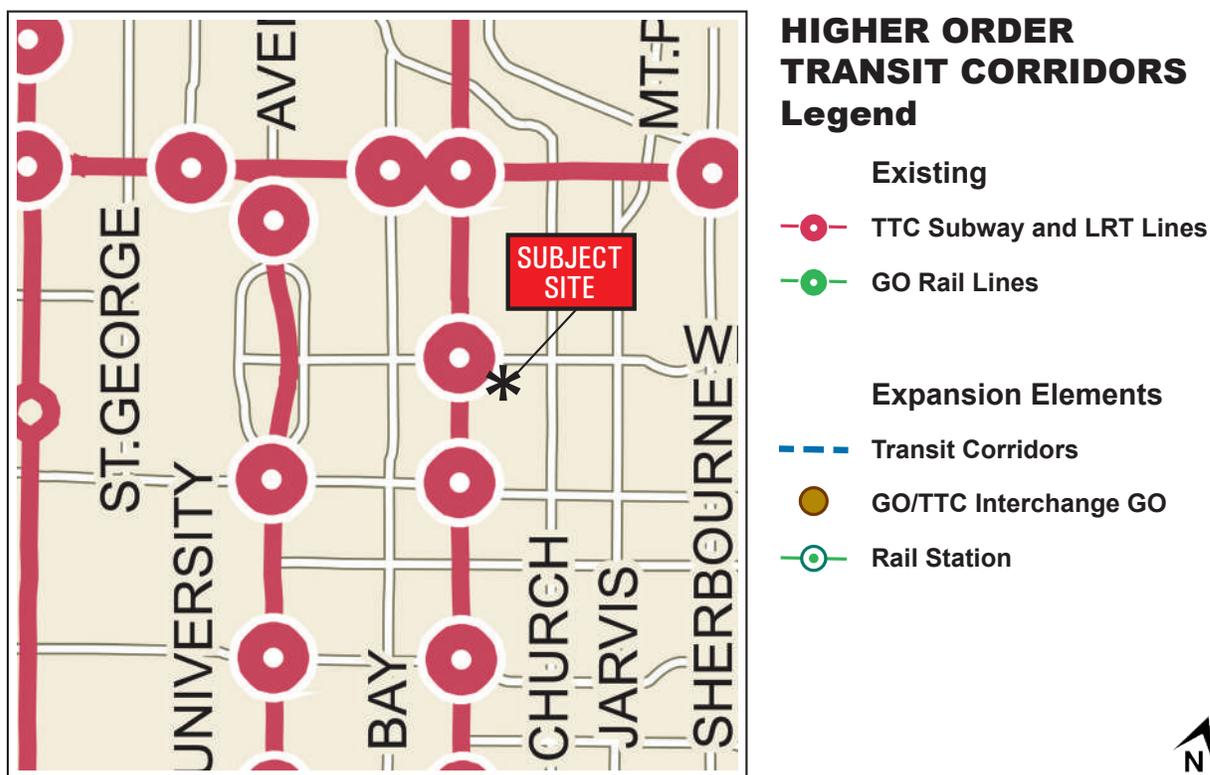
Policy 2.2.1(6) states that design guidelines specific to districts of historic or distinct character will be developed and applied to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.

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

*"The transportation policies, maps and schedules of the Plan make provision for the protection and development of*

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

In this regard, the Wellesley, College, Bloor-Yonge and Queen's Park subway stations are identified on Map 4 (Higher Order Transit Corridors, see **Figure 9**) and Map 5 (Surface Transit Priority Network, see **Figure 10**).



**Figure 9** - OP Map 4 - Higher Order Transit Corridors

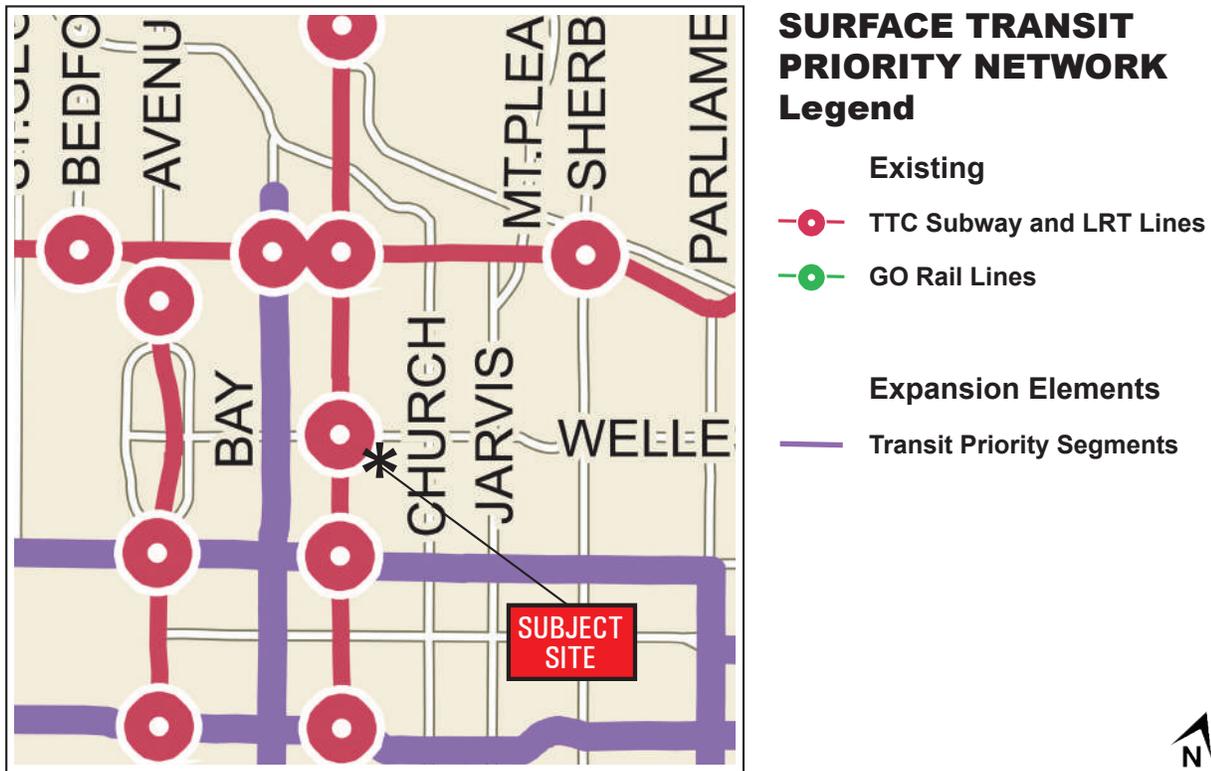


Figure 10 - OP Map 5 - Surface Transit Priority Network

Policy 2.4(4) directs that planning for new development in targeted growth areas be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development will be assessed in terms of the broader social and environmental objectives of the Plan’s reurbanization strategy. Policy 2.4(7) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

## LAND USE DESIGNATION POLICIES

The Land Use Plan (Map 18) designates the subject site as *Mixed Use Areas* (see **Figure 11**). The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities. The Plan envisions that development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community and will provide for new jobs and homes for Toronto’s growing population on underutilized lands in the *Downtown* and elsewhere. Lands to the east of the site on the north side of Maitland Street are designated *Apartment Neighbourhoods*, as are the lands south of Maitland Street.

The introductory text in Section 4.5 states that the intent of the designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreational, and cultural activities, and parks and open spaces. In particular, the intent is that:

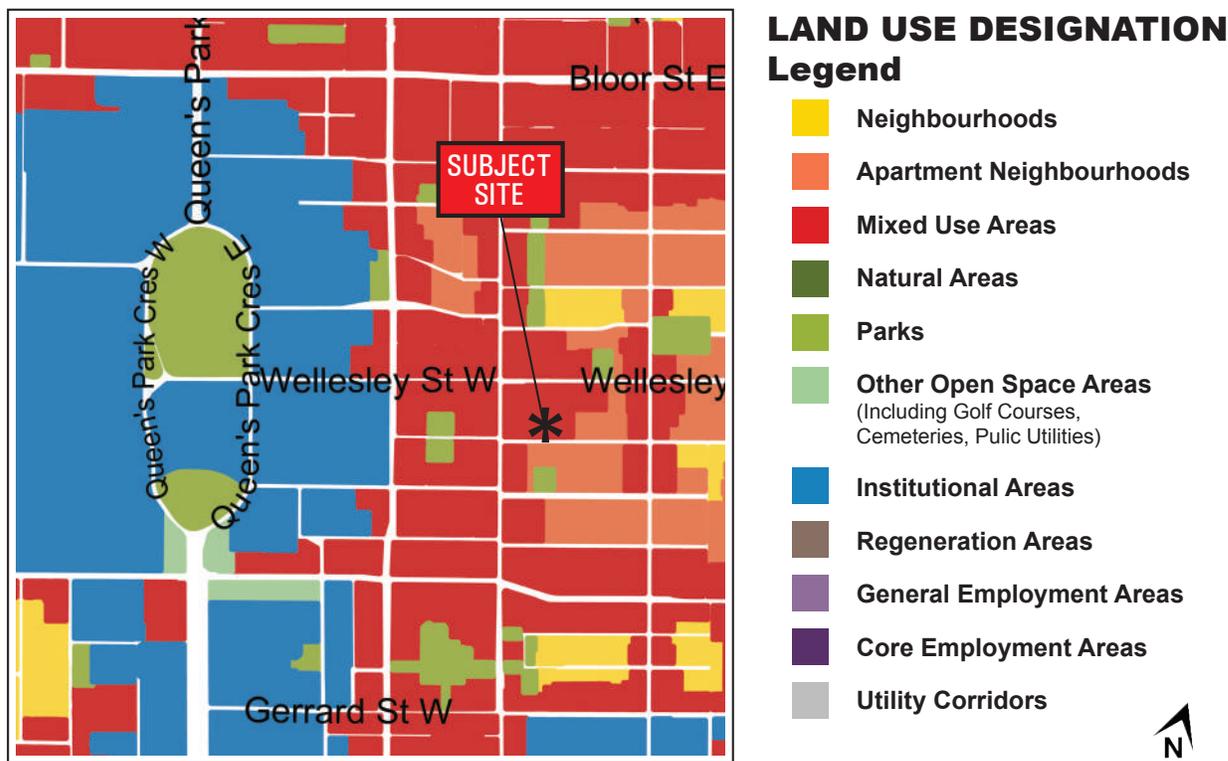


Figure 11 - OP Map 18 - Land Use

*"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 *Mixed Use Areas*, including:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;

- providing an attractive, comfortable and safe pedestrian environment;
- 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.

## BUILT FORM POLICIES

The Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but 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. 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 buildings and to create an image of Toronto that matches its status as one of the great cities of North America.

In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City (Section 3.1.2).

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include:

- generally locating buildings parallel to the street;
- locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk; and
- providing ground floor uses that have views into and, where possible, access to adjacent streets, parks and open spaces.

Policy 3.1.2(2) requires that new development locate and organize parking, servicing and access to minimize their impact on the property and surrounding properties by, among other things:

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

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- framing adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;

- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing shadow and wind impacts on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(6) provides that each resident of a "significant new multi-unit residential development" will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Section 3.1.3 of the Official Plan recognizes that tall buildings, when properly located and designed, can draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. Given Toronto's relatively flat

topography, tall buildings can become important city landmarks when the quality of architecture and site design is emphasized. Accordingly, the policies specify that tall buildings come with larger civic responsibilities and obligations than other buildings.

Among other matters, Policy 3.1.3(1) specifies that the design of tall buildings should consist of a base to define and support the street edge at an appropriate scale, a shaft that is appropriately sized and oriented in relation to the base building and adjacent buildings, and a top that contributes to the character of the skyline and integrates rooftop mechanical systems.

Policy 3.1.3(2) requires that tall building proposals address key urban design considerations, including: meeting the built form principles of the Plan; demonstrating how the proposed building and site design will contribute to and reinforce the overall city structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; and taking into account the relationship of the site to topography and other tall buildings.

## HERITAGE POLICIES

Heritage conservation policies are included in Section 3.1.5 of the Official Plan. As amended by Official Plan Amendment No. 199 (approved by the Ontario Municipal Board on May 12, 2015), the Plan recognizes that the protection, wise use and management of Toronto's cultural heritage will integrate the significant achievements of our people, their history, our landmarks and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

Policy 3.1.5(3) states that heritage properties of cultural value or interest will be protected by being designated under the Ontario Heritage Act and/or included on the Heritage Register. Policy 3.1.5(5) provides that proposed development on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained.

In this respect, "adjacent" is defined to mean "those lands adjoining a property on the Heritage Register or lands that are directly across from

and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law". In this respect, the site is located across the private lane to the north from the designated property at 25-27 Wellesley Street, which includes the Somerset House, and is located across Maitland Street from 37 Maitland Street, a listed property.

Policy 3.1.5(23) requires that a Heritage Impact Assessment evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties "adjacent" to a property on the Heritage Register. Policy 3.1.5(26) requires that new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

In order to address the above-noted policies, a Heritage Impact Assessment was prepared by ERA Architects and included as part of this application, as summarized in Section 5.6.

## 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.

## IMPLEMENTATION POLICIES

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the

Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the urban design guidelines discussed in Section 4.10 below.

## 4.5 Official Plan Amendment 183 (North Downtown Yonge)

Official Plan Amendment No. 183 (OPA 183) was adopted by City Council on November 15, 2013. It was appealed to the Local Planning Appeal Tribunal by a number of parties, including the owner of the subject site. While portions of OPA 183 have now been approved with significant modifications by decisions dated December 22, 2016 and August 25, 2017, other portions have not yet been approved and, accordingly, are not in force. Furthermore, OPA 183 remains under appeal as it applies to the subject site. The policies summarized below are now in force, except where otherwise noted, but are not in force for the subject site.

OPA 183 resulted from North Downtown Yonge Planning Framework (NDYPF) study, which was initiated by Toronto and East York Community Council at its meeting of June 22, 2011, as part of its decision on the development application for 501-521 Yonge Street. The boundary for the NDYPF included the west side of Bay Street to the west, Charles Street to the north, the east side of Church Street to the east and College/Carlton Streets to the south. The study was to consider mixed use sites in the area with potential for intensification and revitalization and recommend a framework for future redevelopment that City Council can use as a guide for consideration of individual redevelopment proposals within the area. In addition to OPA 183, the study resulted in the North Downtown Yonge Urban Design Guidelines (see Section 4.10 below).

OPA 183 added a new site and area specific policy (Site and Area Specific Policy (SASP 382) applicable to the North Downtown Yonge area. Development policies in SASP 382 consist of specific character area policies and area-wide policies (e.g. heritage, parks and open space, public realm, urban design). In this regard, the North Yonge area is divided into 8 character areas; the subject site falls within the Wellesley/Wood Character Area (see **Figure 12**).

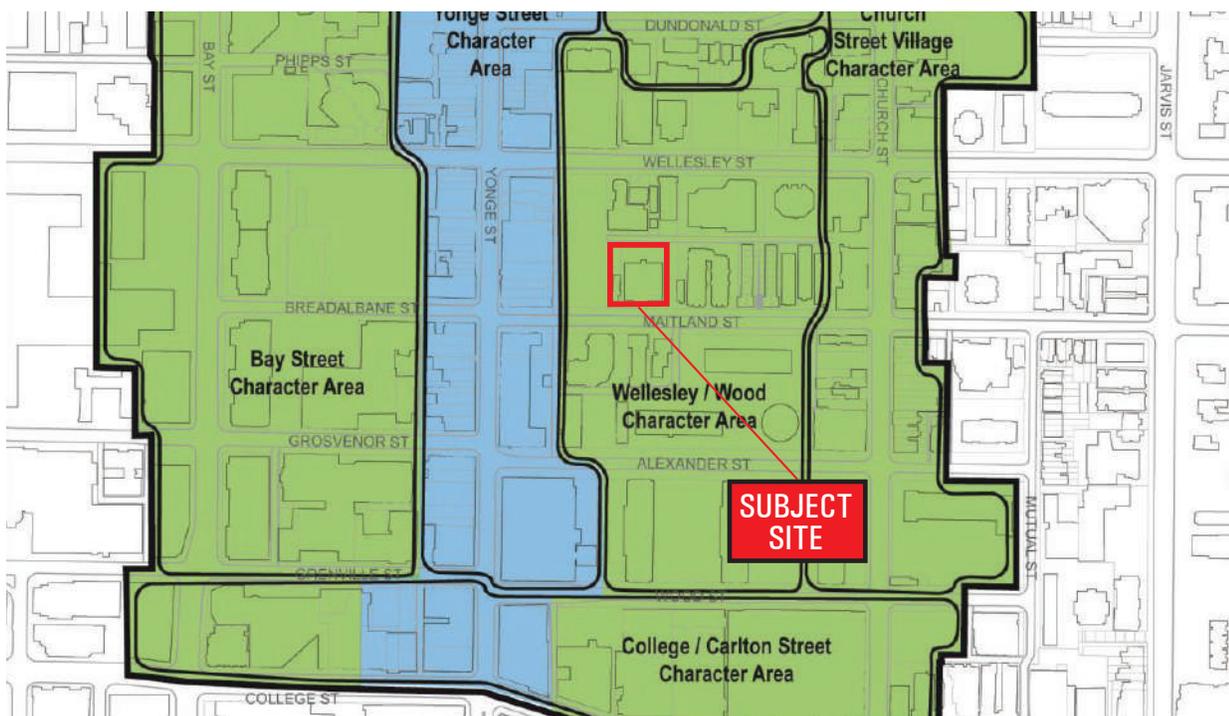


Figure 12 - Official Plan Amendment No.183 Map 1 - Character Areas

The policies applying to Wellesley/Wood Character Area are included in Section 5.6 of SASP 382. The policies differentiate between those portions of the Character Area designated *Mixed Use Areas* (i.e. including the subject site) and those portions designated *Apartment Neighbourhoods* (i.e. generally to the south and east of the site).

The introductory text states that the portion of the area designated *Apartment Neighbourhoods* is a primarily stable area consisting of "tower in the park" apartment buildings, and provides a transition to the low-rise *Neighbourhoods* area to the north and the *Mixed Use Areas* to the east (Church Street Character Area), south (College/Carlton Street Character Area) and west both within and outside of this Character Area. The portion of the area designated *Mixed Use Areas* includes a mix of uses including residential, office and retail along the north and south sides of Wellesley Street and also contains a transit node at the Wellesley subway station. The text states that this portion of the Character Area may be appropriate for limited infill growth, subject to the development policies set out in Section 5.6.

The only applicable policy is Policy 5.6.2, which provides that, where a tall building is proposed close to the Gloucester/Dundonald Character Area (i.e. to the north of Wellesley Street), the tower portion of the tall building will be set back a minimum of 20 metres, excluding balconies, from any such abutting property line. The subject site is considerably further than 20 metres from the Gloucester/Dundonald Character Area.

To the west of the subject site, the lands fronting on Yonge Street comprise the Yonge Street Character Area, which is subdivided into a Height Transition Area (generally between Grenville Street/Wood Street and Grosvenor Street/Alexander Street) and a Height Core Area (generally north of Grosvenor Street/Alexander Street to Charles Street) (see **Figure 13**). A Height Peak Area, consisting of the blocks between College/Carlton and Grenville Street/Wood Street, is included within the College/Carlton Street Character Area. The policies applicable to the Height Core Area specify that the maximum height will be in the range of 4 storeys (18 metres) and that buildings taller than 18 metres may only be permitted if they do not penetrate a 75 degree angular plane measured from a height of 18 metres at the Yonge Street street line.

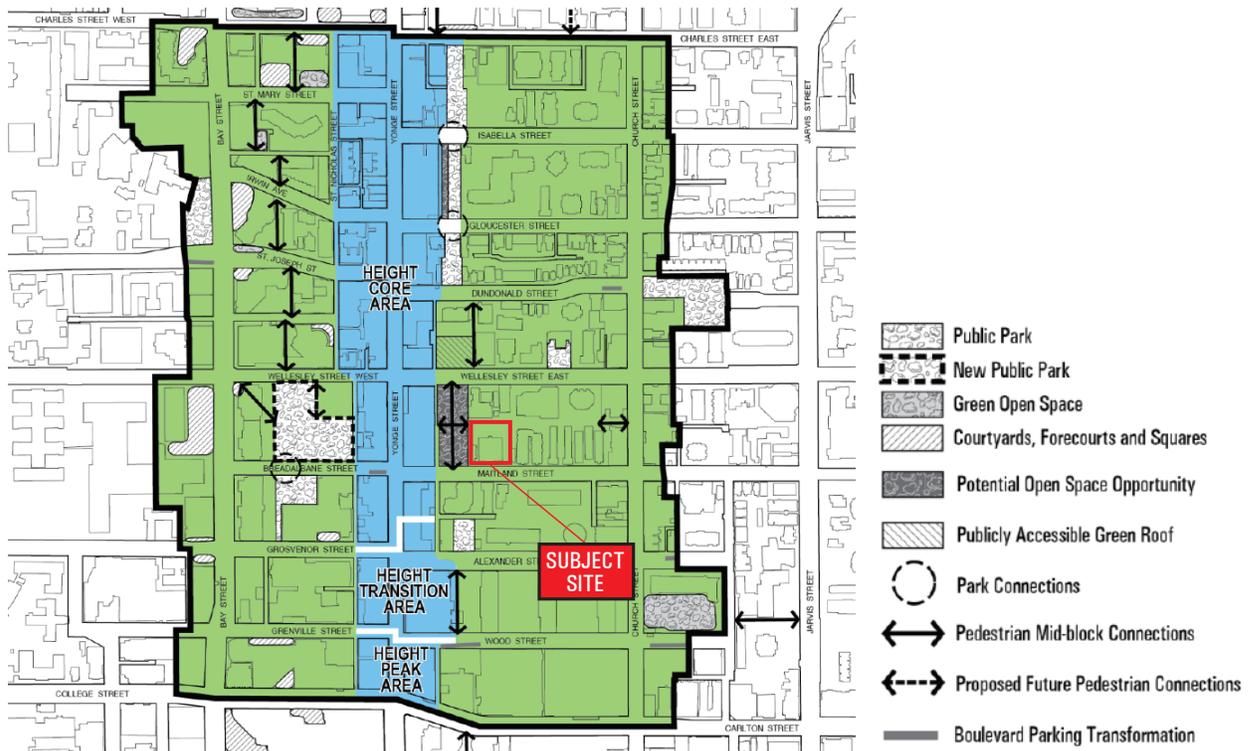


Figure 13 - Official Plan Amendment No.183 Map 2 - Open Space Network and Height

Section 6 of SASP 382 contains area wide policies applicable to the entire North Downtown Yonge area. With respect to sun and shadow, Policy 6.A.1 provides direction to protect sunlight in the North Downtown Yonge Area, requiring that development and redevelopment adequately limit shadows to preserve or improve the utility, in both a functional and qualitative sense, of city streets, and publicly owned or publicly accessible open spaces, having regard for the varied nature and acknowledging the importance of such areas. Policy 6.A.1 goes on to say that a mix of sun and shadow conditions will be maintained on the public realm consistent with the function of the affected space, and maintained on the private realm, including shared private outdoor amenity spaces serving multi-unit residential development, consistent with the typical function of such spaces for the times of day and year when such spaces are typically used.

With respect to parks and open space, Policy 6.2.4 states that is the objective of Council to provide new parkland, as opportunities arise, within the North Downtown Yonge Area, including the creation of a parkette generally under 0.5 hectares in size, as part of the redevelopment of the Toronto Parking Authority lot at 15 Wellesley Street East. (The TPA property is approximately 0.4 hectares in total.) Map 2 of SASP 382 identifies the entire TPA property as a "Potential Open Space Opportunity", with north-south and east-west "Pedestrian Mid-Block Connections" through the middle of the property (see **Figure 13** above).

