



MICHAEL GOLDBERG, MCIP, RPP
mgoldberg@goldberggroup.ca
(416) 322-6364 EXT. 2100

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Jennifer Le
Municipal Services Office – Central Ontario
16th Floor 777 Bay Street
Toronto, ON, M7A 2J3

**RE: City of Toronto Official Plan Amendment 570
Planning Comments on behalf of 2010-2050 Yonge Street, Toronto
ERO Number: 019-5937
Ministry Reference Number: 20-OP-227259**

Introduction

We are the planning consultants for 2040 Yonge St. Ltd., Yonge Glebe Investments Ltd. and Yonge Street Investments Inc., collectively the owners of the properties municipally known as 2010-2050 Yonge Street in the City of Toronto (the “subject site”). The property is the subject of a Zoning By-law Amendment (file #21 235352 STE 12 OZ) and related Site Plan Approval (21 235357 STE 12 SA) applications. These applications are on-going and under appeal at the Ontario Land Tribunal (OLT).

We are writing to support a request for a modification to Official Plan Amendment 570 (“OPA 570”) for the proposed Davisville Protected Major Transit Station Area (“PMTSA”) by establishing a minimum density of 9.0 FSI, pursuant to the GFA calculations under By-law 569-2013 for the subject site, which, in our opinion, conforms with the Ministerial approved OPA 405 (Yonge-Eglinton Secondary Plan).

This letter should be read in conjunction with our Planning Report dated November 2021 (attached below) that was submitted with the Zoning By-law Amendment and Site Plan Approval applications.

Official Plan Amendment 570

The subject site is identified within the Davisville PMTSA (SASP 722) in OPA 570, as adopted by Council on July 22, 2022. Existing and new development within this PMTSA – Davisville is planned for a minimum population and employment target of 350 residents and jobs combined per hectare. The minimum density identified on the subject site, and on other lands along Yonge Street north of Davisville Avenue is 2.0 FSI.

Planning Analysis

The subject site is located on the west side of Yonge Street, immediately north of Glebe Road West and south of Lola Road. The subject site occupies the whole of the block fronting onto Yonge Street between Glebe Road West to the south and Lola Road to the north. The subject site is approximately 350 m north of the intersection of Yonge Street and Davisville Avenue, where the entrance to the Davisville TTC Subway Station is located on the Yonge-University-Spadina subway line, representing an approximate 7 minute walk. The Eglinton TTC subway station on the Yonge-University line is located at the intersection of Yonge Street and Eglinton Avenue, approximately 600 m or an approximate 8 minute walk north of the subject site. There is an entrance to the Eglinton subway station that is closer to the subject site and is located south of the intersection of Yonge and Eglinton, approximately 450 m from the subject site. The Eglinton TTC subway station will serve as a major transit hub, accommodating the interchange of the Yonge subway line with the future Yonge Station along the Eglinton Crosstown LRT, scheduled to open in 2023 - 2024, together with a destination for many surface transit (bus) routes feeding into this transit hub from all directions.

The Provincial policies contained in the PPS and the Growth Plan promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is transit supportive. In particular, the Growth Plan plans for higher densities within Major Transit Station Areas and Strategic Growth Areas, within which the subject site is located.

The subject site is identified in the City of Toronto Official Plan (City OP) as being along Yonge Street, a designated *Avenue*, on Map 2 – Urban Structure, and is designated *Mixed Use Areas* on Map 17 – Land Use Plan, a designation where mixed use buildings are permitted, subject to the policies of the City OP. The City's OP recognizes *Avenues* as important corridors along Major Streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment.

The subject site is located within the Yonge Street South Village of the Yonge-Eglinton Secondary Plan (YESP) on Map 21-2 and is designated Mixed Use Area "C" on Map 21-4. The subject site is also located along a Priority Retail Street (Map 21-5) and along the Yonge Street Squares Extension public realm move, as shown on Map 21-6. Policy 5.4.3 of the YESP identifies an anticipated height range for the Yonge Street South Village, including the subject site, between 8- and 15- storeys, with recognition of the potential for even greater heights without the need to amend the YESP.

Redevelopment of the subject site with a more intense urban form will be an efficient use of land, that will cost-effectively utilize existing and soon to be operational rapid transit infrastructure and community facilities, and will contextually optimize the land base and the significant public investment in the rapid transit infrastructure in close proximity.