Policy 6.2.8 requires that development or redevelopment will, by location and massing, minimize shadows to preserve or improve the utility of public parks "in both a functional and qualitative sense". Further, Policy 6.2.9 states that it is the objective of Council that development or redevelopment will not cast any new net shadow on Opera Place Park between 12:00 p.m. and 2:00 p.m. on March 21<sup>st</sup> and September 21<sup>st</sup>, and will not cast any new net shadow on Dr. Lillian McGregor Park (the new public park at 25 Wellesley Street West), for a period of 6 hours generally between the hours of 10:00 a.m. to 4:00 p.m. on March 21<sup>st</sup> and September 21<sup>st</sup>.

Policy 6.2.10 states that it is the objective of Council to create or improve existing pedestrian connections to existing parks and open space as well as to potential parks and open space and, in particular, the potential open space at 15 Wellesley Street East.

With respect to public realm, Policy 6.3.5 encourages at-grade commercial uses where appropriate along several public laneways in the area, including Maitland Terrace, which abuts the westerly limit of the TPA parking lot. Policy 6.3.13 provides that it is the objective of Council to widen the setbacks on east-west streets to secure a sidewalk zone (measured curb to building face) of at least 6 metres wide.

With respect to urban design, Policy 6.4.2 directs that development/redevelopment will be massed to fit harmoniously with its surroundings, with setbacks, stepbacks, height restrictions, angular planes, appropriate floor plate areas and/or façade articulation being used to achieve appropriate transition for this purpose.

Policy 6.4.3 provides that the portion of the base building of a tall building immediately adjacent to the lower scale area will generally be no higher than the height of the adjacent buildings, transitioning into a higher base as the distance from the lower scale area increases. Policy 6.4.4 states that floor plate sizes, stepbacks and tower separation distances will be important considerations in the evaluation of tall building proposals in order to address sunlight, shadow, sky view and privacy.

Policy 6.4.6 states that tall buildings will not generally be permitted on sites that have a planned context that does not contemplate tall buildings as a suitable form of development or where development/redevelopment is not able to provide floor plate sizes, tower separation distances, stepbacks and setback distances that achieve the SASP 382 policies.

## 4.6 Downtown Secondary Plan

On July 27, 2018, the City of Toronto Council enacted By-law 1111-2018, adopting Official Plan Amendment (OPA) 406, which includes a new Downtown Secondary Plan (the "Downtown Plan") and associated amendments to Section 2.2.1 and Map 6 of the Official Plan. On August 2, 2018, the City submitted OPA 406 to the Minister of Municipal Affairs and Housing for approval under Section 26 of the *Planning Act*. On June 5, 2019, the Minister issued a decision with respect to OPA 406, which included a number of significant modifications to the Downtown Secondary Plan and brought it into full force and effect. The relevant in-force policies are identified below.

The subject site is designated *Mixed Use Area 1 – Growth* by the Downtown Secondary Plan (see **Figure 14**). Section 4.1 encourages growth within the *Downtown*, in particular on lands designated *Mixed Use Areas 1*, as well as lands designated *Mixed Use Areas 2*, *Mixed Use Areas 3*, *Regeneration Areas* and *Institutional Areas*. Furthermore, the highest density of development within the *Downtown* is to be directed to *Mixed Use Areas* in proximity to existing or planned transit stations.

## GROWTH MANAGEMENT

Section 5 of the plan includes policies that relate to linking growth and infrastructure, with the goal of achieving complete communities. Policy 5.1 provides that development will support and contribute to the achievement of complete communities by providing for growth and through the provision of development charges under the *Development Charges Act, 1997* and/or as a community benefit under Section 37 of the *Planning Act*, as may be applicable.

In order to support the City, other levels of government and other public agencies in the delivery of community service facilities, parkland, green infrastructure and physical infrastructure in providing for complete communities, Policy 5.2 provides that a Complete Community Assessment will be required as part of "significant and large scale development applications" within *Mixed Use Areas 1* and other identified designations. Policy 5.4 provides that the Complete Community Assessment study area may include the site and block in which the development is located, as well as all of the surrounding blocks, and that a larger area of assessment may be required where the development intensity is greater than the planned context. As requested by City Planning staff, a Complete Community Assessment has been prepared by Bousfields Inc. and is appended to this report as **Appendix A**.

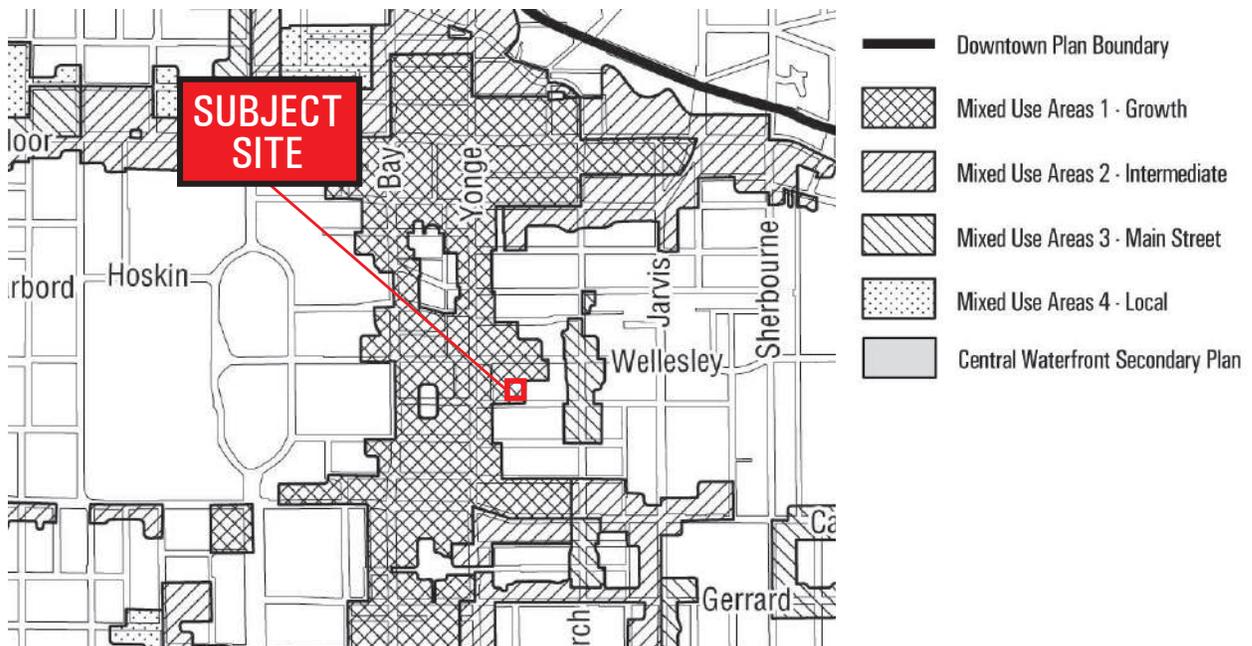


Figure 14 - Downtown Plan Map 41-3 - Mixed Use Areas

## LAND USE

Section 6 includes policies with respect to land use and the economy. With respect to *Mixed Use Areas*, the introductory text states that *Mixed Use Areas* will:

*"... absorb most of the anticipated increase in office, retail and service employment, as well as the majority of new housing Downtown over the coming decades. As the intensity of development on small, infill sites increases and buildings get taller, more specific land use policies for the Mixed Use Areas will ensure that new development occurs in a manner that fits with the local existing and planned context. Areas and sites designated as Mixed Use Areas have varied characteristics and constraints, and thus, the specific scale and intensity of development will vary based on the local context ... Large scale and/or tall buildings will be appropriate within specific areas Downtown and the permitted height, massing, scale and intensity of development will be informed by the local existing and planned context, including the location of existing and planned rapid transit stations."*

Policy 6.18 provides that a wide range of commercial, residential and institutional land uses, and parks and open spaces, are permitted in the *Mixed Use Areas*. It goes on to say that the diverse mix of permitted uses within *Downtown Mixed Use Areas* will meet people's needs for daily living and working (Policy 6.18.1), enable live-work proximities such that people can walk and cycle to their destinations, reducing the need for longer trips (Policy 6.18.2), and provide an urban form that will optimize infrastructure, particularly within 500-800 metres of existing or planned rapid transit stations (Policy 6.18.3).

Policy 6.19 provides that *Mixed Use Areas* will contain development of varying scales and intensities, based on the existing and planned context. Policy 6.20 provides that building heights, massing and scale of development will be compatible between each of the four *Mixed Used Areas*, with the tallest buildings located in *Mixed Use Areas 1*, stepping down through *Mixed Use Areas 2* and *Mixed Use Areas 3* to low-scale buildings in *Mixed Use Areas 4*.

Policy 6.22 provides that not all sites can accommodate the maximum scale of development anticipated in each of the *Mixed Use Areas* while also supporting the liveability of the development and the neighbourhood, while other sites may be able to accommodate more than the anticipated scale. It provides that development will be required to address specific site characteristics, including lot width and depth, location on a block, on-site or adjacent heritage buildings, parks or open spaces, shadow impacts, and other sensitive adjacencies, potentially resulting in a lower-scale building.

With respect to *Mixed Use Areas 1* specifically, the introductory text states that:

*"Mixed Use Areas 1 includes areas with the greatest heights, the highest intensity of development and the largest proportion of non-residential uses. The Mixed Use Areas 1 designation is generally located along the Yonge Street and University Avenue corridors and within some master planned communities such as the Railway Lands. Intensification will occur in a diverse range of building typologies and scales, one of which is tall buildings, that contribute to and enhance liveability. Non-residential space requirements will sustain a mix of uses and support prosperity."*

Policy 6.23 provides that development within *Mixed Use Areas 1* will include a diverse range of building typologies, including tall buildings, with height, scale and massing dependent on the site characteristics and "supportive of intensification suitable for a downtown growth area". Policy 6.24 further provides that development within *Mixed Use Areas 1* will generally be encouraged to provide a significant proportion of non-residential uses within new mixed-use developments.

With respect to development in proximity to existing and planned rapid transit stations, Policy 6.34 provides that development in such areas will prioritize mixed-use development, and that these areas will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels.

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

- planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels;
- fostering collaboration between public and private sectors;
- providing alternative development standards; and
- prohibiting built form that would adversely affect the optimization of transit infrastructure.

Policy 6.36 goes on to require that the highest density of development within the *Downtown* be directed to *Mixed Use Areas* in close proximity to existing or planned rapid transit stations.

Policy 6.37 provides that a study may be undertaken by the City that will result in a Site and Area Specific Policy (SASP) for lands within 500-800 metres of a planned rapid transit station for the purposes of implementing Policy 6.36, which will set out, among other matters, the appropriate land use mix; public realm improvements and priorities; contextually appropriate built form scale and type; and necessary infrastructure. However, Policy 6.38 provides that development may proceed in advance of a study referred to in Policy 6.37, provided that the supporting documentation in the application includes consideration of the matters identified in Policy 6.37.

## **PARKS AND PUBLIC REALM**

With respect to the public realm, Policy 7.2 provides that expansions and improvements to the public realm will be accessible, inclusive and welcoming to all people who live, work, learn and visit *Downtown*.

Policy 7.3 provides that the planning, design and development of parks and the public realm will be encouraged by a number of objectives, including: creating functional, interesting and engaging

spaces that are connected, safe, comfortable, multi-functional and accommodate people of all ages and abilities year-round; encouraging public life through site-specific placemaking and pedestrian amenities that foster social interaction, including but not limited to seating, landscaping, active uses at grade, way-finding, public art and programming; and providing new and improved pedestrian and cycling connections to and through parks and the public realm in and adjacent to *Downtown* through streetscape improvements, bridges, trails and bikeways.

## **MOBILITY**

With respect to parking and curbside management, Policy 8.27 provides that development will generally be required to limit and/or consolidate vehicle access points and will be encouraged to provide facilities for passenger pick-up/drop-off, loading and parking in off-street locations and/or within building footprints, in order to free up on-street curbside and public realm space and improve safety of pedestrians and cyclists. Policy 8.29 goes on to say that pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space.

## **BUILT FORM**

The Downtown Plan includes a number of built form policies in Section 9. Policy 9.1 provides that development will be encouraged to:

- enhance the liveability of the building's surroundings;
- contribute to liveability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky view; expanding and improving the public realm; maintaining adequate privacy; providing high-quality amenity spaces; and conserving heritage;
- demonstrate design excellence of the building and surrounding public realm;
- demonstrate a high standard of heritage conservation; and
- include high-quality, durable materials and sustainable and resilient building practices.

Policy 9.2 provides that the City may request, as a community benefit, provisions for an improved and expanded public realm including but not limited to: widened sidewalks and walkways; parks and open spaces; POPS; street trees and other landscaping; street furniture; public art; landscaped open spaces; patios; retail displays; access to transit and transit shelters; cycling amenities and pedestrian weather protection.

Policy 9.3 adds that Zoning By-laws may provide for building setbacks from street lines that do not reduce the density or unreasonably reduce the utility or otherwise of the site, where necessary for the achievement of a contextually appropriate streetscape. Policy 9.4 states that development in *Mixed Use Areas 1* will be encouraged to include setbacks that will allow for optimal tree planting and landscaping conditions and provide adequate space for tree infrastructure and adhere to the City's tree planting standards, and be designed to allow for access to utilities or other below-grade services, as a community benefit. Policy 9.5 provides that the City may request, as a community benefit, the conveyance of an easement over a development site within 6 metres from the closest public street curb, or such greater or lesser distance as may result from the considerations set out in Policies 9.6 and 9.7.

Policy 9.8 provides that base buildings will generally be designed to achieve, among others, the following design objectives:

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

Policy 9.9 provides that development will generally provide a transition from the base building to relate to adjacent properties with a lower-scale planned context, as may be required to achieve the objectives of the Plan, while Policy 9.10 requires that development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the streetwall height, articulation, proportion, materiality and alignment .

Policy 9.11 through 9.16 relate to physical determinants of intensity and scale. Policy 9.11 directs that, although existing and approved buildings form part of the existing and planned context, the siting, massing, height and design of a building on one site will not necessarily be a precedent for development on an adjacent or nearby site.

Policy 9.13 states that tall building floor plates should be designed to adequately limit shadow impacts of the tower on the public realm and neighbouring properties and maintain adequate sky view from the public realm. To that end, Policy 9.15 that, in a tall building, a storey which contains residential units but does not form part of a base building will generally have a maximum floor plate size of 750 square metres above the base building. It goes on to say that increases to the 750 square metre floor plate size may be appropriate where the impacts of the larger floor plate, including but not necessarily limited to shadow, sky view and wind are addressed.

With respect to shadow impact, Policy 9.17 provides that development will seek to "adequately limit" shadows on sidewalks, parks, open spaces, natural areas and institutional spaces "as necessary to preserve their utility", while Policy 9.18 requires development to adequately limit "net-new shadow" as measured from March 21<sup>st</sup> to September 21<sup>st</sup> from 10:18 a.m. to 4:18 p.m. on the parks and open spaces indicated on Map 41-13. In this regard, the future Dr. Lillian McGregor Park, to the west of Yonge Street, has been identified as a Sun Protected Park (see **Figure 15**).

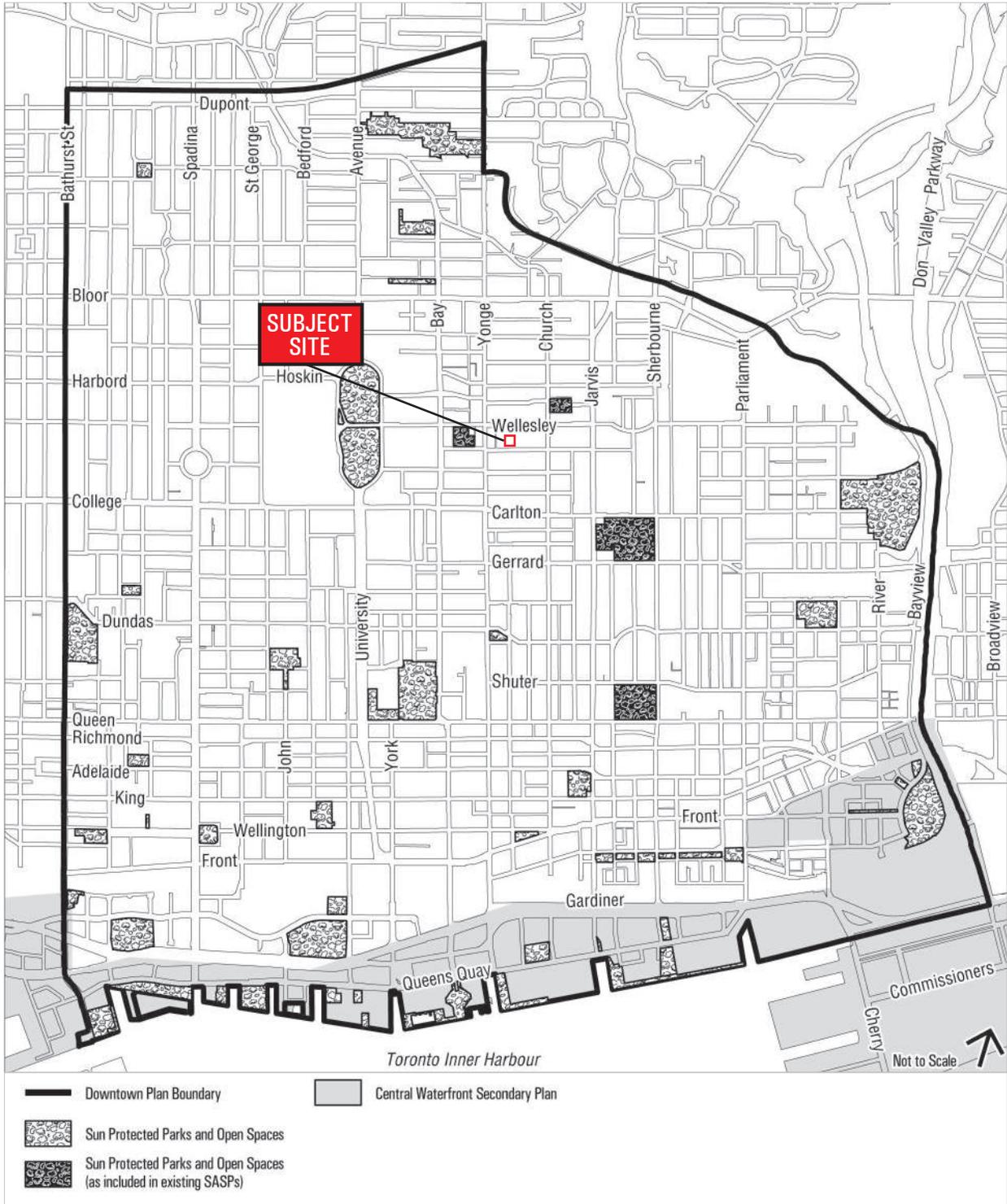


Figure 15 - Downtown Plan Map 41-13 - Sun Protected Parks and Open Space

With respect to wind impact, Policy 9.20 provides that buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the public realm, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas. Policy 9.21 requires development to address microclimatic conditions for people on adjacent streets and sidewalks, parks and open spaces by adequately limiting shadow and uncomfortable wind conditions, as necessary to preserve their utility, which may be achieved with, among other things: reducing the floorplates of tall building elements above the base building; reducing the overall height and scale of buildings; and re-orienting, reducing the size of and/or setting back tall building elements on the site.

With respect to transition, Policy 9.22 provides that development may be required to provide built form transition where necessary to create a more liveable environment in the public realm, while defining and distinguishing areas of different character, intensity and planned contexts. Policy 9.23 adds that transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and stepbacks of building mass, separation distances, and other means to achieve compatibility. Policy 9.24 further provides that development may be required to incorporate transition in scale to achieve built form compatibility when it is, among other things, of a greater intensity and scale than the adjacent and surrounding planned context or adjacent to a property designated under Part IV of the Ontario Heritage Act.

Policy 9.25 addresses built form adjacencies, providing that they may require a review to determine if any transition to the planned context is required to achieve compatibility. Potential transition measures include, for tall-to-mid-rise adjacencies, the application of a separation distance and noticeable stepping down of height and, for tall-to-tall adjacencies, the application of a separation distance, orientation of the tower portions of the building, and, as appropriate, through stepping down of heights. Policy 9.26 provides that transition may be required between development and adjacent streets, parks or open spaces to provide access to sunlight and sky

views as well as establish a human scale, and that where such transition is necessary, tall building development may achieve transition through appropriate setbacks and stepbacks. Policy 9.27 adds that, where transition is desirable to achieve compatibility, it will generally be provided within the development site.

## HOUSING

The introductory text notes that the provision of housing to a wide range of residents that is affordable, secure, of an appropriate size, and located to meet the needs of people throughout their life cycle is essential to the creation of complete communities.

Policy 11.1 provides that, in order to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families, development containing more than 80 new residential units will include: a minimum of 15 per cent of the total number of units as 2-bedroom units; a minimum of 10 per cent of the total number of units as 3-bedroom units; and an additional 15 per cent of the total number of units as a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2- and 3-bedroom units through the use of accessible or adaptable design measures.

## IMPLEMENTATION

Policy 14.1 provides that implementation plans, strategies and guidelines will be adopted to advance the vision, goals and policies of the Downtown Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in the Downtown Plan.

## 4.7 Official Plan Amendment No. 231

Official Plan Amendment No. 231 (OPA 231) was adopted by City Council on December 18, 2013 and was forwarded to the Minister of Municipal Affairs and Housing for approval on January 2, 2014. A Notice of Decision was issued by the Province on July 9, 2014. OPA 231 was appealed to the Ontario Municipal Board by a number of parties. Subsequently, portions of OPA 231 have been approved by the Ontario Municipal Board (now the Local Planning Appeal Tribunal) on June 22, 2015, January 15, 2016, May 3, 2016, June 6, 2016, December 20, 2016, August 16, 2018 and January 8, 2019, although portions remain under appeal and are not in force. It should be noted that proposed Policy 3.5.1(9), as described below, remains under appeal and is not in force.

OPA 231 contains new economic policies and new policies and designations for *Employment Areas* as part of the Official Plan and Municipal Comprehensive Reviews. In addition to policies applying to *Employment Areas*, OPA 231 proposes to introduce policies with respect to office replacement in "transit-rich" areas. The office replacement policies are not yet in force.

Section 3.5.1 of OPA 231 (Creating a Strong and Diverse Civic Economy) states that:

*"Almost half of the City's current jobs, and a majority of its future jobs are in offices [...] it is essential to promote office growth on rapid transit lines throughout the City and Region. The Official Plan directs office growth, and in particular the development of large freestanding office buildings, to the Downtown and Central Waterfront, the Centres, and within 500 metres of rapid transit stations. At the same time, existing office space in these transit-rich areas needs to be sustained, not demolished to make way for new residential buildings. Where a residential development is proposed on sites with over 1,000 square metres of employment space in these areas served by rapid transit where residential uses are already permitted, the development must also result in an increase of employment space."*

Proposed Policy 3.5.1(9) would require that new development that includes residential units on a property with at least 1,000 square metres of existing non-residential gross floor area used for office space must increase the non-residential gross floor area used for office purposes, where the property is located in a *Mixed Use Area* or *Regeneration Area* within the *Downtown and Central Waterfront* or a *Centre* or within 500 metres of an existing or approved and funded subway, light rapid transit or GO train station. The policy goes on to provide that, where site conditions and context do not permit an increase in non-residential office gross floor area on the same site, the office floor space may be replaced on a second site, prior to or concurrent with the residential development. The second site will be within a *Mixed Use Area* or *Regeneration Area* in the *Downtown and Central Waterfront*; within a *Mixed Use Area* or *Employment Area* in the same *Centre*; or within 500 metres of the same existing or approved and funded subway, light rapid transit or GO train station.