Conclusions

For the reasons stated above and in our Planning Report, it is our opinion that a mixed use building having a minimum density of 9.0 FSI on the subject site satisfies both Provincial and City policies, is premised on a sound and reasonable planning analysis, represents good planning, and is in the public interest. We accordingly request OPA 570 be amended by establishing a minimum density of 9.0 FSI, pursuant to the GFA calculations under By-law 569-2013.

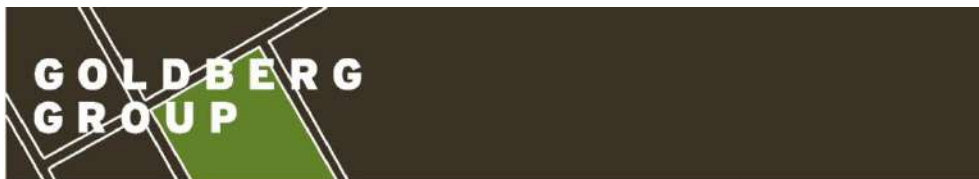
Yours truly,

GOLDBERG GROUPA handwritten signature in blue ink, appearing to read 'Michael Goldberg', is written over a faint, circular official stamp.

Michael Goldberg MCIP, RPP
Principal

cc. 2040 Yonge St. Ltd.
Mark Flowers, Davies Howe LLP

Attachments: Planning Report prepared by Goldberg Group, dated November 2021



GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8

PLANNING REPORT

PROPOSED ZONING BY-LAW AMENDMENT APPLICATION

2010-2050 Yonge Street
City of Toronto

Prepared for: **2040 Yonge St. Ltd.**

November 2021

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1.0 Introduction

Goldberg Group has been retained by 2040 Yonge St. Ltd. (the “Applicant”) to assess, from planning and urban design perspectives, a proposed Zoning By-law Amendment (ZBA) application for the property municipally known as 2010-2050 Yonge Street (the “subject site”) (**Figures 1 - 5**). The subject site is an assembly of four properties containing 1- to 3-storey commercial uses fronting onto Yonge Street. The application proposes to demolish the existing buildings and construct a 14-storey mixed use building. The proposed development consists of a total of 18,545 sq. m of combined residential and non-residential gross floor area (GFA) which results in a total Floor Space Index (FSI) of 7.83.

The subject site is generally a rectangular shaped parcel of approximately 2,369 sq. m (0.59 ac)(0.25 ha) in size that is located on the west side of Yonge Street, approximately 350 m (1,150 ft.), or approximately a 7 minute walk, north of Davisville Avenue. The subject site is an assembly of four properties, occupying the whole Yonge Street frontage between Glebe Road West to the south, and Lola Road to the north.

The subject site is identified in the City of Toronto Official Plan (City OP) as being along Yonge Street, a designated *Avenue*, on Map 2 – Urban Structure, and is designated *Mixed Use* on Map 17 – Land Use Plan, a designation where mixed use buildings are permitted, subject to the policies of the City OP. The City’s OP recognizes *Avenues* as important corridors along Major Streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment.

The subject site is also located within the Yonge-Eglinton Centre within the Yonge-Eglinton Secondary Plan (YESP)(OPA 405). This site is within a *Transit Node*, *Secondary Zone* of OPA 405 and within a *Major Transit Station Area* and a *Strategic Growth Area*, within the meaning of the Growth Plan. Therefore, the subject site is located within an area targeted to accommodate significant population growth.

This Planning Report reviews the existing land use context, the redevelopment capability of the subject site within this context, and the current Provincial and municipal policies and guidelines. As a result, from both land use planning and urban design perspectives,

the proposed redevelopment is a good and appropriate fit with the existing and planned context. It is also consistent with, conforms with, and is in keeping with, applicable policies and guidelines of the Province of Ontario and the City of Toronto.

In addition to this Planning Report, other experts have been retained by the applicant as part of this application, whose reports and plans are being filed under separate cover. To the extent required, the information and conclusions of these experts are used as input into this Planning Report. The reports and plans being filed with this application package include:

1. Architectural Plans, prepared by Graziani + Corazza Architects
2. Sun/Shadow Study, prepared by Graziani + Corazza Architects
3. Landscape Plans, prepared by Ferris + Associates Inc.
4. Functional Servicing and Stormwater Management Report, prepared by Fabian Papa & Partners
5. Transportation Impact Study, prepared by LEA Consulting Ltd
6. Block Context Plan, prepared by Goldberg Group
7. Public Consultation Plan, prepared by Goldberg Group
8. Pedestrian Level Wind Study, prepared by Gradient Wind
9. Geotechnical Report, prepared by Forward Engineering & Associates Inc.
10. Hydrogeological Report, prepared by R.J. Burnside & Associates Limited
11. Noise and Vibration Study, prepared by LEA Consulting Ltd.
12. Energy Strategy Report, prepared by EQ Building Performance Inc.
13. Archaeological Report, prepared by ASI
14. Arborist/Tree Preservation Report, prepared by Ferris + Associates Inc.
15. Boundary and Topographical Survey, prepared by KRCMAR
16. Toronto Green Standards Checklist