The proposed policies in OPA 231, specifically Policy 3.5.1(9), are addressed in Section 5.2 of this report.

## 4.8 Official Plan Amendment No. 352

On November 9, 2016, as part of the TOcore study which ultimately led to the Downtown Plan, City Council adopted Official Plan Amendment No. 352 (OPA 352), which introduces Site and Area Specific Policy 517 (SASP 517). SASP 517 would apply to the *Downtown* area, generally bounded by Bathurst Street, Lake Ontario, the Don River, Rosedale Valley Road and the CPR tracks.

Concurrently, City Council enacted By-law 1106-2016 to amend By-law 438-86 with respect to tall building setbacks in the "Toronto Downtown" area in order to implement OPA 352. A companion by-law, By-law No.1107-2016, was enacted on the same date to amend By-law 569-2013. OPA 352, as well as By-laws 1106-2016 and 1107-2016, have been appealed to the Local Planning Appeal Tribunal by numerous parties, and therefore are not in force.

The purpose of SASP 517 is to provide direction for *Downtown* tall building development with respect to setbacks from the building face of the tower to adjacent lot lines and an adequate separation distance between towers. These directions are intended to ensure that individual tall buildings on a site and the cumulative effect of multiple tall buildings within a block contribute to building strong healthy communities by fitting in with the existing and/or planned context.

In particular, SASP 517 provides that the Zoning By-law will contain minimum numerical standards with respect to tall building setbacks and separation distances (see Section 4.8 below) in order to achieve the following objectives:

- provide a high-quality, comfortable public realm;
- consider development potential, where appropriate, of other sites within the block;
- provide appropriate access to sunlight on surrounding streets, parks, open spaces, school yards, and other public or civic properties;
- provide appropriate access to natural light and a reasonable level of privacy for occupants of tall buildings;
- provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces;
- encourage a reasonable level of views between towers for occupants of tall buildings; and
- limit the impacts of uncomfortable wind conditions on streets, parks, open spaces and surrounding properties to appropriate levels.

In addition, SASP 517 sets out the following directions:

- sites that are unable to accommodate a tall building that can achieve the intent of the tall building setback policies are not considered suitable for tall building development;
- as building heights increase, greater lot line setbacks may be required from the tower to the lot line;
- base building height for tall building development will reinforce a pedestrian scale and respect the existing and/or planned street wall height context of the block; and

- base buildings may require a setback at grade to achieve good street proportion, access to sunlight on sidewalks, parks and open spaces, wider sidewalks and streetscape elements and activities related to the uses at grade.

## 4.9 Zoning

The new City-wide Zoning By-law No. 569-2013, as amended, was enacted by City Council on May 9, 2013. It was appealed to the Local Planning Appeal Tribunal in its entirety; however, substantial portions of the by-law have now been approved by the Tribunal and are in full force and effect. For portions of the by-law that have not yet been approved, By-law 438-86, as amended, of the former City of Toronto remains in force.

### CITY-WIDE ZONING BY-LAW 569-2013

City-wide Zoning By-law 569-2013 zones the subject site R (d2.0) (x875), with a height limit of 30.0 metres and includes it within Policy Area 1 (see **Figures 16** and **17**).

The R (Residential) zone permits dwelling units in a wide range of residential building types, including an apartment building as well as a detached house, semi-detached house, townhouse, duplex, triplex and fourplex, and a limited range of commercial and institutional uses. Retail stores are permitted in apartment buildings with 100 or more dwelling units, subject to a number of conditions. Office uses are not permitted. The d2.0 zoning provision permits a maximum gross floor area equal to 2.0 times the lot area (2.0 FSI).

Exception R 875 provides that Sections 12(1) 434 and 12(2) 208 of former City of Toronto By-law 438-86 continue to prevail (see below). However, Section 12(2) 208 does not apply to the subject site.

CITY OF TORONTO BY-LAW 438-86

By-law 438-86 zones the subject site R3 Z2.0 with a maximum height of 30.0 metres (see **Figures 18 and 19**). The R3 Zone permits a wide range of residential uses, including apartment buildings and detached dwellings, semi-detached dwellings, row houses and rowplexes, as well as a limited range of commercial and institutional uses. The R3 Z2.0 zoning permits a maximum gross floor area of 2.0 times the lot area.

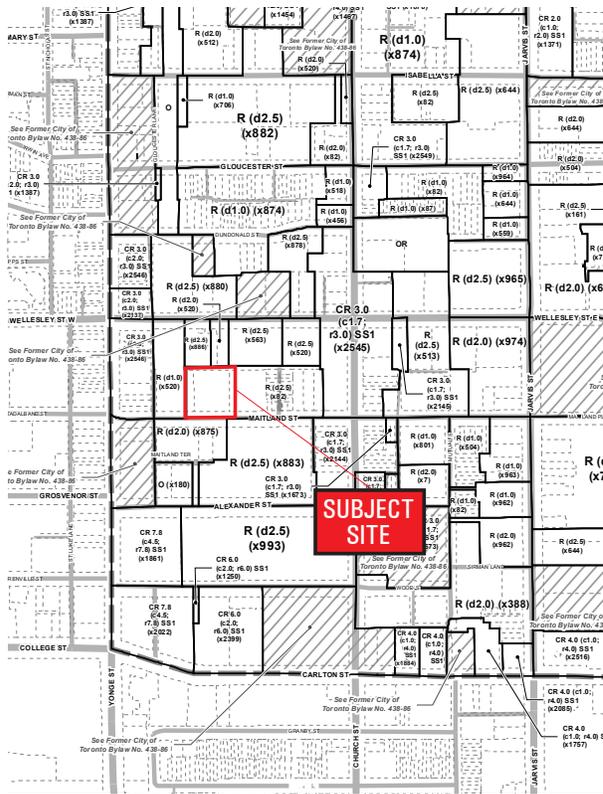


Figure 16 - Zoning By-law 569-2013 - Zoning

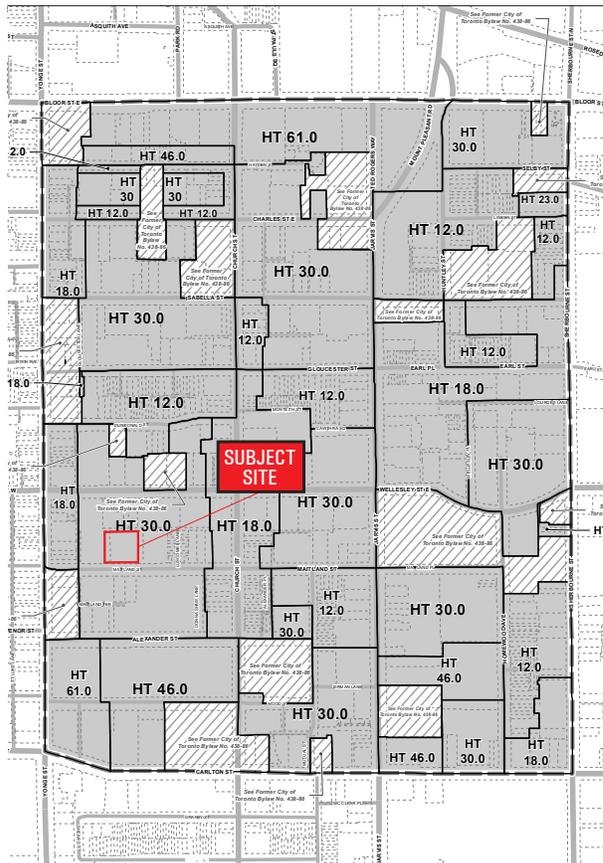


Figure 17 - Zoning By-law 569-2013 - Heights

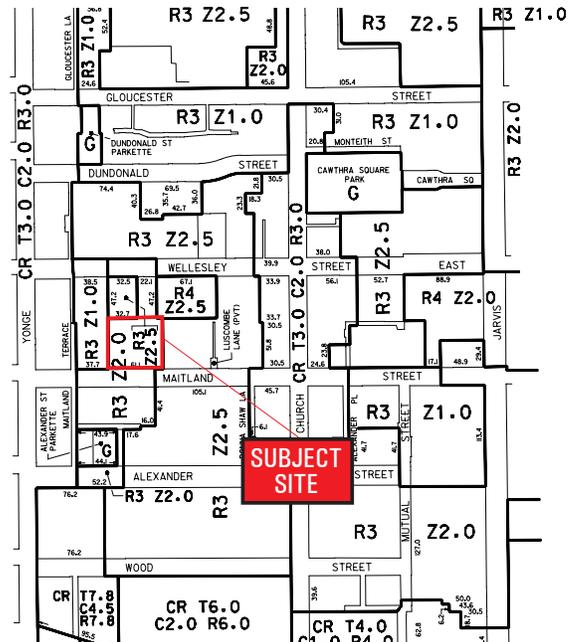


Figure 18 - Zoning By-law 438-86 - Zoning

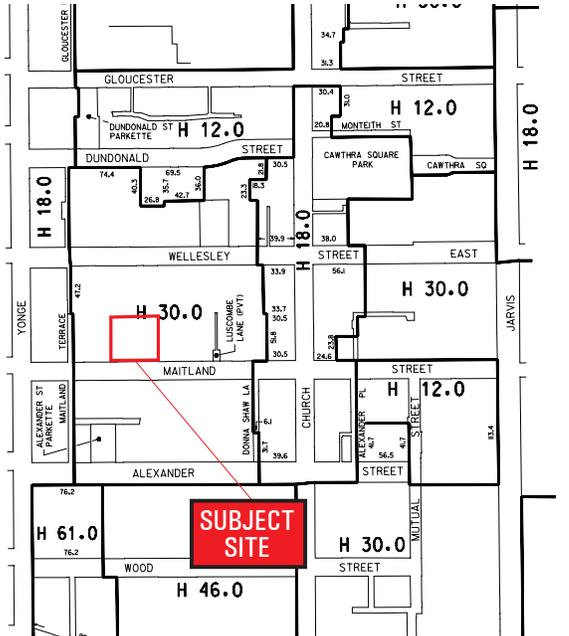


Figure 19 - Zoning By-law 438-86 - Heights

The R3 zone permits one retail store in an apartment building containing more than 100 dwelling units, provided that the floor area does not exceed 23 square metres, subject a provision to permitting an increase to up to 70 square metres based on the number of units. Office uses are not permitted in the R3 zone.

The site is also subject to a number of permissive and restrictive exceptions, including Sections 12(1) 3(a), 12(1) 61, 12(1) 232, 12(1) 434 and 12(2) 132. The relevant exceptions provide as follows:

- Section 12(1) 232 permits the use of a building for a commercial purpose or purposes, provided:
  - the same commercial purpose or purposes were permitted on the lot on February 25, 1975;
  - the building or structure was lawfully on the lot and lawfully used in whole or in part for the same commercial purpose or purposes on January 31, 1976;
  - the non-residential gross floor area used for the same commercial purpose or purposes does not exceed the non-residential gross floor area so used on January 31, 1976; and
  - the provisions of this by-law except for sections 6(1) and 6(2) 7, are complied with,
  - and for the purposes of this exception, if a building or structure on a lot was vacant in whole or in part on January 31, 1976 and if the last use of the vacant portion of the building or structure was for a commercial purpose or purposes permitted on the lot on February 25, 1975, it is deemed to have been lawfully used on that date for the same commercial purpose or purposes.

Section 12(1) 434 permits the erection or use of a building or structure as bed and breakfast establishment.

12(2) 132 prohibits the use of a building on the property for a commercial parking garage or a private commercial garage.

## DOWNTOWN TALL BUILDING SETBACK BY-LAWS

As noted in Section 4.8 above, By-laws 1106-2016 and 1107-2016 were enacted concurrently with OPA 352, amending By-law 438-86 and By-law 569-2013, respectively, to introduce regulations regarding tower setbacks in the *Downtown* area. The by-laws include the following relevant provisions:

- a "tower" is defined as "the portions of a building which collectively enclose the entirety of a storey higher than 24.0 metres above grade";
- a tower shall be no closer than:
  - 3.0 metres to a lot line abutting a street that is a public highway and 12.5 metres to the centre line of that street;
  - 12.5 metres to the centre line of an abutting public lane; and
  - 12.5 metres to a lot line having no abutting street or public lane;
- a tower shall be no closer than 25 metres to another tower on the same lot;
- if a line projected at a right angle from a main wall of a tower intercepts another main wall of the same tower, those main walls shall be separated by a minimum of 25.0 metres;
- window projections, exterior stairs and access ramps attached to a tower are not permitted to encroach into the required setbacks or separation distances; and
- elements which are permitted to project into the required separation distances include balconies, canopies and awnings, exterior cladding, architectural features, eaves and mechanical equipment (each with a specified maximum projection).

By-laws 1106-2016 and 1107-2016 are under appeal and are not in force.

## 4.10 Urban Design Guidelines

### TALL BUILDING DESIGN GUIDELINES

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

As a result, all Downtown Guidelines with city-wide applicability have been integrated into the revised guidelines. Location-specific aspects of the Downtown Tall Building Guidelines (particularly the Downtown Vision and Tall Building Typologies) remain in effect as a consolidated, companion document known as "Downtown Tall Buildings: Vision and Supplementary Design Guidelines". The City-Wide Tall Building Design Guidelines are to be used in conjunction with these supplementary guidelines to evaluate all tall building development proposals falling within the *Downtown* study area boundary.

The document specifically notes that the guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively".

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

Within the Downtown Supplementary Design Guidelines, Maitland Street is not specifically identified.

The relevant Design Guidelines are addressed in Section 5.5 of this report.

### NORTH DOWNTOWN YONGE URBAN DESIGN GUIDELINES

The North Downtown Yonge Urban Design Guidelines (September 2013) were adopted by Council in October 8, 2013, in conjunction with approval in principle of Official Plan Amendment No. 183, which introduced Site and Area Specific Policy 382 (see Section 4.5 above). It is noted that the Guidelines have not been updated to reflect the modifications that have been approved to OPA 183, with the result that there are now some inconsistencies.

The goal of the North Downtown Yonge Urban Design Guidelines is to provide appropriate built form and public space guidance, while being respectful of the integrity of the surrounding context.

The Guidelines identify the subject site as being within the Wellesley Wood Character Area (see **Figure 20**). Section 4.9 states that the Character Areas are predominantly comprised of mid-rise and "tower in the park style" buildings with slab style floor plates. Most of these buildings have large setbacks from the front property line and adjacent properties, providing generous spaces for landscaping, as well as private suburban-style driveways that connect to the building's main entrance. The Guidelines state that a few listed and designated heritage low-rise buildings are located within these Character Areas and will be preserved and enhanced.

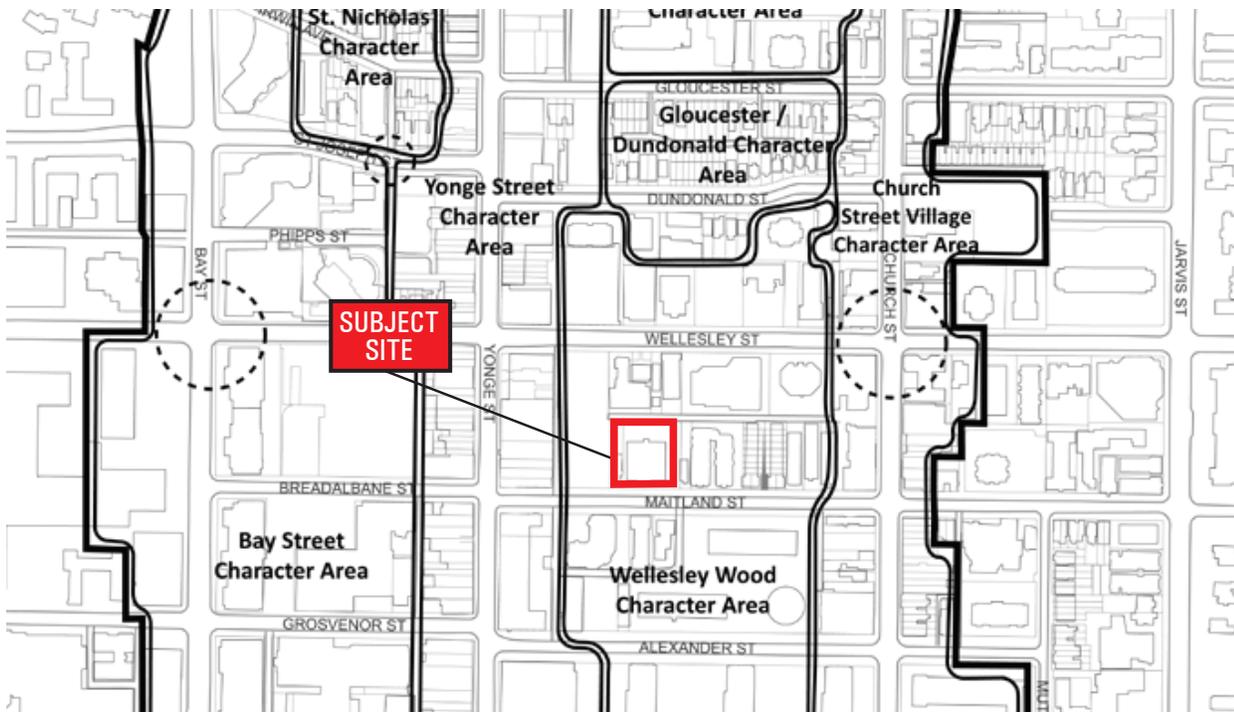


Figure 20 - North Downtown Yonge Urban Design - Character Areas

Because the character area is also within walking distance of the Yonge line subway stations, sites may have the potential for "some infill development which is appropriate for the scale of the Character Areas". Potential future developments in shall have appropriate height transitions from the heights found in the peaks and transition heights of the Yonge Street Character Area.

Furthermore, the Guidelines state that the special built form and open space configuration make the Character Areas unique, which results in large separation distances from adjacent properties and porosity through the block. The open spaces on these blocks are valuable and contribute to the quality of life for residents.

The Guidelines for the Wellesley Wood Character Area provide as follows:

- Infill development should protect the low-rise built form, heritage buildings and human pedestrian scale.
- Infill development should maintain the open space network by identifying sites that can complement and enhance the existing public open spaces.

- The height of new developments should create a height transition from Yonge Street to the mid-rise built form along Church Street.
- There shall be a compatible relationship of potential new developments to the street right-of-way, immediate context, existing heritage buildings, nearby parks and open spaces and *Neighbourhoods*.
- The streetscape should provide strong street edges with tree planting, minimum paved sidewalk width and be in conformity with the City of Toronto Streetscape Manual.
- Shadows will be minimized on designated *Neighbourhoods* such as the Gloucester/Dundonald Character Area (north of Wellesley).

General Built Form Framework guidelines are set out in Section 5.0 of the Guidelines, as summarized below. The Built Form Framework figure shows "Low Rise at Street Edge" along the Maitland Street frontage of the subject site. Lands to the east at 34-58 Maitland Street are identified as a "Low Rise Residential Neighbourhood", as is the Gloucester/Dundonald area north of Wellesley Street (see **Figure 21**). Among other matters, the Guidelines state that all new developments will:



**Figure 21 - North Downtown Yonge Urban Design - Built Form Framework**

- be consistent with the existing heritage value, attributes and character of adjacent or nearby properties;
- have clear entrances facing the street;
- have an appropriate setback from the front property line to allow for semi-private landscape zone, patios or spill out zones;
- have architectural articulation in the overall massing to create architectural interest;
- have a gradual transition in height from low-rise buildings to tall buildings;
- have canopies, stairs and walkways located on private land;
- have entrances, balconies and windows looking into the public streets and public open spaces to provide safety and visibility (eyes on street);
- minimize the shadow impact; and
- have an appropriate setback from parks and open spaces with a gradual height increase towards the streets.

The base of a tall building will:

- be no smaller than 3 storeys (10.5m) and no taller than 80% of the street right-of-way width;
- conform to the height of prevailing adjacent low-rise buildings;

- use compatible and complimentary material and height of any adjacent heritage property;
- have continuous weather protection; and
- have permeable materials in their façade to create animated street frontages.

Towers of tall buildings will:

- be slender to minimize adverse shadow impact on residential *Neighbourhoods*, open spaces and streets;
- have a floor plate area less than 750 sq.m., otherwise it should be highly articulated;
- be a minimum of 12.5 metres away from adjacent property line;
- be 20 metres away from abutting low-rise buildings; and
- have well designed top floors with architectural articulation to reflect the role of the tall buildings on the skyline.

With respect to parking and loading, the Guidelines state:

- Entrance to parking and loading and unloading areas will not be directly from the Main Streets.
- Loading and unloading areas should be hidden from view and located on roads with the least pedestrian traffic.

Access to parking should not be located at gateway sites or at the terminus of a view corridor.

Vehicle parking and loading/unloading areas should be placed below grade.

In Section 6.0 (Street Character Types), Maitland Street is identified as a Neighbourhood Street. Buildings on these streets have a large setback from the front property line, creating generous front landscaped areas and front yards. This will add to the neighbourhood-like feeling of such streets and create a pedestrian friendly corridor.

In Section 7.0 (Parkland/Public Realm), the accompanying figure shows a "Potential Open Space/Parks Opportunity" on the southerly portion of the TPA (15 Wellesley Street) property, with a Mid-Block Pedestrian Connection extending west from the terminus of the existing private lane to Yonge Street and a north-south Mid-Block Pedestrian Connection extending from Wellesley to Maitland through the middle of the TPA property.

The relevant Design Guidelines are addressed in Section 5.5 of this report.

## 4.11 Draft 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.

For the time being, the draft guidelines will be used as part of ongoing consultations with the design and development industries through the development approvals process. A report was expected back on any proposed modifications by the end of the first quarter of 2018, with the expectation that staff would monitor implementation of the draft guidelines for a period of two years, and to report back on the results in 2019. As of October 2019, no further modifications have been released by the City.

Generally, the draft guidelines are structured at three scales: the neighbourhood, the building, and the dwelling unit. At the neighbourhood scale, the draft guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community infrastructure. At the building scale, the draft guidelines seek to increase the number of larger units, encouraging the design of functional and flexible amenity and common spaces that supports resident interaction (e.g. creating a "critical mass" of larger units to attract large households, potentially concentrated at lower levels). At the unit scale, the draft guidelines focus on size and functionality to ensure that each dwelling unit provides the space for the social functions of larger households.

## 4.12 Historic Yonge Street Heritage Conservation District Plan

The Historic Yonge Street Heritage Conservation District (HCD) Plan was adopted by City Council on March 10, 2016 by By-law No. 235-2016. It was appealed to the Local Planning Appeal Tribunal in its entirety and, accordingly, is not in force.

Modifications to the Proposed HCD Plan were endorsed by Council on June 26, 2018. No hearing has yet been scheduled.

The Proposed HCD includes the properties fronting on Yonge Street between Davenport Road and College Street/Carlton Street. It does not include the subject site or the TPA property to the west. Within the block between Wellesley Street and Maitland Street, the properties at 527-535 Yonge Street are identified as "contributing properties", while the properties at 543-555 Yonge are "non-contributing". A Heritage Impact Assessment was prepared by ERA Architects and has been submitted with this application. A summary of this report is included in Section 5.6 below.



# [5.01]

PLANNING  
& DESIGN  
ANALYSIS

## 5.1 Intensification

Residential/mixed-use 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, the City of Toronto Official Plan and the Downtown Secondary Plan, all of which promote intensification on sites well served by municipal infrastructure, particularly higher-order public transit. The proposal will redevelop the subject site with an appropriately scaled transit-supportive development.

The subject site is located in the *Downtown*, which is identified as an urban growth centre and forms part of a major transit station area as defined by the 2019 Growth Plan, being located within a 500 metre to 800 metre radius of the Wellesley subway station, the College subway station, the Bloor-Yonge interchange subway station and the Queen's Park subway station. Accordingly, the subject site is located within a "strategic growth area" as defined in the Growth Plan. Strategic growth areas are a focus for accommodating intensification and higher-density mixed uses in a more compact built form.