2.0 Location and Description of the Subject Site

Figures 3 - 5 are Aerial Context Plans showing the location and existing context of the subject site and **Figure 1** is a Location and Area Context Plan, showing the street, lot and building fabric of the area along Yonge Street, from Merton Street in the south to Eglinton Avenue in the north. **Figure 2** is a Nearby Area Developments plan showing the

location and renderings of recently approved and constructed buildings in the area surrounding the subject site.

The subject site is located on the west side of Yonge Street, immediately north of Glebe Road West and south of Lola Road. The subject site occupies the whole of the block fronting onto Yonge Street between Glebe Road West to the south and Lola Road to the north. The subject site is approximately 350 m north of the intersection of Yonge Street and Davisville Avenue, where the entrance to the Davisville TTC Subway Station is located on the Yonge-University-Spadina subway line, representing an approximate 7 minute walk. The Eglinton TTC subway station on the Yonge-University line is located at the intersection of Yonge Street and Eglinton Avenue, approximately 600 m or an approximate 8 minute walk north of the subject site. There is an entrance to the Eglinton subway station that is closer to the subject site and is located south of the intersection of Yonge and Eglinton, approximately 450 m from the subject site. The Eglinton TTC subway station will also serve as a major transit hub, accommodating the interchange of the Yonge subway line with the future Yonge station along the Eglinton Crosstown LRT, scheduled to open in 2023 - 2024, together with a destination for many surface transit (bus) routes feeding into this transit hub from all directions.

As shown on the Survey (**Figure 12**), the subject site is an irregular shaped parcel that occupies approximately 2,369 sq. m (0.59 ac)(0.24 ha) of land and has a frontage of approximately 82.1 m (269.35 ft.) on Yonge Street, a frontage of approximately 27.25 m (89.4 ft.) on Lola Road, and a frontage of 27.03 m (88.7 ft.) on Glebe Road West.

The existing building located 2010 Yonge Street is 3-storeys in height and is occupied by a real estate agent on the ground floor and office uses on the second and third floors. There are three surface parking spaces on the south side of this building, along Glebe Road West. The building at 2028-2040 Yonge Street is 3-storeys in height and has several store fronts on Yonge Street occupied by restaurants, a nail salon, beauty salon, and a medical office. The second and third floor is occupied by a mystery theater, Kumon, and other office uses. There is a rear driveway providing access to these buildings from Glebe Road West in the south. The building at 2044-2046 is 2-storeys in height and is occupied by a retail stores at grade and a real estate brokerage office on the second floor. The property at 2050 Yonge Street is improved with a 1-storey

commercial building which is occupied by St. Louis Bar & Grill restaurant. There is a public lane to the rear of the 2044-2050 Yonge Street properties which runs in a north/south direction from Lola Road.

There are no terrain or physical features on the subject site that would constrain the proposed redevelopment for its intended purpose. The topography of the subject site is generally flat in and around the existing buildings and rear driveway. The accompanying Arborist Report documents the trees on and around the subject site. Tree removal and preservation details are addressed in the Arborist Report accompany this application submission.

Figures 6 and 7 are photographs of the site and surrounding area context.

3.0 Description of Surrounding Area Context

The subject site is located within the Davisville neighbourhood, approximately 600 m south of the Yonge-Eglinton Center neighbourhood.

3.1 Policy Documents Influencing the Area Context

The Places to Grow Plan (2020) identifies the subject site as being within the Built-Up Area, within areas defined as a *Strategic Growth Area* and a *Major Transit Station Area*. The subject site is south of the boundary of the Yonge-Eglinton *Urban Growth Centre*.

In the City of Toronto Official Plan ("City OP), the subject site is identified as a being located Yonge Street which is a designated *Avenue* on Map 2 and is designated *Mixed Use Area* in the City OP on Map 17 Land Use Plan (**Figure 8**). These policy areas are planned to accommodate growth and there are many existing, under construction, approved, and proposed residential and mixed use buildings within the area, conforming with these Provincial and City OP documents.

Figures 1 and 2 show the existing and proposed built form surrounding the subject site along this stretch of the Yonge Street *Avenue*.