The 2019 Growth Plan directs that urban growth centres will be planned to accommodate significant population and employment growth and will be planned to achieve, by 2031 or earlier, a minimum density target of 400 residents and jobs combined per hectare. Furthermore, the Growth Plan directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station (our emphasis).

From an Official Plan perspective, strong policy support is expressed for new housing in the *Downtown*, intended to minimize in-bound commuting and expand the range of housing opportunities. Policy 2.2.1(1) provides that the Downtown Toronto Urban Growth Centre will be planned to "optimize the public investment in higher order transit within the Centre" and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan. As well, the Official Plan provides that *Mixed Use Areas* will

absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.

Furthermore, Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking, for sites in areas such as this which are well serviced by transit. The subject site is located within an approximate 75-metre radius of the entrance to the Wellesley subway station and a 285-metre walking distance (representing a 3- to 4-minute walk), an approximate 330-metre radius of the entrance to the College subway station and a 435-metre walking distance (representing a 5- to 6-minute walk), and an approximate 585-metre radius of the south entrance to the Bloor-Yonge interchange station and a 790-metre walking distance (representing a 10-minute walk). In addition, the subject site is located within walking distance of the Carlton streetcar line and within 725 metres radius distance of the Queen's Park subway station.

The recently approved Downtown Secondary Plan designates the subject site *Mixed Use Areas 1 – Growth*, which is planned to accommodate the highest intensity of development in the *Downtown* and to be "supportive of intensification suitable for a downtown growth area".

In our opinion, the subject site is underutilized in its current form. Residential intensification on the subject site will more efficiently utilize and optimize the use of land and infrastructure by providing a diverse mix of new housing in a transit-supportive compact built form, directly supporting 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.

Residential intensification on the subject site can take advantage of and support the wide range of shops, services, restaurants, recreational facilities and cultural facilities available within the *Downtown*, including the mixed-use corridors along Yonge Street and Bay Street, and the employment and academic concentrations in College Park and the nearby Ryerson University and University of Toronto campuses. Further,

residential intensification will support transit ridership, assist in reinforcing the role of the *Downtown* as a desirable living area and contribute to the achievement of population forecasts for the City as set out in the Growth Plan and the Official Plan.

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

The proposed development, including residential and ground floor retail uses, is in keeping with the land use permissions of the Official Plan which permit a broad range of residential and commercial uses on the subject site. The existing zoning applying to the site permits the proposed residential uses, but does not permit the retail uses as proposed, and an amendment to the zoning is required to permit the 275 square metre retail store. The zoning will also need to be amended to permit the proposed live-work units and a commercial parking garage.

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

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

In this regard, the proposal will add to the existing mix of uses in the area and implement the development criteria set out in Policy 4.5(2) of the Official Plan by creating a balance of high quality residential and non-residential uses in a manner that reduces automobile dependency and meets the needs of the local community, by introducing retail uses on the subject site and providing for new homes for Toronto's growing population on lands that are currently underutilized given the surrounding built form context and proximity to transit infrastructure. In Section 2.2.1 of the Official Plan, the explanatory text notes that mixed use is a key ingredient to the successful functioning of *Downtown* that creates "accessibility through proximity" and that every home built within the *Downtown* area offsets the need for in-bound commuting each day.

The proposal will include 527 dwelling units, 5 of which are live-work units. The mix of units in the proposal will conform with Policy 11.1 of the Downtown Secondary Plan by providing housing for a wide variety of residents and, in particular, addressing the lack of variety in the available housing mix and the lack of units appropriate for family accommodation. In total, the proposal contains 124 two-bedroom and two-bedroom plus den units (24%) and 59 three-bedroom units (11%), as well as an additional 20 bachelor and 20 one-bedroom units which will be designed with knock-out panels, offering an option of combining bachelor and one-bedroom units into 20 two-bedroom units, resulting in a total of 203 two- and three-bedroom units (40.0%) overall (i.e. of 507 total units). The introduction of live-work units along the west side of the building supports a range of *Downtown* housing options that meets the requirements of a diverse population with varied needs, animating the western edge of the building and supporting a diverse and flexible range of uses.

The inclusion of street-related retail space fronting on Maitland Street will contribute to the animation and vitality of the pedestrian

realm. While the 275 square metres of retail space is not currently permitted by the zoning, inclusion of a retail component responds to the policy direction in the Downtown Secondary Plan which "generally encourages" development within *Mixed Use Areas 1* to provide a significant proportion of non-residential uses within new mixed-use developments. Maitland Street is not identified as a Priority Retail Street on Map 41-5 of the Secondary Plan and has a predominantly residential character.

As noted above, an Official Plan Amendment is being filed concurrently with the rezoning application out of an abundance of caution, in order to exempt the site from the proposed office replacement policies in OPA 231. In this regard, the demolition of the existing buildings will result in the removal of approximately 3,020 square metres (32,500 square feet) of existing office/institutional space, including approximately 372 square metres (4,000 square feet) in the converted dwelling at 20 Maitland and approximately 2,648 square metres (28,500 square feet) at 26 Maitland, which is greater than the proposed threshold of 1,000 square metres in Policy 3.5.1(9).

In the case of the subject proposal, it is our opinion that replacement of the 3,020 square metres of existing non-residential gross floor area should not be required as part of the proposed development, for the following reasons:

- Policy 3.5.1(9) of OPA 231 is currently under appeal to the Local Planning Appeal Tribunal and is not in force. Ultimately, the policy could be refused or modified by the Tribunal. Accordingly, it would be inappropriate to apply the policy to the subject site as if it were in force.
- In addition to the foregoing, there is ambiguity about the meaning and intent of the term "office purposes" in the proposed policy. Because the term is not defined, concerns have been expressed in the appeals of OPA 231 regarding whether the policy should apply to specialized types of office uses or only to "market" office buildings that can be readily re-tenanted in the marketplace. In this case, the Catholic Children's Aid Society building is a specialized building which was purpose built for a single institutional user (the CCAS) in the early 1960s. It is located on a street which

has a predominantly residential character and lacks the visibility and scale that would be desirable for a "market" office building in the *Downtown*.

- Furthermore, an "office" is not a permitted use on the subject site under the existing zoning by-laws. The permission for office use, which had existed at the time the building was built in the early 1960s, was removed by in January 1976 by By-law 35-76 (the Central Area Zoning By-law). Thereafter, the office use permission existed only permitted by virtue of Section 12(1) 232 of By-law 438-86, which allows the continuation of "the same commercial purpose or purposes" existing on the site as of January 1976. Because Section 12(1) 232 is not listed as a prevailing section under By-law 569-2013, the existing CCAS use will no longer be permitted by the zoning, but rather will become "legal non-conforming".
- In turn, the intent of "legal non-conforming" status is that the CCAS use is ultimately intended to cease and that an office use would thereupon no longer be permitted on the site. Once the CCAS relocates to its new location in November 2019, any remaining office permission would be extinguished.
- Furthermore, it is our opinion that proposed Policy 3.5.1(9) is flawed in terms of its operation because it does not actually prevent demolition of the existing office uses or redevelopment of the site for purposes that are permitted as-of-right by the existing zoning. It is only triggered when new development is proposed that includes residential uses and requires a rezoning application. For example, nothing would preclude the owner from making an application for a demolition permit and converting the site to a surface parking lot, and then subsequently filing a rezoning application for a proposed residential building.
- More fundamentally, it is our opinion that proposed Policy 3.5.1(9) is unnecessary and undesirable in planning policy terms, particularly as it applies to the *Downtown*. In recent years, Toronto has seen a significant increase in the amount of office gross floor area located *Downtown*. According to City building permit and development application data, 6.7 million square feet (620,000 square metres) of new office space was built in the *Downtown* between 2011 and 2016, with an additional 19 million square feet (1.8 million

square metres) in the development pipeline as of April 2018. According to the report "Planning Downtown: The Outlook for Office and Institutional Employment to 2041" (April 2018), undertaken for the City as part of the TOcore initiative, the result of this new construction is that, between 2006 and 2015, the number of office and institutional employees in the *Downtown* grew by 70,000, an increase of 22% (our emphasis).

- In turn, that has meant that the pattern of employment growth in the Greater Toronto and Hamilton Area (GTHA) is turning out to be more centralized than expected. The April 2018 report acknowledges that the rapid growth in Major Office in Toronto and the stabilization of Employment Land Employment, as reflected in Toronto's 2016 employment survey results, is "putting Toronto ahead of its 2031 official plan employment target, and nearly reaching its Growth Plan 2041 forecast. It is likely that the city will reach this 2041 forecast figure within the next few years." These employment growth trends have raised concerns about the "hyper-concentration" of employment growth in *Downtown* Toronto at the expense of Toronto's office parks and the 905 municipalities (see for example, "Planning the Next GGH", Pamela Blais, Metropole Consultants and The Neptis Foundation, November 30, 2018).

### 5.3 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the 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 given its location in the *Downtown*, its *Mixed Use Areas 1* designation in the Downtown Secondary Plan, its proximity to a number of subway stations and frequent streetcar service, and its relationship to other existing and approved tall buildings in the North Downtown Yonge area.

With respect to the broad urban structure, the site is located within the Yonge Street corridor extending north from the Financial District, which has been experiencing rapid redevelopment over the last 10 to 15 years. Existing and approved heights along Yonge Street between Davenport

Road and Queen Street are the generally greatest at the intersections of Yonge and Bloor (e.g. 1 Bloor West at 82 storeys and 1 Bloor East at 78 storeys) and Yonge and Gerrard Street (e.g. Aura (388 Yonge) at 78 storeys, Chelsea Green at 84 storeys and YSL Residences (383 Yonge) at 85 storeys), and are somewhat lower within the North Downtown Yonge area, where recent tall building approvals have ranged between 57 storeys within the Height Peak Area, 38 to 58 storeys in the Height Transition Areas, and 34 to 60 storeys within and adjacent to the Height Core Area.

Within and adjacent to the Height Core Area to the east and west of Yonge Street, between Charles Street and Alexander Street/Grosvenor Street, heights range generally from 34 storeys to 60 storeys, including 46, 47 and 48 storeys along Charles Street East, and 35 and 37 storeys along Wellesley Street East.

Within this broad urban structure, is it our opinion that the proposed tower height of 45 storeys and 138.6 metres (144.9 to the top of the mechanical penthouse) would fit harmoniously with existing and approved building heights in the vicinity. In this regard, heights of existing, approved and proposed buildings in proximity to the site are shown on **Figure 22**, Height Map, as summarized in the following table:

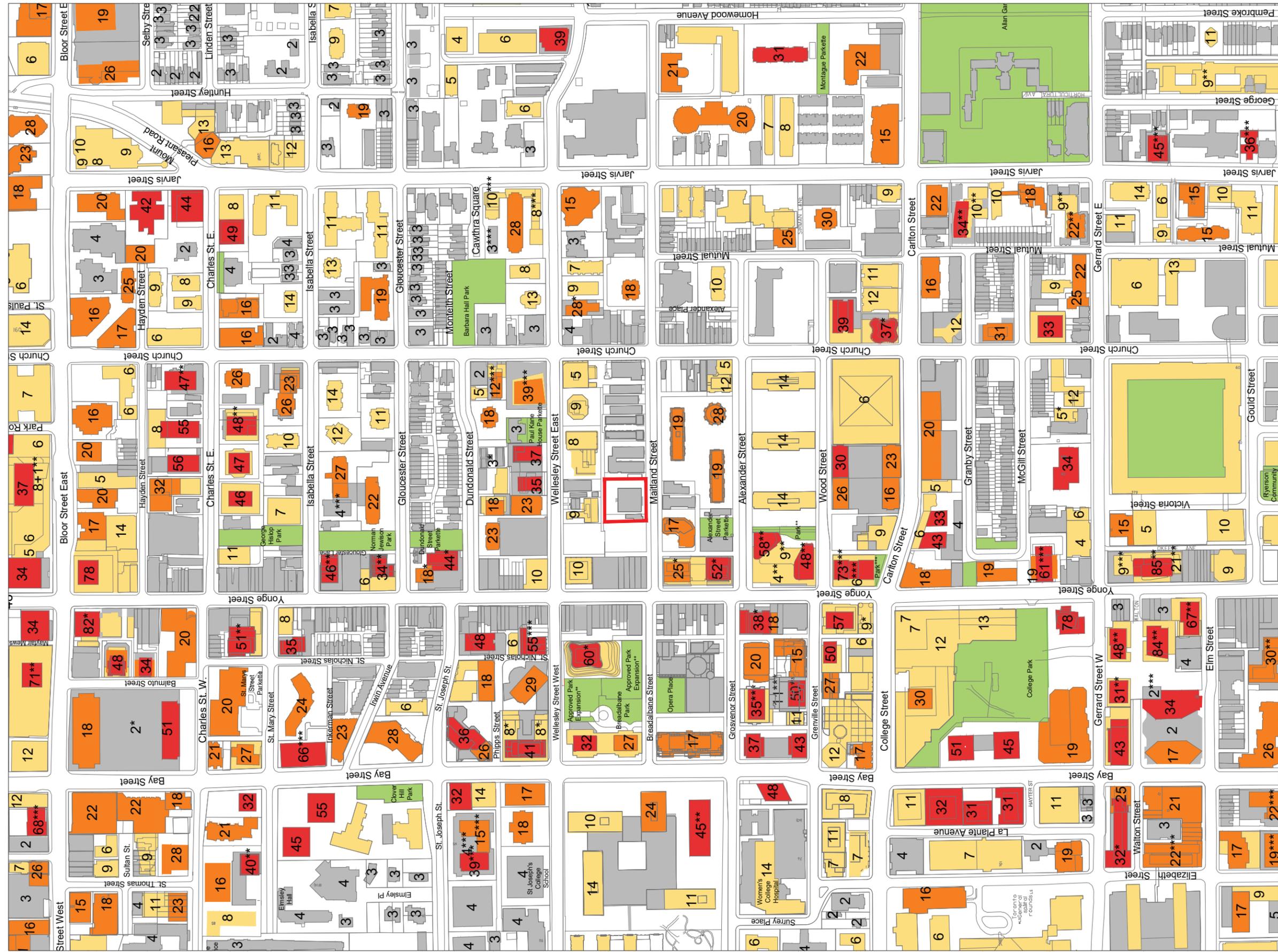
**Table 1 - Surrounding Developments**

| ADDRESS   | STOREYS    | HEIGHT (METRES) |
|---|------------|-----------------|
| 383 Yonge Street (YSL Residences)**             | 85 storeys | 299 metres      |
| Chelsea Green (south tower)**                   | 84 storeys | 276 metres      |
| 388 Yonge Street (Aura)                         | 78 storeys | 272 metres      |
| 2 Carlton Street***                             | 73 storeys | 251 metres      |
| 415 Yonge Street***                             | 61 storeys | 239 metres      |
| 454-464 Yonge Street (YC Condos)                | 57 storeys | 198 metres      |
| 11 Wellesley Street West*                       | 60 storeys | 194 metres      |
| 475 Yonge Street (North Tower)**                | 58 storeys | 190.5 metres    |
| 10-16 Wellesley Street West***                  | 55 storeys | 175 metres      |
| 501 Yonge Street (Tea House - South)*           | 52 storeys | 170 metres      |
| 9-21 Grenville Street (Karma)                   | 50 storeys | 166 metres      |
| 475 Yonge Street (South Tower)**                | 48 storeys | 163.5 metres    |
| Chelsea Green (Northeast Tower)**               | 48 storeys | 163.5 metres    |
| 26 Grenville Street***                          | 50 storeys | 162 metres      |
| 5 St. Joseph Street/608-618 Yonge Street (Five) | 48 storeys | 161 metres      |
| 55-61 Charles Street East**                     | 48 storeys | 160.5 metres    |
| 10 St. Mary Street/79-85 St. Nicholas Street**  | 51 storeys | 159 metres      |
| 625 Yonge Street**                              | 46 storeys | 156 metres      |
| 45 Charles Street East (Chaz)                   | 47 storeys | 151 metres      |
| 599 Yonge Street*                               | 44 storeys | 148 metres      |
| 33 Charles Street East (Casa)                   | 46 storeys | 146 metres      |
| 20-26 Maitland Street (subject site)***         | 45 storeys | 144.9 metres    |
| 552-570 Church Street***                        | 39 storeys | 141 metres      |
| 955 Bay Street (former Sutton Place)*           | 41 storeys | 139 metres      |
| 480-494 Yonge Street**                          | 38 storeys | 131 metres      |
| 75 St. Nicholas Street (Nicholas Residences)    | 35 storeys | 118 metres      |
| 27 Grosvenor Street***                          | 35 storeys | 117 metres      |
| 40 Wellesley Street East                        | 35 storeys | 116 metres      |
| 50 Wellesley Street East                        | 37 storeys | 115 metres      |
| 601-613 Yonge Street/2-8 Gloucester Street**    | 34 storeys | 114 metres      |
| 24 Wellesley Street West                        | 29 storeys | 93 metres       |
| 501 Yonge Street (Tea House - North)*           | 25 storeys | 86 metres       |
| 22 Wellesley Street East                        | 23 storeys | 73.5 metres     |
| 17 Dundonald Street (Totem Condos)              | 18 storeys | 65 metres       |

\* under construction

\*\* approved

\*\*\* proposed



**LEGEND**

- \* Under Construction
- \*\* Approved/Not yet built
- \*\*\* Proposed
- 1 - 4 storeys
- 5 - 14 storeys
- 15 - 29 storeys
- 30+ storeys
- Parks
- Subject Site

Figure 22 - Height Map



In our opinion, the proposed height would make a positive contribution to the urban structure of the Yonge Street corridor and would fit harmoniously within the existing and planned height context in the immediate vicinity. In this regard, the pattern of heights within and adjacent to the proposed Height Core Area between Charles Street and Grosvenor/Alexander Street includes generally low- to mid-rise buildings fronting on Yonge Street, reinforcing the importance of Yonge Street as an historic and pedestrian-oriented mainstreet, with tall buildings set back from the Yonge Street frontage, including St. Mary/St. Nicholas (51 storeys, approved), 75 St. Nicholas (35 storeys), 5 St. Joseph (48 storeys), 11 Wellesley Street West (60 storeys, under construction), 625 Yonge Street (46 storeys, approved), 2-8 Gloucester Street (34 storeys, approved) and 599 Yonge Street (44 storeys, under construction).

All of the above-noted buildings are generally within or lower than the 18 metre/75 degree angular plane policy proposed in Site and Area Specific Policy 382. In particular, the 60-storey building at 11 Wellesley Street West (194.1 metres), which was approved in 2014, just to the northwest of the subject site, is located approximately 46.6 metres west of Yonge Street. The tower on the subject site would be located approximately 96 metres east of Yonge Street, more than twice as far away as 11 Wellesley, with a significantly lower height (i.e. 138.6 metres to the west face of the tower).

In terms of massing, the design of the proposal would fit harmoniously with the built form context in the surrounding area. It will contain two distinct elements, a base element that will define the edge of Maitland Street and the potential future public park on the 15 Wellesley East property at an appropriate scale, and a tower that is appropriately sized and oriented on the site.

The 3-storey base building will be set back 3.4 metres from the Maitland Street property line, generally in line with the adjacent buildings to the east. The tower is stepped back a further 2.1 metres, for a total tower setback of 5.5 metres from the south property line.

The applicable urban design policies applying in the North Downtown Yonge (SASP 382) area and in the Downtown Secondary Plan provide

direction for tall building developments to provide an appropriate transition in scale and height towards the lower-scaled development. In the case of the subject site, the lands to the east at 34-58 Maitland Street, while designated *Apartment Neighbourhoods*, are identified as a "Low Rise Residential Neighbourhood" in the North Downtown Yonge Urban Design Guidelines. In our opinion, the 3-storey height of the base building helps to achieve this transition, as does the 9.1 metre setback to the base building from the east lot line and the 6.8 metre stepback to the tower, for a total tower setback of 15.9 metres. The 3-storey height reflects and reinforces the existing lower-rise context along the north side of Maitland Street, which consists predominantly of 3- to 4-storey buildings, and responds to the "Low-Rise at Street Edge" direction applying to the site in the North Downtown Yonge Urban Design Guidelines.

The tower element will be stepped back on all sides from the base building, with an inset 4<sup>th</sup> floor creating an architectural distinction between the base and the tower. The materiality and setback at the 4<sup>th</sup> floor distinguishes the tower from the podium element, reinforcing the base building as the defining element for the public realm and limiting the visual impact of the tower. At the front elevation, the tower will be stepped back 2.1 metres from the base building, resulting in a total setback of 5.5 metres from the public street and providing for mitigation of wind impacts (as noted below in Section 5.4).

The tower has been sited toward the westerly portion of the site to maximize the setback from the adjacent low-rise properties to the east, resulting in a tower setback of 15.9 metres from the east property line, while maintaining a tower setback of 12.5 metres from the west property line and the centre line of the private lane to the north. The proposed tower floor plate size and siting result in a slender tower which provides adequate tower separation distances from adjacent buildings and potential future towers.

The tower floor plate size of approximately 850 square metres gross construction area (GCA) is slightly larger than the 750 square metre floor plate recommended by the Tall Building Design Guidelines. However, the North Downtown Yonge Urban Design Guidelines allow for floor plates of greater than 750 square metres, provided

they are “highly articulated” and the recently approved Downtown Secondary Plan provides that, while the tower component of buildings will generally have a maximum floor plate size of 750 square metres, increases to the 750 square metre floorplate size may be appropriate where the impacts of the larger floor plate, including but not limited to shadow, sky view and wind, can be addressed. In our opinion, the somewhat larger tower floor plate is appropriate given the size and configuration of the site and based on the analysis of built form impacts (shadow, sky view and wind) in Section 5.4 below. The tower floor plate is articulated through the introduction of notches at all four corners of the tower.

In our opinion, the proposed density of 12.96 FSI is appropriate and desirable. Firstly, it is important and appropriate from a planning policy perspective to optimize density on the site given its location within the *Mixed Use Areas 1* designation within the *Downtown* and its proximity to higher order transit. Secondly, it is noted that neither the Official Plan nor the Downtown Secondary Plan generally include density limitations and specifically do not do so in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to “prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City.”

The proposed development will contribute to residential intensification in the Downtown Toronto urban growth centre in a manner that conforms with the urban design and built form policies of the Official Plan and Downtown Secondary Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of density is in fact a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposed development has no unacceptable built form impacts or impacts on cultural heritage resources, represents good urban design, and is supported by hard and soft services, with no significant infrastructure capacity concerns.

## 5.4 Built Form Impacts

### LIGHT, VIEW AND PRIVACY

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings.

The underlying Residential zone in By-law 569-2013 specifies a minimum rear yard setback of 7.5 metres, and a minimum side yard setback of 7.5 metres for apartment buildings with a height of more than 12 metres. The side yard setback to the east exceeds the zoning requirement (minimum of 9.1 metres proposed), as does the rear yard setback when measured to the centreline of the private lane (minimum of 8 metres proposed). With respect to the side yard setback to the west, the proposed 5.5 metres is in keeping with the LVP provisions related to window separation distance in the CR zones in By-laws 438-86 and 569-2013. In our opinion, it would allow for adequate separation distance if a residential building were to be developed on this portion of the 15 Wellesley Street East property (currently proposed as a public park), notwithstanding the City’s earlier RFP for the development of this property in 2012.

For tower elements, the City-wide Tall Building Design Guidelines and Downtown Tall Building Setback By-laws (under appeal) recommend a tower setback of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e. balconies are permitted within the setback zone). The design of the tower generally conforms with the above-noted separation distances. To the north, the tower will be set back 12.5 metres from the centre line of the private lane, ensuring adequate separation distance from the properties to the north of the lane. The side yard setbacks to the east and west comply with or exceed the recommended 12.5 metre minimum setback.