This stretch of Yonge Street from Davisville Avenue in the south to Eglinton Avenue in the north includes a mix of low-rise, mid-rise and tall buildings. Lands located within the *Mixed Use Areas* designation of the City OP, closer to the intersection of Yonge Street and Eglinton Avenue, within the *Yonge Eglinton Centre* have higher heights ranging from 46-storeys to 65-storeys. Lands located outside and south of, the *Yonge Eglinton Centre*, between Soudan Avenue in the north and Millwood Road in the south, have heights with a range of 28 storeys at Soudan Avenue on the former Art Shoppe site, to a varied range of existing, approved and proposed mid-rise buildings extending south to Millwood Avenue. Lands surrounding the intersection of Yonge Street and Davisville Avenue include mid-rise buildings and proposals for tall towers with heights between 34- and 38-storeys.

The City of Toronto recently completed a study known as Midtown in Focus. The area of this study was centered on the intersection of Yonge Street and Eglinton Avenue and included all lands within the *Yonge Eglinton Centre*. The study also included lands outside of the *Yonge Eglinton Centre* with the YESP.

Phase 1 of this study provided a vision for the Yonge-Eglinton public realm and the identification of a series of priority projects. This Phase was completed in July 2014 and City Council adopted the Midtown in Focus: Parks, Open Space and Streetscape Plan in August 2014. This led to the adoption of Official Plan Amendment No. 289 (“OPA 289”) in June 2015 which implemented and included amendments to the Yonge-Eglinton Secondary Plan. OPA 289 was appealed to the Ontario Municipal Board (OMB) and approved by the Local Planning Appeal Tribunal (LPAT) on December 31, 2018, except as it relates to outstanding site specific appeals.

OPA 289 provided public realm policy direction for the area around the Yonge Eglinton Centre, and detailed specific objectives to guide City-initiated improvements and developments. The OPA introduced new maps identifying, among other items, a Parks & Open Space Network Plan for the area, policies related to the impacts of private developments on the public realm, an enhanced parkland acquisition strategy, and Section 37 implementation priorities.

Phase 2 of the study was focused on Growth, Built Form and Infrastructure. This Phase aimed at ensuring that growth positively contributes to Midtown's continued livability and vitality by establishing a clear and up-to-date planning framework and ensuring that local transportation, municipal servicing and community infrastructure keeps pace with development. Draft built form principles were endorsed by City Council in July 2016. This led to the adoption of Official Plan Amendment No. 405 ("OPA 405") on July 23, 2018 by City Council. OPA 405 was approved by the Minister of Municipal Affairs and Housing on June 5, 2019 along with many modifications to the Council adopted version.

OPA 405 is a new secondary plan that provides policy direction to ensure Midtown develops as a complete community, maintains the diversity of Midtown's neighbourhoods, and integrates land use and infrastructure planning. OPA 405 provides detailed direction to guide both intensification and priority infrastructure improvements. OPA 405 sets the stage for updating area wide and site specific zoning in the area and prioritizes improvements that will contribute to the creation and maintenance of Midtown as a complete community. This includes a connected network of parks and open spaces, improved active transportation options, expanding school and child care capacity and vibrant local employment and retail sectors.

OPA 405 builds on previous initiatives undertaken in the area since 2012, including Eglinton Connects (2014), the Midtown in Focus: Parks, Open Space and Streetscape Plan (2014) and the associated Official Plan Amendment (OPA 289).

OPA 405 amended and replaced in its entirety the prior Yonge-Eglinton Secondary Plan (YESP). Given that OPA 289 was merely an amendment to that prior YESP, and OPA 405, as adopted by the Minister, is a new secondary plan replacing the previous version of YESP, OPA 289 is no longer applicable.

These documents will be analyzed in more detail later in this Planning Report.

3.2 Roadway and Transit Service

Yonge Street is a four lane, planned 27 m wide *Major Street* in the City OP, which accommodates street parking on both sides, with paid parking during certain hours. It

runs north-south between Queens Quay and Lake Ontario in the south, extending to the north limit of the City at Steeles Avenue, and beyond into York Region.

Glebe Road West is a short 20 m wide local road which terminates at the end of the block due to the location of the open-cut TTC subway tracks, immediately to the west. Glebe Road East also exists on the east side of Yonge Street, although slightly to the north of Glebe Road West, creating a jog. Lola Road is also a 20 m wide local road that operates in an east-west direction, passing over the TTC subway tracks, to connect Yonge Street in the east with Duplex Avenue in the west, internal to the low-rise residential neighbourhood.