Along Maitland Street, the Tall Building Design Guidelines would recommend a stepback of 3.0 metres above the base building, with up to one-third of the tower frontage that may extend straight down to the ground. In comparison, the Downtown Tall Building Setback By-laws (under appeal) recommend a minimum tower setback of 3.0 metres from the street line and 12.5 metres

from the centre line of the street. The tower will be set back 5.5 metres from the street line and 15.5 metres from the centre line of Maitland Street, well in excess of the setbacks specified in the by-laws. While the 2.1 metre stepback from the base building is less than the 3.0 metres recommended by the Tall Building Design Guidelines, it results from the provision of a substantial setback to the base building (3.4 metres), which on balance is preferable to a lesser setback and a greater stepback in terms of creating a wider public realm.

Based on the foregoing analysis, it is our opinion that the location and configuration of the proposed tower on the subject site would not have an unacceptable impact on the light, view and privacy of adjacent existing, planned and potential future towers, given that the proposed tower is generally meeting or exceeding the recommended setbacks.

#### SKY VIEW IMPACTS

In our opinion, the proposed tower setbacks and floor plate size would not have an unacceptable impact on sky view from the public realm (i.e. from Maitland Street or the potential future public park on the adjacent TPA property). Viewed from Maitland Street, the base building would define the scale along the street. Above the base building, the east-west tower width of 24.8 metres would occupy less than half of the site's 53.36 metre frontage on the street. The north-south dimension of 35 metres, which would be visible from Yonge Street to the west or from further east along Maitland Street, is within the range of typical tower dimensions and would not have unacceptable sky view impacts.

#### SHADOW IMPACTS

A shadow study was prepared by Quadrangle Architects Ltd. assessing the shadow impacts at the spring/fall equinoxes (March/September 21<sup>st</sup>) and the summer solstice (June 21<sup>st</sup>).

In this regard, the Official Plan places a particular emphasis on potential shadow impacts on lands designated *Neighbourhoods*. Policy 3.1.2(3) requires that new development be massed

to adequately limit any resulting shadowing of neighbouring streets, properties and open spaces, having regard for the varied nature of such areas, and to minimize any additional shadowing on neighbouring parks as necessary to preserve their utility, while Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes.

The subject site is well separated from the closest *Neighbourhoods*-designated properties, which are located approximately 175 metres to the north (Dundonald/Gloucester) and approximately 215 metres to the east (east of Church Street/Alexander Place and south of Maitland Street). There would be no incremental shadow impact on the small *Neighbourhoods*-designated pocket on the north side of Dundonald Street at any time of days between March 21<sup>st</sup> and September 21<sup>st</sup>. The incremental shadow impact on lands designated *Neighbourhoods* east of Church Street and south of Maitland Street is limited to 6:18 p.m. only on March 21<sup>st</sup>, June 21<sup>st</sup> and September 21<sup>st</sup>.

The shadow policies in Section 6.A of SASP 382 provide additional detail regarding shadowing on city streets and publicly owned or publicly accessible open space by specifying that the objective is to preserve or improve the utility of such spaces in a functional and qualitative sense. While the policies as address the private realm, including shared private outdoor amenity spaces serving multi-unit residential development, the shadow study does not indicate that there would be any significant impacts on private outdoor amenity spaces.

In terms of incremental shadow impacts on streets and open spaces, the shadow study demonstrates that, at the spring equinox, there would minor incremental shadow impact on the north and south sides of Wellesley Street East between 10:18 a.m. and 3:18 p.m., with some shadowing of the Church Street sidewalk from 4:18 p.m. to 5:18 p.m. Similarly, at the fall equinox, there would be minor incremental shadow impact on the north and south sides of Wellesley Street East from 9:18 a.m. to 3:18 p.m., with some shadowing of the Church Street sidewalks at 4:18 p.m.

At the summer solstice, there would be minor shadow impacts on the south side of Wellesley Street East at 11:18 a.m., the south side of Maitland Street at 4:18 p.m., and the north and south sides of Maitland Street from 5:18 p.m. to 6:18 p.m.

Given that there would continue to be a mix of sun and shadow conditions on the sidewalks, their utility would be preserved in a functional and qualitative sense. The north sidewalk of Wellesley Street would continue to be predominantly in sun from 11:18 a.m. to 5:18 p.m. at the equinoxes, while Church Street would be predominantly in shade at 4:18 p.m. and 5:18 p.m. as a result of shadows cast by the existing low- and mid-rise buildings that line the west side of Church Street.

With respect to sunlight on nearby parks, adjacent streets and sidewalks, the Downtown Secondary Plan provides that development will seek to adequately limit shadows on sidewalks, parks, open spaces, natural areas and institutional spaces, as necessary to preserve their utility, and development will adequately limit net new shadow as measured from March 21<sup>st</sup> to September 21<sup>st</sup> from 10:18 a.m. to 4:18 p.m. on Sun Protected Parks. The new Dr. Lillian McGregor Park to the west of Yonge Street is identified as a Sun Protected Park.

The shadow study demonstrates that the proposed building will not result in any incremental additional shadowing on Dr. Lillian McGregor Park at any of the times studied. While there would be an incremental shadow impact on Paul Kane Park on the north side of Wellesley Street East at 2:18 p.m. on March 21<sup>st</sup> and September 21<sup>st</sup>, it is not identified as a Sun Protected Park in the Downtown Secondary Plan or as a Signature Park or Open Space in the Downtown Tall Building Guidelines. For all other parks, Supplementary Design Guideline 2(b) of the Downtown Tall Building Guidelines recommends that tall buildings be located and designed to not cast net new shadows between 12:00 noon and 2:00 p.m. on September 21<sup>st</sup>. The shadow study indicates that the incremental shadow impact created by the building would not affect Paul Kane Park until well after 1:18 p.m., and have fully moved off the park by 3:18 p.m. As a result of the slender floorplate of the tower, the shadow moves quickly, with no section of the park shadowed for more than an hour.

Based on the foregoing analysis, it is our opinion that the incremental shadow impact on neighbouring properties, sidewalks and parks would be “adequately limited” in accordance with the applicable Official Plan and Downtown Secondary Plan policies, having regard for the site’s location within an urban context in the *Downtown*. With respect to Paul Kane Park, it is our opinion that the incremental shadow impacts is minimized and would not affect the utility of the park.

## WIND IMPACTS

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineers and Scientists as part of this application.

The report describes a pedestrian level wind study undertaken to assess wind conditions for a proposed mixed-use development. 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, laneways, parking areas, outdoor amenity areas and building access points. Wind comfort is also evaluated over the Level 4 outdoor amenity area.

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

- All public sidewalks, laneways and walkways within and surrounding the development, as well as all primary, secondary and service building access points, will experience wind conditions suitable for sitting during the summer and standing or better for the remainder of the year, which is acceptable.
- All surface parking areas surrounding the development site will be comfortable for sitting during the summer and standing or better for the remainder of the year, which is acceptable.
- The dog run at the northwest corner of the site will be suitable for sitting during the summer and standing for the remainder of the year, which is acceptable.

- The adjacent private patio spaces directly north of the study site and the existing outdoor amenity area southeast of the site across Maitland Street will be comfortable for sitting year-round, which is acceptable.
- The Level 4 outdoor amenity area will experience calm wind conditions comfortable for sitting during the summer without mitigation, which is acceptable. The area will transition to include standing conditions at corner locations during the spring and summer. If seating or more sedentary activities are desired to extend into the shoulder seasons of spring and autumn for these locations, it is recommended to install localized wind barriers directly east and west of seating or play areas. Wind barriers may take the form of dense coniferous plantings, high-solidity wind barriers or a combination thereof. The exact placement and configuration of mitigation can be confirmed at a later date as the terrace design progresses.
- Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience wind conditions that are considered unsafe.

## 5.5 Urban Design

For the reasons set out below, it is our opinion that the proposed building design is appropriate and desirable in urban design terms, conforms with the relevant policies of the Official Plan, the North Downtown Yonge SASP and the Downtown Secondary Plan, and is generally in keeping with the applicable urban design guidelines. In this respect, the proposal will contribute to the residential character of Maitland Street by setting the building back from the front lot line consistent with the adjacent low-rise buildings, expanding the sidewalk and providing new and attractive streetscaping, while the proposed tower height and massing would fit within the existing and planned high-rise context and provide adequate separation from existing and future tall buildings.

## OFFICIAL PLAN

In our opinion, the proposed development conforms with the applicable built form and urban design policies of the Official Plan, in particular Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5) and 3.1.3(2), as set out below:

- The proposed building will be located parallel to Maitland Street, with a generous front yard setback of 3.4 metres, which relates to the setbacks to the existing buildings to the east and will provide additional space for public realm improvements and landscaping, as shown on the landscape plans prepared by The Planning Partnership.
- The proposed building will incorporate retail at grade along Maitland Street which will animate the public realm and create a strong street presence with direct access from the public sidewalk along Maitland Street, with significant glazing on the street façade.
- The live-work units will be connected to Maitland Street by a pedestrian walkway along the west side of the building, with windows overlooking 15 Wellesley Street East.
- Servicing, loading, and vehicular parking have been located away from the public realm to minimize their impact.
- Vehicular access to the site will take place from the driveway along the east edge of the site, reducing the number of curb cuts from two to one.
- Loading spaces and garbage storage have been entirely enclosed within the building, and the underground parking ramp has been screened within a one-storey enclosure.
- The proposed building will define the street edge, resulting in a streetwall condition that will fit harmoniously with the existing character of Maitland Street. It has also been designed to frame the potential future public park and any potential high-rise development at 15 Wellesley Street East.
- The 3-storey base building with the tower above fits harmoniously into the lower-rise scale along Maitland Street, and the tower setbacks and the change in materiality between the tower and podium will result in an attractive architectural distinction between the two elements that minimizes the visual impact of the tower.

- Indoor and outdoor amenity space has been provided in accordance with the Zoning By-law.
- The mechanical penthouse has been incorporated into the design of the building.

#### NORTH DOWNTOWN YONGE SITE AND AREA SPECIFIC POLICY

As well, it is our opinion that the proposal conforms to the urban design policies in Section 6.4 of the North Downtown Yonge SASP 382, as set out below:

- The proposed building will have a high standard of design, with a 3-storey scale that relates positively to the existing and planned context along the north side of Maitland Street and will enhance the surrounding public realm through its setback from Maitland Street and the associated landscaped front yard.
- The proposal provides an appropriate transition in scale and height between the subject site and the low-rise properties to the east, by incorporating a 3-storey base building height and setback that is consistent with the neighbouring properties, tower stepbacks above the base building to minimize the visual impact of the tower, façade articulation, and a 15.9 metre separation from the east property line.
- The floor plate size, stepbacks and tower separation distances will address sunlight, shadow, sky view and privacy impacts (see Section 5.4 above).

#### DOWNTOWN SECONDARY PLAN

Furthermore, in our opinion, the proposal conforms with policies outlined in Section 9 (Built Form) of the Downtown Secondary Plan, as set out below:

- The proposal will contribute to liveability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky view, expanding and improving the public realm, and maintaining adequate privacy ;.
- The proposal will provide an improved and expanded public realm including, but not limited to, widened sidewalks and walkways,

street trees and other landscaping.

- The base building will relate to the scale and proportion of adjacent streets, parks and open spaces, fit compatibly within the existing and planned context of neighbouring streetwall heights, and animate and promote the use of adjacent streets, parks and open spaces by providing retail space and live-work units at grade.
- The proposal will provide a transition from the base building to relate to adjacent properties to the east with a lower-scale planned context, and will be compatible with “adjacent” properties on the Heritage Register in terms of the streetwall height, articulation, proportion, materiality and alignment.
- The proposed tower floor plate has been designed to adequately limit shadow impacts of the tower on the public realm and neighbouring properties and maintain adequate sky view from the public realm.
- The proposed building will provide built form transition liveable environment in the public realm, while defining and distinguishing areas of different character, through the location and orientation of the building, the use of setbacks and stepbacks of building mass, and separation distances.

#### TALL BUILDING DESIGN GUIDELINES

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

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

- The proposed 45-storey tower (144.9 metres including mechanical penthouse) will fit within the existing and planned context. The site is located within a tall building context within the Yonge Street corridor. The proposed height is similar to the heights of other existing and approved buildings within the North Downtown Yonge SASP 382 (see Section 5.3 above). Appropriate setbacks have been provided to the side and rear lot

lines, generally meeting and exceeding the 12.5 metre standard recommended in the Guidelines.

*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.*

- Sunlight and sky view are analyzed in detail in Section 5.4 above.

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

- The base building has been designed to provide a positive relationship to the street edge and public realm, including numerous entrances along Maitland Street, front door entrances to live-work units along the west building face, new high-quality landscaped open space on site, and a front yard setback of 3.4 metres that is compatible with the adjacent properties to the east.

*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.*

- Entrances to the retail space and main residential lobby have direct access to the public sidewalk. The front door entrances to the live-work units have access via a walkway along the west side of the site. All entrances are well defined and clearly visible from the public sidewalk.

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

- All building services, loading and parking will be located within the building, with access from the shared driveway on the east side of

the site. The enclosed loading space is located on the east side of the building, away from the public realm. The entrance to the underground garage is located on the north side of the building within a one-storey enclosure, away from the public street.

*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.*

- The base building will be set back a minimum of 5.5 metres from the lot line shared with 15 Wellesley Street East, which is identified in the North Downtown Yonge SASP as a Potential Open Space Opportunity. The live-work units face westward with the intention of framing a potential future park or public walkway, and will frame the current informal pedestrian route through the parking lot.

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

- High-quality amenity space has been provided on the 3<sup>rd</sup> and 4<sup>th</sup> floors of the building. Outdoor amenity space will be located above the podium on a large 4<sup>th</sup> floor patio, including a large outdoor pool, seating and barbeque area, and rubberized play area for children. Indoor amenities include a meeting space, theatre, games room, event space, kitchen, dining room, flexible space/playroom for children, and pool-related spaces including a lounge, steam room and changerooms.

*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.*

- Commercial bicycle parking (5 spaces) and three resident visitor bicycle parking spaces will be located at grade, near the northwest corner of the site. The remainder of the visitor bicycle parking will be located in a room accessible from the driveway at grade. The resident bicycle parking spaces will all be located in the 2<sup>nd</sup> floor bicycle storage room, easily accessible via elevators.

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

- The base building has been massed and scaled to fit within the surrounding built form context, with a height of 11.75 metres. See Section 5.3 above.

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

- Retail uses, a glazed residential lobby at grade and bicycle parking spaces will contribute to street animation.

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

- The first floor height will be 4.8 metres, in excess of the recommended height.

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

- Large windows are located along the street frontage, creating visibility into the ground floor retail space. A canopy will be located above the residential lobby entrance, differentiating it from the retail entrance. The current design contemplates brick and glazing at grade, consistent with the neighbouring buildings to the east.

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 retail space and lobby will have entrances adjacent to the public sidewalk to promote access and overlook into the public realm. The live-work units will have entrances off of a walkway along the west side of the building, and will overlook the informal pedestrian walkway through 15 Wellesley Street East.

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

- The tower floor plate is approximately 850 square metres (gross construction area) with balconies on the east and west sides of the tower. Based on the analysis in Sections 5.3 and 5.4, it is our opinion that the built form impacts of a larger tower floor plate have been appropriately mitigated.

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

- The tower has been sited to provide adequate separation distance from neighbouring properties, and will be set back 5.5 metres from Maitland Street and 2.1 metres from base building. See Section 5.3 above.

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

- The tower is set back 12.5 metres from the centreline of the private lane to the north, 12.5 metres from the west property line and 15.9 metres from the east property line, in accordance with/in excess of the recommended guideline.

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

- The tower has been articulated with an inset 4<sup>th</sup> floor, and balconies on the west and east facades, with notches in all four corners of the tower, in order to add interest to the skyline.

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

- Balconies are proposed along the west and east facades of the tower, with no balconies to the north and south to minimize the apparent mass of the tower. Inset balconies will be provided for the dwelling units in the 3<sup>rd</sup> floor of the base building.

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

- The mechanical penthouse will be incorporated into the roof by way of extending the design, pattern and materials used in the tower below.

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

- The public realm in front of the subject site will be widened to enhance the streetscape, and integrated landscape design will be provided between the public and private realm.

*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 zone, measured from the curb to the front wall of the proposed building at the ground floor, will be 9.3 metres along Maitland Street, exceeding the 6.0 metres recommended.

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

- Wind effects are analyzed in detail in Section 5.4 above.

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

- On Maitland Street, a canopy is provided above the residential lobby entrance. Further details will be addressed at the Site Plan Approval stage.

## NORTH DOWNTOWN YONGE URBAN DESIGN GUIDELINES

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the North Downtown Yonge Urban Design Guidelines. As noted in Section 4.10 above, the guidelines date from 2013 and have not been updated to reflect subsequent modifications that have been made to the accompanying Site and Area Specific Policy.

- While the proposed development has a high-rise scale (as recognized through the modifications to SASP 382), it relates to the low-rise built form and heritage buildings to the east and south and maintains a human pedestrian scale.
- The development acknowledges the potential for the creation of a new park/open space, and/or potential for a high-rise development, on the adjacent property at 15 Wellesley Street East.
- The height of the proposed development is in keeping with the principle of creating a height transition from Yonge Street to the mid-rise built form along Church Street.
- The proposed building will have a compatible relationship to the street right-of-way, immediate context, existing heritage buildings, nearby parks and open spaces and *Neighbourhoods*.
- The streetscape will have strong street edges with tree planting and an increased sidewalk width.
- Shadows will be minimized on designated *Neighbourhoods* such as the Gloucester/ Dundonald Character Area.
- The building will have clear entrances facing the street and an appropriate setback from the front property line to allow for semi-private landscape zone, patios or spill out zones.
- The building will have architectural articulation in the overall massing to create architectural interest.

- The proposed building will result in an appropriate transition in height from low-rise buildings to tall buildings.
- The height of the base building will be in accordance with the minimum height of 3 storeys (10.5 metres) and the maximum height of 16.0 metres (80% of the street right-of-way width).
- The tower will be slender to minimize adverse shadow impact on residential *Neighbourhoods*, open spaces and streets.
- While the tower has a floor plate of greater than 750 square metres, it is highly articulated.
- The tower is a minimum of 12.5 metres away from adjacent property lines, with the exception of the north property line (although it is 12.5 metres from the centreline of the private lane).
- While tower is not set back 20 metres from abutting low-rise buildings, the associated policy in SASP 382 was subsequently modified to delete such a requirement.
- The loading area is at grade (not below grade) but is hidden from view.
- Vehicle parking is provided below grade.

## 5.6 Heritage

A Heritage Impact Assessment was prepared by ERA Architects as part of this application to assess the impact of the proposed development on adjacent recognized heritage properties.

As noted above, the subject site does not contain any properties listed on the City of Toronto Heritage Register or designated under Parts IV or V of the Ontario Heritage Act. The subject site is considered adjacent to one property listed on the City of Toronto Heritage Register at 37 Maitland Street and is nearby to the listed properties at 36 and 42 Maitland Street. The Development Site is also nearby to the boundaries of the proposed Historic Yonge Street Heritage Conservation District (HCD).

The report identifies that the contemplated exterior treatment of the proposed development, notably the extensive use of glazing and the organization of the north and south elevations of the tower into a large grid pattern, offers a counterpoint to fine-grained architectural character of adjacent recognized heritage

properties, while the scale of the proposed 3-storey podium generally corresponds to the height of the nearby recognized heritage properties at 36 and 40 Maitland Street.

Further, the report notes that the contemplated use of brick masonry for the proposed podium references the materiality of adjacent and nearby recognized heritage properties. The study reviewed of the shadow study with respect to heritage impact and concludes that no negative impact on the cultural heritage value or described attributes of adjacent or nearby recognized heritage properties is anticipated as a result of the proposed development, and no further reports are required at this time as the subject site does not contain any officially recognized heritage properties.

## 5.7 Transportation

An Urban Transportation Considerations report was prepared by BA Group as part of this application.

As part of their study, extensive site-specific allowances were made for traffic generated by the numerous background developments in the area that have either been approved but not yet built, or are being actively reviewed by the City. Combined, these 32 background developments contemplate in the order of 15,650 residential units and 81,000 square metres of non-residential floor area.

BA Group has also undertaken a review of peak hour traffic volume changes along Yonge Street, Wellesley Street and Church Street over the past 5 years. The review has indicated that there has been no sustained upward trend in vehicular traffic volumes along these corridors. Given this, no additional allowance have been made in the analyses to account for general traffic growth.

The study draws the following conclusions:

Trip Generation and Assignment:

- The proposed development is forecast to generate in the order of 30 net new two-way vehicle trips during both the weekday morning and afternoon peak hour periods, respectively.
- Based on a review of the area travel mode split characteristics, the proposed development is

forecast to generate in the order of 210 net new two-way non-auto trips during both the weekday morning and afternoon peak hour periods.

#### Vehicular Traffic Operations:

- The signalized intersections in the area operate acceptably under existing traffic conditions, with overall intersection V/C ratios of 0.62 and 0.63 or better during the morning and afternoon peak hours.
- Acceptable traffic operations will be maintained under future conditions at the signalized intersections with the addition of site traffic and new traffic from other area developments. Overall intersection V/C ratios will be 0.87 and 0.79 or better during the morning and afternoon peak hours, respectively.
- Site related impacts on the operation of the area signalized intersections are generally small, consisting of a 0 to 3 percent increase in overall intersection V/C ratio. New site traffic will not noticeably change operating conditions at the area intersections.
- New site related activity can be acceptably and appropriately accommodated at the area signalized intersections.
- Traffic operation analyses undertaken at the area unsignalized intersections indicate that turning movements at these intersections operate under busy conditions with LOS E and LOS F or better during the morning and afternoon peak hours, respectively, under existing traffic conditions. Apart from these specific movements, other unsignalized intersection movements operate acceptably with LOS C or better during both the weekday morning and afternoon peak hours.
- Under future background conditions, the westbound movements at Yonge Street/Maitland Street/Breadalbane Street will operate at LOS F with extended delay, particularly during the weekday morning peak hour. Under future total conditions, these movements remain busy with LOS F. Site traffic impact is minor, in the order of a 1- to 2-second increase to specific individual movement delays, relative to future background conditions.
- The resultant future level of service is typical of an urban condition. The resultant average westbound queue can be accommodated by

the available storage between Yonge Street and Maitland Terrace. The 95<sup>th</sup> percentile queue can be accommodated during the afternoon peak hour but will overextend the storage by only one vehicle during the morning peak hour. Access and egress to Maitland Terrace will not be significantly impeded by the anticipated queue of westbound vehicles from Yonge Street during either peak hour.

- The extended future delay to northbound vehicles from Maitland Terrace onto Wellesley Street East can be relieved through provision of an eastbound left turn bus pocket which can effectively function as a two-way left turn median during the majority of the hour that the TTC bus is absent from the area. Given this improvement, both the eastbound left turning buses and the northbound left turning vehicles from Maitland Terrace will operate acceptably at LOS C.
- New site related traffic can be acceptably and appropriately accommodated at the area unsignalized intersections. The proposed site access driveways will support the projected site traffic appropriately.

#### Public Transit:

- The proposed development is forecast to generate in the order of 100 and 95 two-way transit trips during the weekday morning and afternoon peak hours, respectively.
- The majority of site transit trips are to and from Wellesley Subway Station (~90-98%). Relative to existing boarding and alighting activity at Wellesley Station, the proposed development will increase peak directional hourly activity by 6% to 9%. This level of subway usage from a 'per train' perspective is low, generally less than 5 persons per train.
- New site related transit passenger demands for area buses during the weekday peak hours will be minor. Site related transit trips will have a minor impact on the area transit network relative to existing usage conditions.

#### Parking, Bicycle Parking and Loading:

- A review of information regarding recent development applications in downtown Toronto indicates that reduced resident parking supplies, below those required with application of the Zoning By-law parking standards, have been approved by the Committee of Adjustment, the City of Toronto and the Local Planning Appeal Tribunal.

- A total of 126 parking spaces will be provided for residential tenants and visitors within a new 2-level underground parking garage, including 81 residential, 43 non-residential and 2 car-share parking spaces. The effective resident parking supply ratio is approximately 0.15 spaces/unit.
- The development proposes to provide a total of 533 bicycle parking spaces, consisting of 476 long-term and 57 short-term bicycle parking spaces. The proposed supply satisfies TGS requirements.
- Proposed loading and related access facilities are functional and will appropriately support the proposed building.

## 5.8 Functional Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report was prepared by Counterpoint Engineering as part of this application.

With respect to water servicing, sanitary servicing and stormwater servicing, the report draws the following conclusions:

- The proposed development is to be serviced by a single 'h' connection and a single fire connection to the existing 150mmØ watermain located on the north side of Maitland Street. The water demand requirement of the proposed development for Maximum Day Demand plus Fire Flow is 4,160 L/min. The proposed development results in an increase in Maximum Hour and Maximum Day demand. Site-specific watermain pressure tests completed confirm there is adequate pressure and flow to accommodate the proposed development.
- The proposed development is to be serviced by a new sanitary connection to the existing 600mmØ combined sewer located in the centre of Maitland Street. The estimated peak sanitary flow of the existing site is 0.32 L/s. The peak sanitary design flow of the proposed development is 11.54 L/s (including anticipated groundwater foundation drainage), which is an 11.22 L/s increase in flow.
- A review of the existing and proposed sewer system using an InfoWorks CS model upstream and downstream of the proposed development was analyzed. The existing combined sewer system does not have capacity to accommodate the dry weather flow and the 2-year stormwater flow without surcharge. However, the HGL remains at acceptable levels; greater than 1.8 metres from the ground surface for all downstream sewer legs except one leg at Yonge Street and Gerrard Street with a shallow maintenance hole. For existing and proposed conditions, the flow in the combined sewer downstream of the proposed site spills at the surface during the 100-year design storm. *However it should be noted that total runoff to the Maitland combined sewer will be reduced in post-development conditions due to the elimination of storm runoff that currently is directed to the Maitland combined sewer* [Counterpoint's emphasis].
- Under existing conditions, the stormwater flows uncontrolled to the 600mmØ combined sewer on Maitland Street. The proposed development will be serviced by a new storm connection to the existing 600mmØ storm sewer on Maitland Street. The City of Toronto's Wet Weather Flow Management Policy identifies performance objectives for runoff from new development sites including water quantity, quality and water balance.
  - Quantity - Quantity control will be provided on-site by approximately 76m<sup>3</sup> of underground storage tank in combination with an inlet control to ensure that the 100-year post development peak flows are attenuated to the 2-year predevelopment allowable release rate to Maitland Street.
  - Water Balance – The site will have a water balance shortfall volume of 9.8 m<sup>3</sup> which will be utilized for on-site irrigation.
  - Quality—Roof and non-vehicular impervious surface coverage is approximately 90% of the total site area. Runoff from these areas is considered clean discharge and quality flow is not required for this drainage. Based on the cumulative impact of storm runoff being directed to a storm tank with a 'sump', no quality control measures are required to achieve the overall 80% TSS removal requirement.

## 5.9 Noise And Vibration Feasibility Study

A Noise and Vibration Feasibility Study was prepared by HGC Engineering as part of this application. This report concludes with the following recommendations:

- The Ministry of Environment, Conservation, and Parks guidelines do not require central air conditioning systems be installed to address noise, although such systems are expected to be included regardless.
- Standard glazing constructions will be sufficient to ensure adequate indoor sound levels from traffic noise. When detailed floor plans and building elevations are available, a review can be conducted to verify acoustical requirements for glazing and building façade constructions based on actual window-to-floor area ratios.
- No additional physical controls are necessary for the outdoor amenity spaces located on the podium rooftop.
- Vibration levels from subway pass-bys are expected to exceed suggested design criteria for re-radiated noise in the nearest live-work units and in residential suites on the lower floors. Isolation measures should be included in the design of the building foundations to reduce associated intrusions.
- Noise warning clauses should be included in the property and tenancy agreements and offers of purchase and sale for the residential suites to inform future residents of potential noise and vibration intrusions from the surrounding noise sources.
- Interior demising assemblies must be selected to meet the minimum requirements of the Ontario Building Code. If desired, an acoustical consultant can be retained to review the mechanical and electrical drawings and details of demising constructions, when available, to help ensure that the noise impact of the development on itself are maintained within acceptable levels. Outdoor sound emissions should also be checked to ensure compliance with the City of Toronto noise by-law (Toronto Municipal Code, Chapter 591).

## 5.10 Archaeological Resources

A Stage 1 Archaeological Resource Assessment was undertaken by Archaeological and Cultural Heritage Services in advance of this application, which was filed with the Ministry of Tourism, Culture and Sport and entered into Ontario Public Register of Archaeological Reports without technical review on January 17, 2019.

The assessment entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property, and its nineteenth- and twentieth-century development history. This research has led to the conclusion that there is no potential for the presence of significant precontact or Euro-Canadian archaeological resources that may be impacted by site preparation or construction activities necessitated by the proposed redevelopment. Accordingly, this report recommends that the undertaking be cleared of any further archaeological concern, with the proviso that the appropriate authorities must be notified should deeply buried archaeological or human remains be encountered during any future work on the property.

## 5.11 Complete Community Assessment

A Complete Community Assessment was prepared by Bousfields Inc. as a part of this application, which has been appended to this report as Appendix A.

The Complete Community Assessment concludes that the proposed development will contribute to the achievement of complete communities within the existing and planned context of the area. The proposed development represents incremental growth on an infill site within an established but growing Study Area, within a neighbourhood that has a range of jobs, stores, housing types, transportation options and public service facilities. The proposed range of uses – residential, live-work and retail—will contribute to a mix of uses on a site designated *Mixed Use Area* that is located on the edge of an *Apartment Neighbourhood*, providing an appropriate transition between the more residential areas to the east and south to the more commercial areas to the west and north.



# [16.01]

## CONCLUSION

The proposal would result in a desirable redevelopment of an underutilized site with an architecturally distinctive residential/mixed-use development that would result in additional housing and the introduction of local-serving retail space.

From a land use perspective, the proposal would promote the achievement of numerous policy directions supporting intensification and infill of underutilized sites within built-up urban areas, particularly in locations which are well-served by municipal infrastructure, including higher-order public transit. The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships with the existing and planned built form context.

From a built form and urban design perspective, the proposed development will fit harmoniously within the tall building context found in the immediate area and in the *Downtown*. The new building will animate and complement the pedestrian realm on Maitland Street, introducing an enhanced pedestrian scale with front yard landscaping. Appropriate tower separation distances will be provided to existing and potential future tall buildings, with a slender floor plate. The proposed development conforms with the urban design policies of the Official Plan and the Downtown Secondary Plan and achieves the intent and objectives of the applicable urban design guidelines.

For all of the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested Official Plan Amendment and Rezoning.



APPENDIX A:  
COMPLETE COMMUNITY ASSESSMENT

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# [ 1 . 0 ]

## I N T R O D U C T I O N

### 1.1 Overview

This Complete Community Assessment Report (CCA) has been prepared by Bousfields Inc. in accordance with the glossary of terms provided by the City of Toronto and as requested by City of Toronto Planning Staff.

The requirement for the CCA was introduced as part of the Secondary Plan for the Downtown (the "Downtown Plan"), which was adopted by City Council as Official Plan Amendment 406 ("OPA 406") under Section 26(1) of the Planning Act. OPA 406 was forwarded to the Ministry of Municipal Affairs and Housing and was approved, as amended, on June 5, 2019. The Ministry's approval is final and not subject to appeal.

The purpose of a CCA is to provide an understanding of the subject site, while evaluating how incremental development and existing and planned development and infrastructure will occur in the surrounding area. The CCA is to be used in order to better assess the future infrastructure needs to support the achievement of "complete communities" within the existing and planned context of the area.

In this respect, A Place to Grow (2019) defines "complete communities" as follows:

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

Policy 15.2 of the Downtown Plan expands on the Growth Plan's definition, specifying that "complete communities" feature a diverse mix of land uses, including residential and employment uses and convenient access to local retail and services, while providing a range of housing options, provide convenient access to transportation and community services and facilities, ensure a built form that enhances livability, is contextually appropriate and provides an attractive and vibrant public realm, mitigate climate change, and integrate green infrastructure.

Policy 5.3 of the Downtown Plan provides that, to support the City, other levels of government and other public agencies in the delivery of community service facilities, parkland, green infrastructure and physical infrastructure in providing for complete communities, a Complete Community Assessment will be required as part of significant and large scale development applications within, among other designations, the *Mixed Use Areas 1* designation that applies to the subject site.

This CCA was prepared by Bousfields Inc. to review the existing and planned development and infrastructure in the vicinity of the subject site in relation to the five Downtown Plan Infrastructure Strategies, and to analyze the proposal through the lens of its contribution to a complete community.

More specifically, this report provides a profile of the study area, including the existing number of residential units and amount of non-residential GFA, approximate jobs in the area, recent development activity within the study area, and a summary of how the proposal responds to the five infrastructure strategies - *Downtown Parks and Public Realm Plan, Downtown Community Services and Facilities Strategy, Downtown Mobility Strategy, Downtown Energy Strategy and Downtown Water Strategy.*

## 1.2 Proposed Development

The proposal would result in the redevelopment of an underutilized site in the Downtown Toronto “urban growth centre” that is currently occupied by a 3-storey house-form building that contains a law firm (Paul Lee and Associates, 20 Maitland Street) and a 3-storey flat roof building which is occupied by the Catholic Children’s Aid Society (26 Maitland Street).

The development proposal consists of one mixed-use tower, 45 storeys and 138.6 metres (144.9 metres to the top of the mechanical penthouse) in height, including retail and live-work uses at grade within the 3-storey podium.

The new building will have a total gross floor area (GFA) of 36,010 square metres, including a commercial gross floor area of 275 square metres, with an overall density of 12.96 FSI. A total of 527 units are proposed, of which nearly 35 percent are 2- or 3-bedroom units, and a number of smaller units have the capacity to be converted to 2- and 3-bedroom units, resulting in the potential for 40 percent of the units to be family-sized units. The building will have a total of 2,152 square metres of amenity space (4.08 square metres per unit).

**Table 1 - Key Statistics**

|  |   |
|--|---|
| <b>SITE AREA</b>   | 2,778 m <sup>2</sup>  |
| <b>TOTAL GROSS FLOOR AREA:<br/>RESIDENTIAL<br/>RETAIL</b>  | 36,010 m <sup>2</sup><br>35,735 m <sup>2</sup><br>275 m <sup>2</sup>  |
| <b>DENSITY</b>   | 12.96 FSI   |
| <b>TOTAL UNITS</b>   | 527 units (100%)<br>38 bachelor (under 45 m <sup>2</sup> )<br>152 one-bedroom (29%)<br>154 one-bedroom plus den (29%)<br>122 two-bedroom (23%)<br>2 two-bedroom plus den (0.4%)<br>59 three-bedroom (11%) |
| <b>OVERALL AMENITY SPACE<br/>INDOOR AMENITY SPACE<br/>OUTDOOR AMENITY SPACE</b>  | 2,152 m <sup>2</sup> (4.08 m <sup>2</sup> /unit)<br>1,134 m <sup>2</sup> (2.15 m <sup>2</sup> /unit)<br>1,018 m <sup>2</sup> (1.93 m <sup>2</sup> /unit)  |
| <b>VEHICULAR PARKING SPACES<br/>RESIDENTIAL<br/>VISITOR<br/>CAR SHARE</b>  | 125 spaces<br>81 spaces<br>42 spaces<br>2 spaces  |
| <b>BICYCLE PARKING SPACES<br/>RESIDENTIAL LONG-TERM<br/>RESIDENTIAL SHORT-TERM<br/>RETAIL LONG-TERM<br/>RETAIL SHORT -TERM</b> | 533 spaces<br>475 spaces<br>53 spaces<br>1 space<br>4 spaces  |
| <b>LOADING SPACES</b>  | 1 Type 'C'<br>1 Type 'G'  |

## 1.3 Study Area

Policy 5.5 of the Downtown Plan provides that the CCA study area may include the site and block in which the development is located, as well as all of the surrounding blocks. In consultation with Community Planning and Strategic Initiatives, Policy and Analysis ("SIPA") Staff, the Study Area has been expanded and is generally defined as follows:

- Dundonald Street to the north between Yonge Street and Church Street, and Wellesley Street to the north west of Yonge Street and east of Church Street;
- Bay Street to the west;
- Grosvenor Street and Alexander Street to the south west of Church Street, and Maitland Street to the south east of Church Street, and
- Jarvis Street to the east (together, the "Study Area"), as illustrated in **Figure 1**.



Figure 1 - Study Area

## 1.4 Methodology

This report reviews the development proposal in relation to the needs and priorities identified in the Downtown Plan Infrastructure Strategies. This includes a summary of the existing building supply and an estimate of the projected population, based on a review of the demographic profiles contained in the *Downtown Community Services and Facilities Strategy* documents as well as development approvals in the Study Area.

Due to the lack of publicly available jobs data for the Study Area, this CCA will not include job and employment data for the broader area. Rather, this CCA will include a projection of the anticipated population and jobs resulting from the proposed development.

A summary of the active and recently approved development applications within the Study Area was completed using the City's Application Information Centre website. The corresponding estimate of projected population growth for the Study Area was calculated using the same person per unit (PPU) rates utilized in the Downtown Community Services and Facilities Strategy. The same PPU was also applied to the proposed development.

Facility priorities and/or opportunities (by sector) as identified by the Downtown Plan Infrastructure Strategy documents were analyzed against the reports completed in support of the rezoning application to evaluate the incremental impact of the proposed development on Downtown infrastructure.

# [ 2 . 0 ]

## STUDY AREA PROFILE

### 2.1 Existing Building Stock

The Toronto Development Guide indicates that the profile of the Study Area set out in a CCA is to include a summary of the existing number and types of buildings, along with the number of dwelling units and the estimated number of residents and jobs (though as noted in Section 1.4, we have not included the estimated number of jobs since that data is not publicly available).

In order to generate an estimate of the potential residential population resulting from each of the buildings listed in **Table 2**. In this respect, the population estimates were determined using a Persons Per Unit (PPU) rate of 1.6 PPU for the Lower Range Population Estimate and 1.77 PPU for the Higher Range Population Estimate.

**Table 2 - Existing Building Stock**

| ADDRESS             | TYPE                  | NON-RES. GFA (SQ.M.) | RES. GFA (SQ.M.) | UNIT COUNT | EST. POP. (LOW - 1.6 PPU) | EST. POP. (HIGH - 1.77 PPU) |
|---------------------|-----------------------|----------------------|------------------|------------|---------------------------|-----------------------------|
| Maitland Street     |                       |                      |                  |            |                           |                             |
| 105 Maitland Street | Non-residential       | 4,924.8              | 0                | 0          | 0                         | 0                           |
| 20 Maitland Street  | Non-residential       | 346.6                | 0                | 0          | 0                         | 0                           |
| 33 Maitland Street  | Residential Apartment | 0                    | 1,478.7          | 37         | 59.2                      | 65.5                        |
| 34 Maitland Street  | Residential Single    | 0                    | 232.7            | 1          | 1.6                       | 1.77                        |
| 37 Maitland Street  | Non-residential       | 848                  | 0                | 0          | 0                         | 0                           |

|                          |                        |         |          |     |       |        |
|--------------------------|------------------------|---------|----------|-----|-------|--------|
| 37 Maitland Street       | Parking – Other        | 232.2   | 0        | 0   | 0     | 0      |
| 42 Maitland Street       | Residential Apartment  | 0       | 4,208.3  | 52  | 83.2  | 92.04  |
| 46 Maitland Street       | Residential Townhouses | 0       | 165.18   |     |       |        |
| 48 Maitland Street       | Residential Townhouses | 0       | 165.18   |     |       |        |
| 50 Maitland Street       | Parking – Other        | 699.3   |          |     |       |        |
| 50 Maitland Street       | Residential Townhouses | 0       | 3,338.1  | 20  | 32    | 35.4   |
| 52 Maitland Street       | Residential Townhouses | 0       | 165.18   |     |       |        |
| 54 Maitland Street       | Residential Apartment  | 0       | 1,644.3  | 45  | 72    | 79.65  |
| 56 Maitland Street       | Residential Apartment  | 0       | 1,655.1  | 46  | 73.6  | 81.42  |
| 58 Maitland Street       | Residential Apartment  | 0       | 1,644.3  | 45  | 72    | 79.65  |
| 95 Maitland Street       | Non-residential        | 106.4   | 0        | 0   | 0     | 0      |
| 97 Maitland Street       | Residential Singles    | 0       | 61.5     | 1   | 1.6   | 1.77   |
| Wellesley Street East    |                        |         |          |     |       |        |
| 22 Wellesley Street East | Residential Apartment  | 0       | 17,230.9 | 162 | 259.2 | 286.74 |
| 25 Wellesley Street East | Mixed-Use              | 1,165.3 | 4,155.3  | 45  | 72    | 79.65  |
| 27 Wellesley Street East | Non-residential        | 1,175.1 | 0        | 0   | 0     | 0      |

|                                |                          |         |         |    |      |        |
|--------------------------------|--------------------------|---------|---------|----|------|--------|
| 29<br>Wellesley<br>Street East | Non-residential          | 366.3   | 0       | 0  | 0    | 0      |
| 64<br>Wellesley<br>Street East | Residential<br>Apartment | 255.4   | 2,863.6 | 55 | 88   | 97.35  |
| 65<br>Wellesley<br>Street East | Mixed-Use                | 7,492.8 | 1,155.5 | 12 | 19.2 | 21.24  |
| 66<br>Wellesley<br>Street East | Residential<br>Apartment | 749.8   | 123     | 2  | 3.2  | 3.54   |
| 77<br>Wellesley<br>Street East | Residential<br>Apartment | 1,839   | 2,219.6 | 30 | 48   | 53.1   |
| 91<br>Wellesley<br>Street East | Residential<br>Apartment | 0       | 5,248   | 62 | 99.2 | 109.74 |
| 95<br>Wellesley<br>Street East | Non-residential          | 3,033.6 | 0       | 0  | 0    | 0      |
| Yonge Street                   |                          |         |         |    |      |        |
| 500 Yonge<br>Street            | Non-residential          | 1,038.3 | 0       | 0  | 0    | 0      |
| 502A<br>Yonge<br>Street        | Mixed-Use                | 554.2   | 240.4   | 4  | 6.4  | 7.08   |
| 506 Yonge<br>Street            | Mixed-Use                | 172.7   | 122.6   |    |      |        |
| 508 Yonge<br>Street            | Non-residential          | 289.1   | 0       | 0  | 0    | 0      |
| 510 Yonge<br>Street            | Non-residential          | 239.4   | 0       | 0  | 0    | 0      |
| 516 Yonge<br>Street            | Mixed-Use                | 671.2   | 455.7   | 5  | 8    | 8.85   |
| 518 Yonge<br>Street            | Mixed-Use                | 964.7   | 266.8   | 2  | 3.2  | 3.54   |
| 522 Yonge<br>Street            | Mixed-Use                | 346.8   | 346.8   | 5  | 8    | 8.85   |
| 526 Yonge<br>Street            | Mixed-Use                | 369.6   | 370.7   | 6  | 9.6  | 10.62  |
| 527 Yonge<br>Street            | Non-residential          | 2,539   | 0       | 0  | 0    | 0      |
| 529 Yonge<br>Street            | Mixed-Use                | 482.9   | 42.5    | 1  | 1.6  | 1.77   |

|                  |                 |         |       |     |     |       |
|------------------|-----------------|---------|-------|-----|-----|-------|
| 530 Yonge Street | Non-residential | 1,581.5 | 0     | 0   | 0   | 0     |
| 531 Yonge Street | Mixed Use       | 308.1   | 114.6 |     |     |       |
| 533 Yonge Street | Mixed Use       | 324.7   | 89.6  |     |     |       |
| 535 Yonge Street | Mixed Use       | 760.1   | 98.1  |     |     |       |
| 540 Yonge Street | Mixed Use       | 94      | 95    |     |     |       |
| 542 Yonge Street | Mixed Use       | 157.7   | 47.4  |     |     |       |
| 543 Yonge Street | Non-residential | 6,029   | 0     | 0   | 0   | 0     |
| 544 Yonge Street | Mixed-Use       | 161     | 123.7 |     |     |       |
| 546 Yonge Street | Non-residential | 338.1   | 0     | 0   | 0   | 0     |
| 548 Yonge Street | Mixed-Use       | 151.6   | 236.5 |     |     |       |
| 550 Yonge Street | Mixed-Use       | 263.2   | 84.5  |     |     |       |
| 552 Yonge Street | Mixed-Use       | 221.2   | 301.1 |     |     |       |
| 555 Yonge Street | Mixed-Use       | 2,108.1 | 9,362 | 120 | 192 | 212.4 |
| 556 Yonge Street | Non-residential | 415.9   | 0     | 0   | 0   | 0     |
| 564 Yonge Street | Non-residential | 591     | 0     | 0   | 0   | 0     |
| 565 Yonge Street | Non-residential | 348.3   | 0     | 0   | 0   | 0     |
| 566 Yonge Street | Mixed-Use       | 170     | 29.7  |     |     |       |
| 567 Yonge Street | Non-residential | 379     | 0     | 0   | 0   | 0     |
| 568 Yonge Street | Mixed-Use       | 480.7   | 61.5  | 1   | 1.6 | 1.77  |
| 569 Yonge Street | Mixed-Use       | 227.1   | 147.4 | 2   | 3.2 | 3.54  |
| 570 Yonge Street | Non-residential | 462.1   | 0     | 0   | 0   | 0     |
| 571 Yonge Street | Non-residential | 408.1   | 0     | 0   | 0   | 0     |

|                     |                     |          |          |     |       |        |
|---------------------|---------------------|----------|----------|-----|-------|--------|
| 573 Yonge Street    | Non-residential     | 253.7    | 0        | 0   | 0     | 0      |
| 574 Yonge Street    | Mixed-Use           | 175.8    | 87.9     |     |       |        |
| 575 Yonge Street    | Non-residential     | 194      | 0        | 0   | 0     | 0      |
| 576 Yonge Street    | Non-residential     | 186.1    | 0        | 0   | 0     | 0      |
| 577 Yonge Street    | Non-residential     | 2,399.2  | 0        | 0   | 0     | 0      |
| 578 Yonge Street    | Mixed-Use           | 176.9    | 340.2    |     |       |        |
| 579 Yonge Street    | Non-residential     | 1,026.7  | 0        | 0   | 0     | 0      |
| 582 Yonge Street    | Mixed-Use           | 93.6     | 40.1     |     |       |        |
| 584 Yonge Street    | Non-residential     | 170      | 0        | 0   | 0     | 0      |
| Jarvis Street       |                     |          |          |     |       |        |
| 440 Jarvis Street   | Institutional       | 4,597.6  | 0        | 0   | 0     | 0      |
| 460 Jarvis Street   | Mixed-Use           | 12,382.6 | 11,506.1 | 212 | 339.2 | 375.24 |
| Grosvenor Street    |                     |          |          |     |       |        |
| 10 Grosvenor Street | Non-residential     | 658.4    | 0        | 0   | 0     | 0      |
| 20 Grosvenor Street | Non-residential     | 12,322.2 | 0        | 0   | 0     | 0      |
| Dundonald Street    |                     |          |          |     |       |        |
| 17 Dundonald Street | Mixed-Use           | 434      | 9,103    | 148 | 236.8 | 261.96 |
| 19 Dundonald Street | Mixed-Use           | 2,376.3  | 3,613.9  | 36  | 57.6  | 63.72  |
| 31 Dundonald Street | Residential Singles | 0        | 188.8    | 1   | 1.6   | 1.77   |
| 33 Dundonald Street | Residential Singles | 0        | 203.2    | 1   | 1.6   | 1.77   |

|                     |                        |       |         |    |     |       |
|---------------------|------------------------|-------|---------|----|-----|-------|
| 35 Dundonald Street | Residential Singles    | 0     | 219.9   | 1  | 1.6 | 1.77  |
| 37 Dundonald Street | Residential Singles    | 0     | 336.1   | 1  | 1.6 | 1.77  |
| 49 Dundonald Street | Residential Apartments | 0     | 1,604.7 | 30 | 48  | 53.1  |
| Church Street       |                        |       |         |    |     |       |
| 445 Church Street   | Mixed-Use              | 168.4 | 126.4   | 1  | 1.6 | 1.77  |
| 447 Church Street   | Mixed-Use              | 179   | 163.7   | 4  | 6.4 | 10.62 |
| 449 Church Street   | Mixed-Use              | 77    | 115.5   |    |     |       |
| 451 Church Street   | Mixed-Use              | 159.8 | 161.3   | 3  | 4.8 | 5.31  |
| 453 Church Street   | Mixed-Use              | 127.5 | 213.6   | 2  | 3.2 | 3.54  |
| 455 Church Street   | Mixed-Use              | 180.9 | 190.5   | 4  | 6.4 | 10.62 |
| 457 Church Street   | Non-residential        | 371.2 | 0       | 0  | 0   | 0     |
| 459 Church Street   | Non-residential        | 446.2 | 0       | 0  | 0   | 0     |
| 461 Church Street   | Non-residential        | 558.3 | 0       | 0  | 0   | 0     |
| 463 Church Street   | Non-residential        | 676.7 | 0       | 0  | 0   | 0     |
| 465 Church Street   | Non-residential        | 673.7 | 0       | 0  | 0   | 0     |
| 467 Church Street   | Non-residential        | 595.8 | 0       | 0  | 0   | 0     |

|                   |                        |          |           |     |       |        |
|-------------------|------------------------|----------|-----------|-----|-------|--------|
| 471 Church Street | Mixed-Use              | 227.2    | 58.5      | 1   | 1.6   | 1.77   |
| 473 Church Street | Apartment Townhouses   | 300.3    | 197.8     |     |       |        |
| 475 Church Street | Apartment Singles      | 430.2    |           |     |       |        |
| 477 Church Street | Non-residential        | 189.9    | 0         | 0   | 0     | 0      |
| 481 Church Street | Mixed-Use              | 173.6    | 97.1      |     |       |        |
| 483 Church Street | Mixed-Use              | 109.1    | 127.8     |     |       |        |
| 485 Church Street | Non-residential        | 371.1    | 0         | 0   | 0     | 0      |
| 487 Church Street | Non-residential        | 390.4    | 0         | 0   | 0     | 0      |
| 489 Church Street | Non-residential        | 1,033.1  | 0         | 0   | 0     | 0      |
| 491 Church Street | Non-residential        | 2,482.2  | 0         | 0   | 0     | 0      |
| 504 Church Street | Non-residential        | 430.5    | 0         | 0   | 0     | 0      |
| 506 Church Street | Non-residential        | 290.7    | 0         | 0   | 0     | 0      |
| 508 Church Street | Non-residential        | 485.1    | 0         | 0   | 0     | 0      |
| 510 Church Street | Non-residential        | 301.2    | 0         | 0   | 0     | 0      |
| 518 Church Street | Non-residential        | 479.6    | 0         | 0   | 0     | 0      |
| <b>Bay Street</b> |                        |          |           |     |       |        |
| 887 Bay Street    | Mixed-Use              | 27,714.4 | 25,707.3  | 314 | 502.4 | 555.78 |
| 889 Bay Street    | Residential Apartments | 0        | 11,547.84 | 140 | 224   | 247.8  |

|                         |                        |                  |                   |              |              |              |
|-------------------------|------------------------|------------------|-------------------|--------------|--------------|--------------|
| 900 Bay Street          | Non-residential        | 154,678.5        | 0                 | 0            | 0            | 0            |
| 905 Bay Street          | Mixed-Use              | 6,005.4          | 21,882.1          | 270          | 432          | 477.9        |
| 909 Bay Street          | Residential Apartments | 0                | 18,745.6          | 254          | 406.4        | 449.58       |
| 925 Bay Street          | Mixed-Use              | 14,254.1         | 23,506.1          | 292          | 467.2        | 516.84       |
| <b>Alexander Street</b> |                        |                  |                   |              |              |              |
| 16 Alexander Street     | Parking                | 1,481.7          | 0                 | 0            | 0            | 0            |
| 16 Alexander Street     | Parks                  | 1,079.1          | 0                 | 0            | 0            | 0            |
| 16 Alexander Street     | Residential Singles    | 0                | 68.84             | 1            | 1.6          | 1.77         |
| 26 Alexander Street     | Apartment Singles      | 557.2            | 151.06            | 1            | 1.6          | 1.77         |
| 40 Alexander Street     | Mixed-Use              | 22,232.1         | 63,743.64         | 796          | 1,273.6      | 1,408.92     |
| <b>TOTAL</b>            |                        | <b>324,241.3</b> | <b>254,439.62</b> | <b>3,274</b> | <b>5,237</b> | <b>5,802</b> |

An illustrative summary of the Study Area, including the heights and uses of existing buildings, existing parks and open spaces, existing and proposed mid-block connections, and existing and proposed community facilities, is provided in **Figure 2**.

Table 2 excludes buildings that are currently under construction or are approved but not yet under construction; recent development activity is addressed in Section 3.1 below. Statistics were collected from a variety of sources, with a preference for City zoning and site plan data for more recent development, where available. Additionally, for older commercial and residential properties (gross floor area and residential units), lot information/data was obtained by the City of Toronto, City Planning, Research and Information Department. In the case of older commercial blocks, the above table groups the data by building block rather than by individual ownership. We note that existing buildings with approved developments have not been included in **Table 2** below to avoid double-counting.

Within the Study Area there are a total of 120 buildings/blocks, including the existing building on the subject site, of which 49 are non-residential, 28 residential and 43 mixed-use buildings. There are approximately 3,274 residential units which equates to an estimated population of 5,237 to 5,802 persons currently residing in the Study Area.

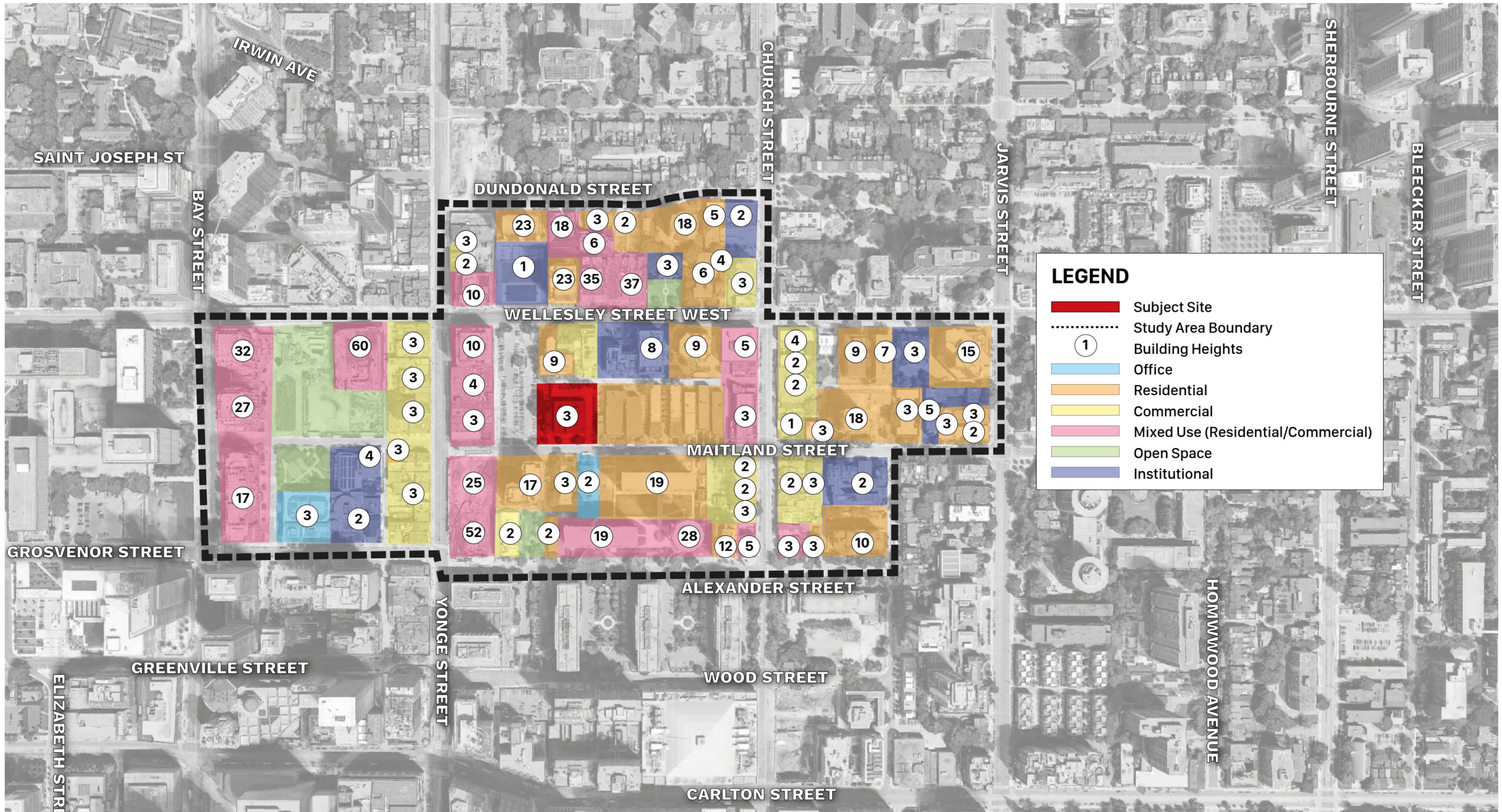


Figure 2 - Existing Context



# [ 3 . 0 ]

## DEVELOPMENT ACTIVITY

### 3.1 Study Area Development Activity

To further understand the Study Area context, this CCA includes a review of active and recently approved development applications located within the Study Area. As of September 2019, there were 16 recent applications/approvals in the area.

**Table 3** below outlines key aspects of these developments, including population projections that utilize the same methodology as in Section 2.1 of this report.

**Table 3 - Recent Development Applications within the Study Area**

| ADDRESS                     | STATUS             | BY-LAW         | HEIGHT (ST) | RES. GFA              | NON-RES GFA          | UNITS | EST. POP. LOW (1.6) | EST. POP. HIGH (1.77) |
|-----------------------------|--------------------|----------------|-------------|-----------------------|----------------------|-------|---------------------|-----------------------|
| 10 Wellesley Street West    | Appealed           | -              | 55          | 33,600 m <sup>2</sup> | 98 m <sup>2</sup>    | 512   | 819                 | 906                   |
| 11 Wellesley Street West    | Under Construction | 1063-2014      | 60          | 46,200 m <sup>2</sup> | 5,650 m <sup>2</sup> | 66    | 106                 | 117                   |
| 28-40 Wellesley Street East | Built              | 524-2016 (OMB) | 35          | 18,866 m <sup>2</sup> | 0                    | 337   | 539                 | 597                   |
| 46 Wellesley Street East    | Under Review       | -              | 37          | 27,174 m <sup>2</sup> | 270 m <sup>2</sup>   | 377   | 603                 | 667                   |
| 66 Wellesley Street East    | Under Appeal       | -              | 30          | 39,470 m <sup>2</sup> | 4,828 m <sup>2</sup> | 884   | 1,414.4             | 1,564.7               |
| 81 Wellesley Street East    | Under Construction | 398-2019 (OMB) | 28          | 14,821 m <sup>2</sup> | 87 m <sup>2</sup>    | 179   | 286                 | 317                   |
| 100 Wellesley Street East   | Under Appeal       | -              | 10          | 11,629 m <sup>2</sup> | 458 m <sup>2</sup>   | 128   | 205                 | 227                   |
| 460 Yonge Street            | Built              | 1724-2013      | 62          | 43,284 m <sup>2</sup> | 2,266 m <sup>2</sup> | 639   | 1,022               | 1,131                 |
| 475 Yonge Street            | Approved           | 1472-2017      | 58          | 84,155 m <sup>2</sup> | 5,238 m <sup>2</sup> | 985   | 1,576               | 1,743                 |
| 951 Bay Street              | Built              | 1043-2013      | 41          | 47,610 m <sup>2</sup> | 1,475 m <sup>2</sup> | 690   | 1,104               | 1,221                 |
| 411 Church Street           | Under Construction | 853-2017(OMB)  | 39          | 35,597 m <sup>2</sup> | 690 m <sup>2</sup>   | 572   | 915                 | 1,012                 |

|  |              |               |        |                       |                      |       |        |        |
|--|--------------|---------------|--------|-----------------------|----------------------|-------|--------|--------|
| 572 Church Street                                | Approved     | -             | 12     | 6,800 m <sup>2</sup>  | 300 m <sup>2</sup>   | 89    | 142    | 157    |
| 17 Dundonald Street                              | Built        | 303-2014      | 18     | 9,103 m <sup>2</sup>  | 152 m <sup>2</sup>   | 148   | 237    | 262    |
| 2 Carlton Street                                 | Under Appeal | -             | 73     | 66,965 m <sup>2</sup> | 5,658 m <sup>2</sup> | 942   | 1,507  | 1,667  |
| 70 Carlton Street                                | Approved     | 529-2016(OMB) | 37     | 31,670 m <sup>2</sup> | 700 m <sup>2</sup>   | 490   | 784    | 867    |
| 27 Grosvenor Street and 26 Grenville Street      | Under Review | -             | 35, 50 | 61,483 m <sup>2</sup> | 395 m <sup>2</sup>   | 587   | 939    | 1,039  |
| TOTAL<br>(approved, under construction or built) | -            | -             | -      | 338,106               | 16,558               | 4,195 | 6,711  | 7,424  |
| TOTAL<br>(Proposed/Under Appeal)                 | -            | -             | -      | 240,321               | 11,707               | 3,430 | 5,487  | 6,071  |
| TOTAL  | -            | -             | -      | 578,427               | 28,265               | 7,625 | 12,198 | 13,495 |

As detailed in **Table 2**, of the sixteen active or recently approved development applications in the Study Area, ten have either been built, approved or are under construction, two are still under review and four have been appealed to the LPAT and have yet to be resolved.

As the timeline between submitting an application and occupancy is typically around 5 years, it can be assumed that the projected population and job increase will occur incrementally over the next several years.

## 3.2 Proposed Population and Employment Projects

When the multipliers of 1.6 and 1.77 PPU (used above) are applied to the proposed development at 20-26 Maitland Street (527 units), the estimated population ranges from 843 and 933 persons. When including the estimated population within existing buildings, along with buildings that have been recently built, are under construction or have been approved, the future population of the Study Area would range from approximately 12,791 to 14,159 persons. Were the applications currently under review or under appeal all approved in their current form, the future population of the Study Area could range from approximately 18,278 to 20,230 persons. See **Table 4** below.

**Table 4 - Estimated future population in Study Area**

| PROPOSED USE                      | RES. GFA | NON-RES GFA | UNITS  | EST. POP. LOW (1.6) | EST. POP. HIGH (1.77) |
|-----------------------------------|----------|-------------|--------|---------------------|-----------------------|
| Existing                          | 324,241  | 254,440     | 3,274  | 5,237               | 5,802                 |
| Approved/under construction/built | 338,106  | 16,558      | 4,195  | 6,711               | 7,424                 |
| Subject Proposal                  | 35,656   | 275         | 527    | 843                 | 933                   |
| Subtotal                          | 698,003  | 271,273     | 7,996  | 12,791              | 14,159                |
| Proposed/Under Appeal             | 240,321  | 11,707      | 3,430  | 5,487               | 6,071                 |
| Total                             | 938,324  | 282,980     | 11,426 | 18,278              | 20,230                |

SIPA staff have also requested the report include an estimate of the number of employees that may be generated from the proposed development. **Table 5** below provides a breakdown of the estimated number of employees.

**Table 5 - Estimated number of employees generated from the proposed development**

| PROPOSED USE               | GROSS FLOOR AREA (SQUARE METRES)                             | NUMBER OF JOBS | ASSUMPTIONS        |
|----------------------------|--|----------------|--------------------|
| Retail + 5 Live-work Units | 275 m <sup>2</sup> + 236 m <sup>2</sup> = 511 m <sup>2</sup> | 13             | 1 job per 40 sq. m |
| Residential Units (522)    | -  | 42             | 0.08 per unit      |
| <b>Total</b>               | -  | <b>55</b>      | -                  |

The job estimates are based on the 2018 Toronto Development Charges Background Study which estimates 1 job per 20 square metre of office space, 1 job for 40 square metre of commercial space, and between 25-35 for mixed use buildings. A rule-of-thumb estimate of 0.08 jobs per residential unit (home occupations, building services etc.) has also been included.

# [ 4 . 0 ]

## RESPONSE TO INFRASTRUCTURE STRATEGIES

Below is a summary of how the proposal addresses the needs and priority actions identified in the five Downtown Plan Infrastructure Strategies.

### 4.1 Downtown Parks and Public Realm Plan

The Parks and Public Realm Plan identifies five transformative ideas, as follows:

- **"The Core Circle:** *Re-imagine the valleys, bluffs and islands encircling the Downtown as a fully interconnected landscape system and immersive experience."*
- **"Great Streets:** *Enhance the unique characteristics of Downtown's most emblematic streets and make them outstanding civic places and connectors."*
- **"Shoreline Stitch:** *Re-connect the Downtown to the waterfront and link the east and west Core Circle landscapes."*
- **"Park Districts:** *Re-imagine Downtown's distinct districts with parks at their hearts by expanding, improving and connecting neighbourhood parks and public spaces to create a focus for everyday community life."*
- **"Local Places:** *Re-imagine local public spaces to better support public life and expand the utility of our parks and public realm system."*

The subject site is not identified as being within the Core Circle, Shoreline Stitch, Great Streets respectively on Map 41-6, 41-10 and 41-7 of the Downtown Plan. Map 41-8, Parks District identifies the subject site as being within the Bay Cloverhill Loop Park District. In addition, we note that the future Dr. Lillian McGregor Park, which incorporates the existing dog run at Breadalbane Park and is located on the north side of Breadalbane Street, west of Yonge Street, is located approximately 150 metres west of the subject site and is identified as a Sun Protected Park on Map 41-13 of the Downtown Secondary Plan. Paul Kane House Parkette (58 Wellesley Street East) is located approximately 90 metres northeast of the subject site on the north side of Wellesley Street East, is not.

While the proposal will have some limited shadow impact on the Paul Kane House Parkette that, as described in Section 5.4 of the Planning & Urban Design Rationale report prepared by Bousfields Inc., is adequately limited, there is no shadow impact anticipated on Dr. Lillian McGregor Park.

With respect to the Bay Cloverhill Loop, the Strategy proposes to connect the “existing system of parks, streetscapes and open spaces in the area, to form a complete pedestrian realm”, with improvements to “reflect the unique character of the district”. The goals of the Bay Cloverhill Park District Loop are to:

Complete the Bay Cloverhill Loop as a coherent network of parks and open spaces providing a range of programs and experiences responding to local need and local character;

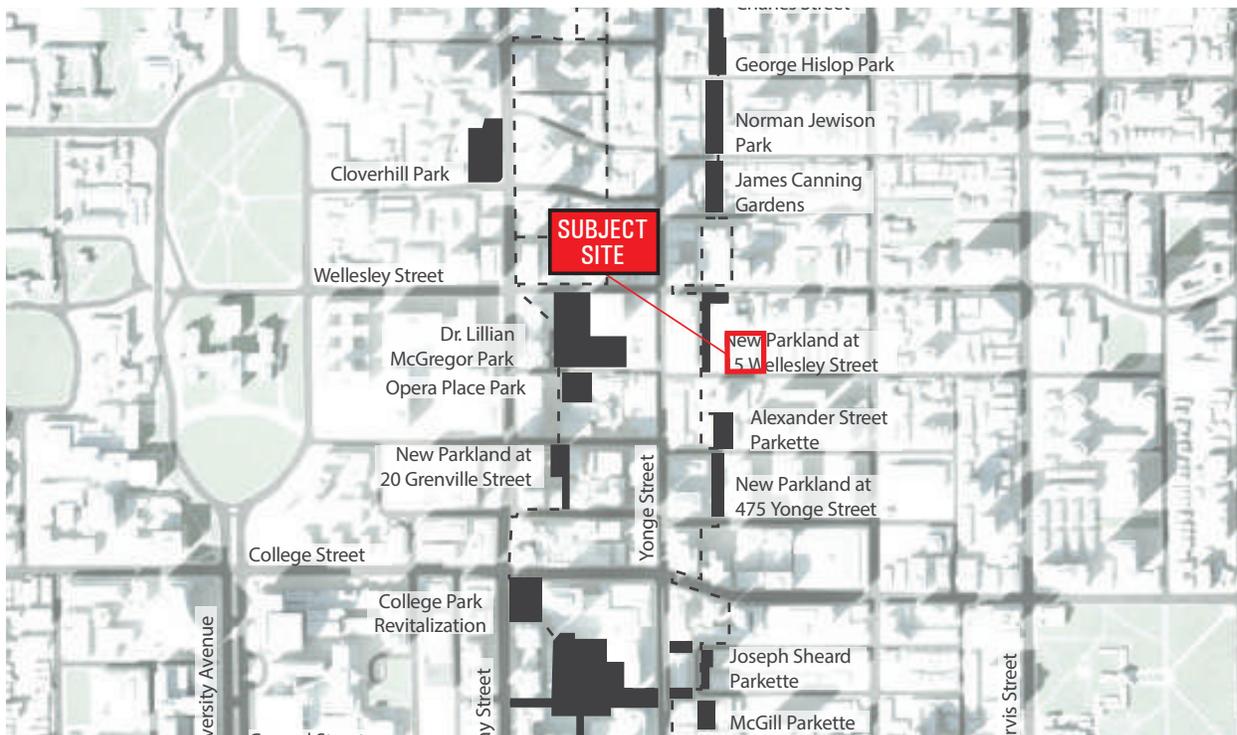
Expand the parks and open space sequence with investment in strategic new open spaces to provide a legible, cohesive and connected public realm;

Improve the park edge conditions on adjacent streets; and

Improve park access points to create strong identity and social places.

One action item is noted, which is to “support the Bay Cloverhill Loop, as detailed in the North Downtown Yonge Park and Pedestrian Promenade Loop: 20 Year Plan” (prepared by the Bay Cloverhill Community Association), and which includes a linear connection through 15 Wellesley Street East, the parking lot abutting the subject site to the west, which would connect to a linear park along Wellesley Street in front of the Wellesley subway station (see **Figures 3 and 4**).

In our opinion, the proposed development will further the Downtown Secondary Plan’s and the Parks and Public Realm Strategy’s objectives of re-imagining local spaces and connecting the proposal to the broader community. The proposal will animate the Maitland Street frontage next to the potential future park connection and would include a retail unit and five live-work units that would face and front the proposed walkway adjacent to 15 Wellesley Street, animating any future park on that site.



**Figure 3 - The Bay Cloverhill Loop, as identified in the Downtown Parks and Public Realm Strategy**

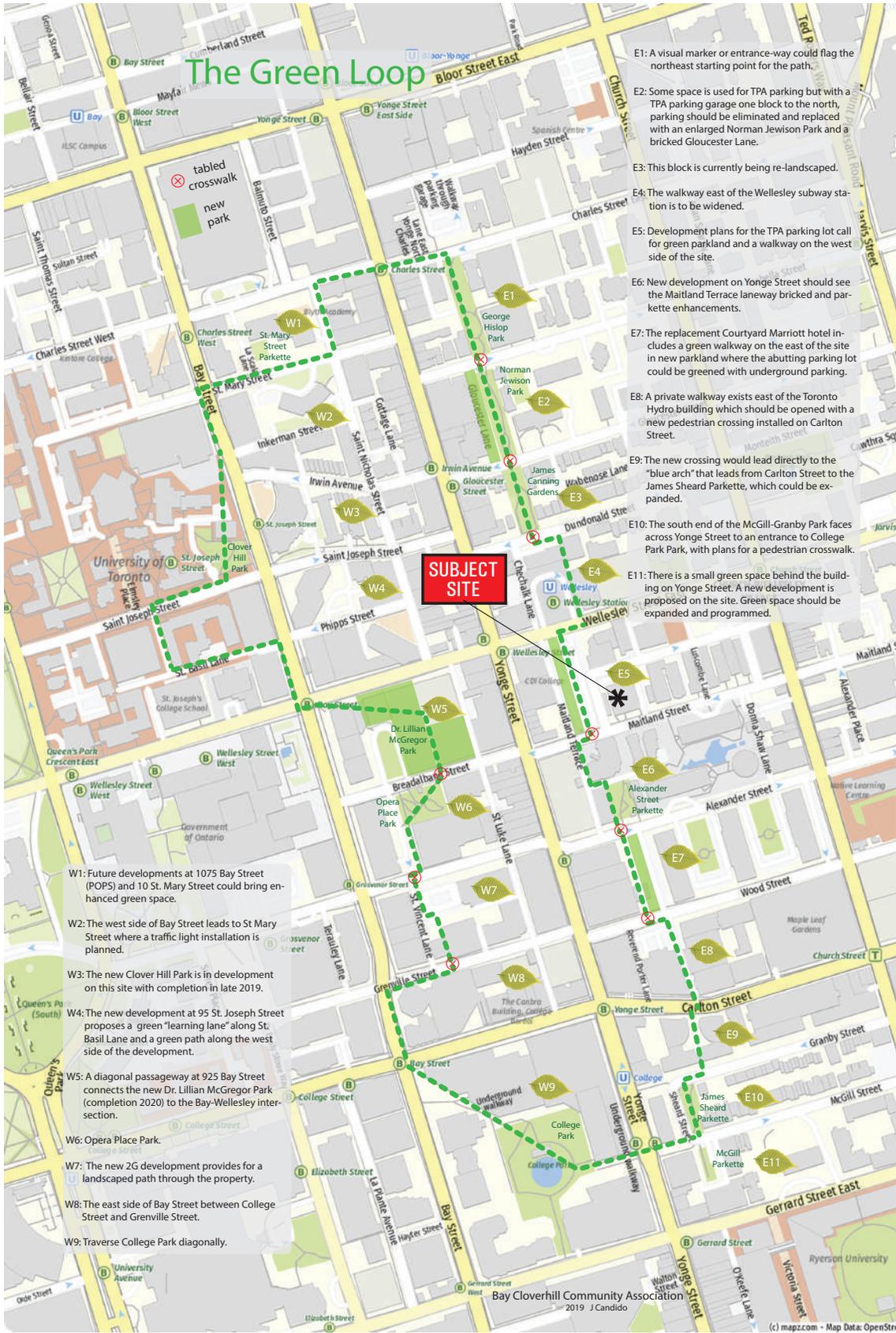


Figure 4 - The Bay Cloverhill Loop, or "The Green Loop". Source: Bay Cloverhill Community Association

## 4.2 Downtown Community Services and Facilities Strategy

The Downtown Community Services and Facilities (CS&F) Strategy identifies the following six key strategic directions:

- "Reinvesting in and maximizing use of public assets through retrofits, expansions and improvements;
- Developing partnership/co-location opportunities with City Divisions, agencies and boards and community-based organizations;
- Identifying innovative and integrated service delivery models to address CS&F needs;
- Ensuring that new space/facilities keep pace with growth over a 25-year time horizon;
- Prioritizing space/facility opportunities through collaboration with sector partners; and
- Setting the foundation of future partnerships through the establishment of new partnership tables to share information and to explore space/facility opportunities."

A CS&F study was not required since City staff indicated they had enough information to understand the community service needs in the area. However, this CCA provides a brief summary of the community services and facilities available to residents and staff, as identified in the Downtown Community Services and Facilities Strategy.

Based on the existing and planned community services and facilities summarized in the CS&F Study, it is identified that, while many service sectors have sufficient existing capacity to accommodate the estimated population increase resulting from the proposed development, certain community services may have accommodation issues due to the overall population growth within the *Downtown*. Specifically, the study area's childcare facilities and public schools, both of which are currently facing accommodation pressures, may face increasing pressure from the population resulting from the proposed development.

As outlined in the City's CS&F Study, there are specific and measurable steps that may be taken to address school capacity issues, including opening previously-closed schools, building new schools, adding additions on existing schools, adding portables on school sites, changing boundaries to shift students to underutilized schools, and the use of satellite space in private developments. With respect to childcare, steps are being taken to address childcare accommodation pressures, including, in particular, the proposal for childcare spaces in the City's Waterfront West, Waterfront Central and St. Lawrence-Distillery neighbourhoods, as well as a recently proposed 10,000 square foot daycare at 26 Grenville Street and 27 Grosvenor Street, which has been proposed as part of the redevelopment of that site.

There are no public library branches in the vicinity of the subject site. However, there are two public libraries in the outskirts of the Study Area including St. James Town (495 Sherbourne Street) to the east of the Study Area and the Toronto Reference Library (789 Yonge Street) to the north of the Study Area. The Toronto Reference Library underwent a revitalization project in 2014 featuring a 'Digital Innovation Hub'.

In terms of recreation centres, there are no publicly funded centres, operated by the City of Toronto, located near the subject site. However, the Wellesley Community Centre (495 Sherbourne Street) is east of Sherbourne Street and north of Wellesley Street East. In addition, the Central YMCA at 20 Grosvenor Street is located at the west end of the Study 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.

### 4.3 Downtown Mobility Strategy

The Downtown Mobility Strategy seeks to ensure movement that is safe, efficient, sustainable and transit supportive. The Mobility Strategy details the priority actions around the following themes and objectives:

- Complete Streets:
  - Undertake a Street Typology Study for key Downtown streets to identify street typologies and modal priorities.
  - Initiate a Shared Streets Program to identify potential streets as candidates for a 'shared street' re-design.
- Walking:
  - Undertake Downtown-focused pedestrian safety improvements as part of the Vision Zero Road Safety Plan, including physical and operational safety improvements at busy intersections, improving pedestrian space on corners, addressing lack of pedestrian crossings and routes, etc.
  - Undertake a Pedestrian Priority Corridor Study to develop a new vision for a network of streets that re-allocates more space in the right-of-way for pedestrians.
  - "Undertake a Pedestrian Priority Area Study to develop a new vision that prioritizes pedestrians in areas of intensive pedestrian use
  - Develop a Pedestrian Special Events Strategy to accommodate events that generate high-surge volumes of pedestrians.
  - Build new PATH extensions and improve connections to off-street trail system.
  - Continue implementing the Toronto 360 Wayfinding Strategy.
- Cycling:
  - Continue implementing initiatives already planned as part of the 10-Year Cycling Network Plan.
  - Advance additional initiatives from the Long-Term Cycling Network Plan.
  - Undertake bicycle safety initiatives at key locations in the Downtown as part of the Vision Zero Road Safety Plan.
  - Complete and implement the Bicycle Parking Strategy.
  - Implement mechanisms for securing and funding additional Bike Share infrastructure (with TPA).

- Public Transit:
  - Review lessons-learned from King Street Transit Pilot.
  - Undertake a Downtown Transit Area Study to develop a long-term vision and plan for surface transit improvements needed to accommodate growth within and near the Downtown to improve transit reliability, reduce transit travel times, and increase transit ridership.
  - Undertake ongoing targeted physical and operational improvements along busy surface transit routes to address service bottlenecks (e.g. Bathurst–Fleet–Lakeshore).
  - Implement strategies identified in the TTC’s Ridership Growth Strategy.
- Motor Vehicles:
  - Implement the Curbside Management Strategy.
  - Promote off-peak delivery using alternative delivery methods such as bicycles and smaller delivery vehicles within the Downtown.
  - Implement a pilot project to encourage and facilitate innovative freight delivery methods (off-hours deliveries, remote consolidation centres, etc.).
  - Investigate changing parking by-law to require parking spaces that satisfy TPA’s size requirements.
  - Include multi-modal facilities in TPA parking facilities.
  - Incorporate new features into street designs to support other road users (e.g. conduits for wiring within the Downtown Film Precinct to support film industry; plug-in locations for tour buses).

We note that the foregoing priority actions are almost exclusively within the purview of the City to implement, and that individual development applications will not be able to directly address the priority actions.

Within that context, the proposed development is aligned to support the priority actions outlined above, which promote the use of walking, cycling and transit over the private automobile. As set out in our Planning and Urban Design Rationale report, the subject site has excellent access to public transit services. The subject site is located approximately 75 metres north of the Wellesley subway station on the Line 1 Yonge-University subway line. In addition to Line 1, the subject site is well-served by surface transit including the 506 Carlton (streetcar), 94 Wellesley (bus) and 97 Yonge (bus).

Given the immediate proximity to transit, the proposal limits its future residents’ and workers’ need for reliance on the private automobile. The proposal is supportive of active transportation and public transit objectives outlined in the Mobility Strategy, which encourages reducing the overall dependency on private vehicles for future residents and users of the site. As described in Section 4.1 above, the proposal is intended to be pedestrian-oriented. The development includes a reduced number of parking spaces (126 spaces) that is sufficient to accommodate future needs while helping reduce automobile dependency, while providing a significant amount of bicycle parking spaces (533 spaces).

An Urban Transportation Considerations report was prepared by BA Group in support of this application, which concluded the following

- The proposed parking supply is at a rate of 0.15 spaces per residential unit, which will satisfy parking needs for this transit-intensive area. Two car share spaces are proposed, contributing to the ability for workers to live car-free.

- The proposed loading supply and distribution are appropriate and will accommodate the loading demands generated by the proposed building and the manoeuvring needs of the vehicles that will undertake deliveries to the property and garbage and recycling collection for the proposed residential and non-residential uses of the development.
- The proposed development provides additional cycling infrastructure, including 533 bicycle parking spaces on site, which will accommodate the bicycle parking demands generated by the proposed building.
- New trips generated by the proposed development can be accommodated by the existing transportation network without the need for improvements.
- The proposed development as planned is, based on the above, appropriate from a transportation perspective.

## 4.4 Downtown Energy Strategy

The Downtown Energy Strategy is intended to ensure that development supports investment in necessary energy infrastructure. The strategy seeks to address rising greenhouse gas emissions, growing electricity demand, and more frequent extreme weather events. The Downtown Energy Strategy outlines the following priority actions:

Work with thermal energy network owners and operators to reduce greenhouse gas (GHG) emissions from existing thermal energy networks.

- Work with energy developers in development of new low-carbon thermal energy networks.
- Work with energy developers to identify and develop local renewable energy solutions.
- Promote residential building retrofits, focusing conservation and efficiency initiatives on existing multi-unit residential buildings Downtown.
- Encourage development applicants to achieve near-zero emissions buildings by pursuing the highest tier of the Toronto Green Standard through the Energy Strategy Report.
- Prepare design guidelines for low-carbon thermal energy-ready buildings and make the guidelines available to development applicants in the Energy Strategy Report Terms of Reference.
- Encourage multi-unit residential development applicants to follow the 'Minimum Backup Power Guidelines' for multi-unit high-rise residential buildings through the Energy Strategy Report.
- Encourage development applicants to salvage and reuse materials, by updating the Energy Strategy Report Terms of Reference to require accounting of embodied energy and identifying opportunities to limit its loss.

As with the Mobility Strategy, a number of the priority actions are within the purview of the City and energy providers, although certain priority actions are directed specifically toward development applications.

In this respect, an Energy Strategy Report was prepared by EQ Building Performance Inc. dated July 18, 2019. The report states that the proposed development is subject to the energy requirements of Toronto Green Standard version 3 (TGS v3), which was implemented in May 2018.

The report outlines different design options for Baseline (TGS Tier 1), Enhanced Performance (TGS Tier 2) and Towards Near Zero Emissions (TGS Tier 3) performance levels. The report identifies a number of potential energy conservation measures and notes that these solutions/design options can become part of a costing exercise to ensure a cost-effective solution is chosen for the design of the building.

Design alternatives and the feasibility of higher tiers of energy and carbon performance, as well as Towards Net Zero building design strategies that will be explored and evaluated through the Site Plan Approval process. In addition, the report identifies strategies to increase resiliency through improved building envelopes and high efficiency HVAC equipment, and potential advanced measures such as energy conservation, renewable energy and connecting to low carbon district systems that could be explored as design progresses.

## 4.5 Downtown Water Strategy

The Downtown Water Strategy seeks to address challenges associated with infrastructure capacity and constraints imposed by groundwater infiltration and wet weather flows. The Water Strategy outlines the following priority actions:

- Water Supply Infrastructure:
  - Complete the Toronto Optimization Study to assess water supply system performance, as this relates to major components of the system, and identify any deficiencies to be resolved.
  - Complete a plan to upgrade watermains with the potential to increase fire suppression capability to support future growth and implement the plan accordingly. These projects will be considered under Development Charges.
- Wastewater Infrastructure:
  - Implement recommendations of the Waterfront Sanitary Servicing Master Plan Environmental Assessment Update to resolve capacity constraints related to the Scott Street Sewage Pumping Station service area within the Downtown.
  - Extend programs to find and fix deficiencies in the existing sewer system to reduce the impacts of wet weather flow and to optimize existing sewer capacity.
  - Continue to improve hydraulic models to increase their accuracy as opportunities arise.
- Stormwater Infrastructure:
  - Complete the Basement Flooding Protection Program studies and, based on the results, schedule specific infrastructure improvements through the Toronto Water Capital Works Program.
  - Review the integration of projects identified by the Basement Flooding Protection Program and growth-related projects through the capital works program.
  - Assess the feasibility of proposed Ministry of the Environment and Climate Change stormwater controls in high-density development areas, such as Downtown.
  - Update the City's Wet Weather Flow Management Guidelines.
  - Complete an implementation strategy for the Green Streets Technical Guidelines.

- Water Strategy implementation:
  - Complete infrastructure assessments to identify capacity constraints based on future growth and implement projects to resolve the capacity constraints through the Capital Works Program.

As with the Mobility Strategy and Energy Strategy, the priority actions are almost exclusively within the purview of the City; as a result, individual development applications will not be able to directly address the priority actions.

Within this context, Counterpoint Engineering prepared a Functional Servicing and Stormwater Management Report dated October 9, 2019. The report provides the following relevant conclusions:

- The proposed development is to be serviced by a single 'h' connection and a single fire connection to the existing 150mmØ watermain located on the north side of Maitland Street. The water demand requirement of the proposed development for Maximum Day Demand plus Fire Flow is 4,160 L/min. The proposed development results in an increase in Maximum hour and Maximum Day demand. Site specific watermain pressure tests completed confirm there is adequate pressure and flow to accommodate the proposed development.
- The proposed development is to be serviced by a new sanitary connection to the existing 600mmØ combined sewer located in the center of Maitland Street. The estimated peak sanitary flow of the existing site is 0.32 L/s. The peak sanitary design flow of the proposed development is 11.54 L/s (including anticipated groundwater foundation drainage), which is an 11.22 L/s increase in flow.
- A review of the existing and proposed sewer system using an InfoWorks CS model upstream and downstream of the proposed development was analyzed. The existing combined sewer system does not have capacity to accommodate the dry weather flow and the 2-year stormwater flow without surcharge. However, the HGL remains at acceptable levels; greater than 1.8 m from the ground surface for all downstream sewer legs except one leg at Yonge Street and Gerrard Street with a shallow maintenance hole. For existing and proposed conditions, the flow in the combined sewer downstream of the proposed site spills at the surface during the 100-year design storm. *However, it should be noted that total runoff to the Maitland combined sewer will be reduced in post-development conditions due to the elimination of storm runoff that currently is directed to the Maitland combined sewer [Counterpoint's emphasis].*
- Under existing conditions, the stormwater flows uncontrolled to the 600mmØ combined sewer on Maitland Street. The proposed development will be serviced by a new storm connection to the existing 600mmØ storm sewer on Maitland Street. The City of Toronto's Wet Weather Flow Management Policy identifies performance objectives for runoff from new development sites including water quantity, quality and water balance.
  - Quantity - Quantity control will be provided on-site by approximately 76m<sup>3</sup> of underground storage tank in combination with an inlet control to ensure that the 100-year post development peak flows are attenuated to the 2-year predevelopment allowable release rate to Maitland Street.
  - Water Balance – The site will have a water balance shortfall volume of 9.8m<sup>3</sup> which will be utilized for on-site irrigation.
  - Quality – Roof and non-vehicular impervious surface coverage is approximately 90% of the total site area. Runoff from these areas is considered clean discharge and quality flow is not required for this drainage. Based on the cumulative impact of storm runoff being directed to a storm tank with a 'sump' no quality control measures are required to achieve the overall 80% TSS removal requirement.

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## C O N C L U S I O N

The proposed development will introduce to the Study Area an additional 527 residential units, including five live-work units, as well a new commercial/retail unit. In our opinion, the proposed development will contribute to the achievement of complete communities within the existing and planned context of the area. The proposed development represents incremental growth on an infill site within an established but growing Study Area, within a neighbourhood that has a range of jobs, stores, housing types, transportation options and public service facilities. The proposed range of uses – residential, live-work and retail – will contribute to a mix of uses on a site designated *Mixed Use Area* that is located on the edge of an *Apartment Neighbourhood*, providing an appropriate transition between the more residential areas to the east and south to the more commercial areas to the west and north.

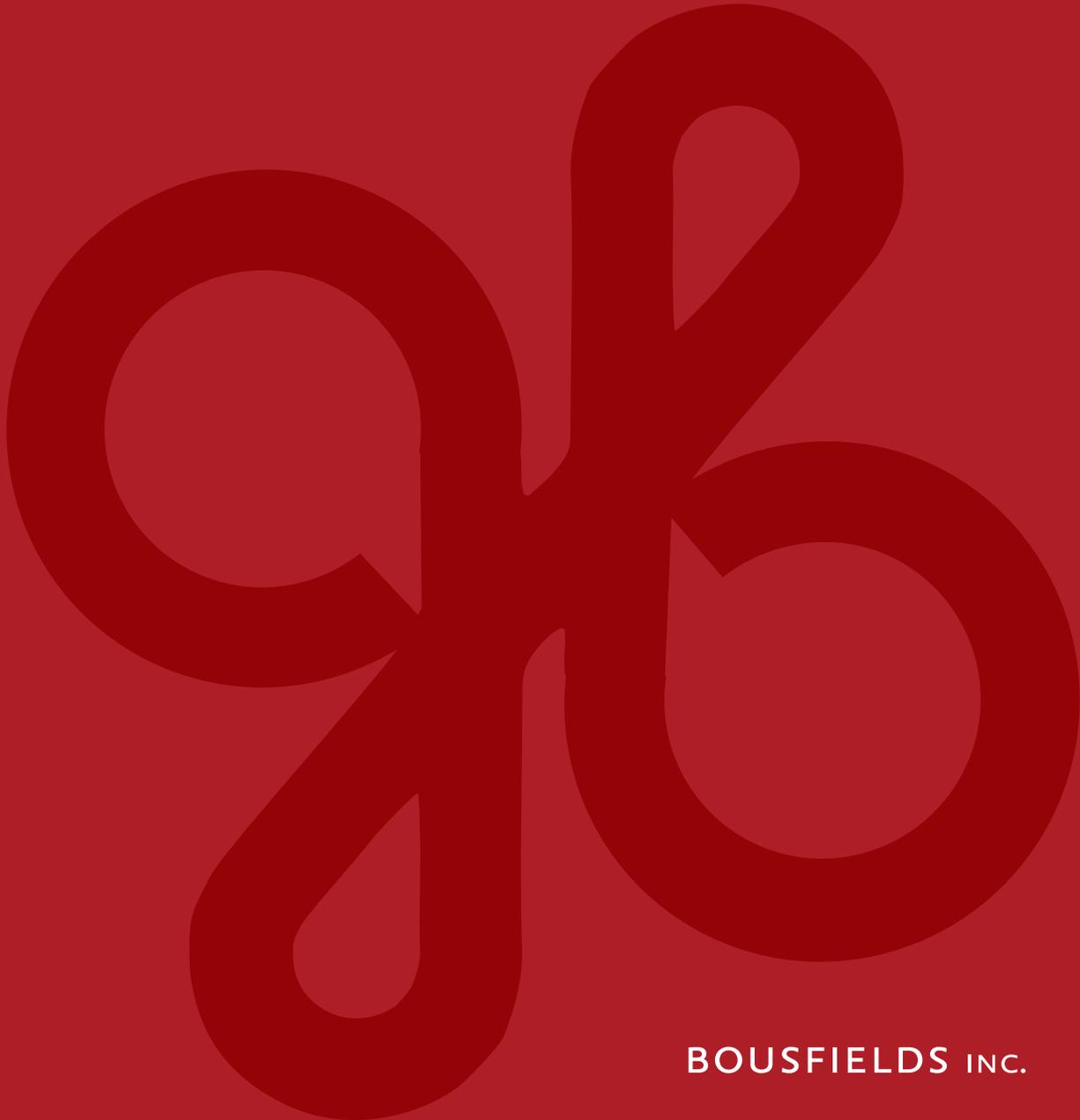
The statistical data included in Sections 2.0 and 3.0 demonstrates suggests that the incremental impact of approval of the proposed redevelopment will not fundamentally change the composition of the Study Area, which will continue to evolve as a mixed-use neighbourhood with convenient access to jobs, shopping, services, housing, transportation options and public service facilities.

This complete community assessment considers the co-ordination of development with infrastructure in the context of the Downtown Secondary Plan's Infrastructure Strategies, as follows:

- From a Parks and Public Realm perspective, the proposed development will promote an active street frontage and an active building frontage along the potential future park and "Bay Cloverhill Loop" connection through 15 Wellesley Street, improving the pedestrian experience and furthering the Downtown Secondary Plan's and Parks and Public Realm Strategy's objectives of re-imagining local spaces, connecting the proposal to the broader community;
- From a Community Services and Facilities perspective, 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;
- from a Mobility perspective, the subject site is extremely well served by public transit. The subject site is located 75 metres from the Wellesley subway station, and will support existing transit and limit residential and non-residential tenants' and visitors' reliance on the private automobile. It is supportive of active transportation objectives and encourages reducing the overall dependency on private vehicles for future residents and users of the site;

- As it relates to Energy, through the use of a high performing envelope and high efficiency HVAC equipment, carbon, thermal demand, and energy use minimum (TGS v3 Tier 1) performance targets will be achieved. Design alternatives and the feasibility of higher tiers of energy and carbon performance, as well as the *Towards Net Zero* building design strategies will be explored and evaluated during the early stages of Site Plan Approval.
- With respect to the Water Strategy, the proposal does not contribute to existing challenges associated with infrastructure capacity and constrains imposed by groundwater infiltration and wet weather flows. The subject site can be adequately serviced with respect to water supply, sanitary drainage, stormwater drainage and stormwater management.





BOUSFIELDS INC.