Both the intersections of Yonge Street and Lola Road and Yonge Street and Glebe Road West are stop controlled. Further south, the intersection of Yonge Street and Belsize Drive is currently signalized and the intersection of Yonge Street and Manor Road to the north is also signalized.

The subject site and area are very well served with rapid public transportation, being approximately 350 m from the Davisville station and 450 m from Eglinton station, both on the Yonge-University-Spadina subway line.

Yonge Street includes the 97B Yonge bus route which operates during the peak periods, from Monday to Friday only, traveling between Queens Quay in the south and Steeles Avenue in the north. In addition, the 97A bus route provides additional bus service during peak periods and evenings, Monday to Friday, and at all times on weekends and holidays, from Davisville Station to York Mills Station. Also, the 320 Yonge Blue Night route operates between the area of Queens Quay West and Bay Street in the south and the area of Steeles Avenue and Yonge Street during the overnight period, seven days a week. Bus stops for both north and south bound bus travel are located at the intersection of Yonge Street and Belsize Drive, one block south of the subject site.

In addition, the Eglinton Crosstown LRT will run along Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station. Construction of this line began in the summer of 2011 and its projected completion is targeted for 2023 - 2024.

3.3 Immediate Area Context

The following describes in greater detail the land uses along Yonge Street and in the more immediate surrounding area of the subject site:

To the north: Immediately to the north of the subject site is Lola Road, an east-west local road which provides access from Yonge Street to the internal low-rise neighbourhood to the west.

The north side of Lola Road contains 2- and 3-storey mixed use commercial buildings along Yonge Street. The block on the west side of Yonge Street, between Lola Road in the south and Manor Road East in the north does not contain any new redevelopment applications at this time. The east side of Yonge Street is also comprised of 2- and 3-storey mixed use commercial buildings with retail services at grade.

Further north, there is a recently approved 12-storey mixed use building at the northwest corner of Manor Road East and Yonge Street (2100-2102 Yonge Street). Immediately north of this approved building there is an approved 10-storey mixed use building that occupies the southwest corner of Yonge Street and Hillsdale Avenue East (2112-2114 Yonge Street). The approved 12-storey and approved 10-storey buildings occupy the whole of the block between Manor Road East and Hillsdale Avenue East.

Further north, the northwest corner of Hillsdale Avenue East and Yonge Street contains a redevelopment proposal for a 13-storey mixed use building (2128 Yonge Street).

The block on the east side of Yonge Street, bound by Hillsdale Avenue East to the south and Soudan Avenue to the north (2131 Yonge Street), is the former Art Shoppe site containing a recently constructed mixed use building comprised of a 12-storey podium and a 28-storey tower (known as the Art Shoppe). This approved building occupies the whole block between Soudan Avenue and Hillsdale Avenue East, with a podium height of 12-storeys (44.7 m) and a building length of approximately 86 m along Yonge Street.

Further north is Soudan Avenue which is the southern boundary of the Yonge Eglinton Center on the east side of Yonge Street. Berwick Avenue is the southern boundary of the Yonge Eglinton Centre on the west side of Yonge Street. An entrance to the Eglinton TTC subway station is located just north of Berwick Avenue, south of Eglinton Avenue. Further north of both Berwick Avenue and Soudan Avenue, the existing and proposed buildings increase in height and density northwards towards the intersection of Yonge Street and Eglinton Avenue.

Further north, the whole of the southwest quadrant of Yonge and Eglinton Avenue is subject to a rezoning application. This site is currently improved with an 18-storey, 17-storey and 6-storey building which includes office space, retail space, a movie theatre, and a two-level parking garage all of which sits above the Eglinton Subway Station and the TTC bus terminal. The proposal is for a five (5) tower development scheme which includes mid-block open space and parkland dedication. The proposed heights include a 60-storey tower which steps down to 38- and 27-storeys at the southwest corner of Yonge and Eglinton and four residential towers further south with heights of 70-storeys, 60-storeys, 55-storeys and 45-storeys.

Further north is the busy *Major Street* of Eglinton Avenue on which there is a mix of retail, service, and office commercial, and residential uses in mainly mid-rise to tall buildings, including the Yonge Eglinton Centre at the northwest corner of Yonge Street and Eglinton Avenue. There is an approved 58-storey mixed use building nearly complete at the northeast corner. There is also an approved 65-storey mixed use building containing office, retail and 600 residential units on the southeast corner and an approved and under construction 58-storey mixed use building containing 605 residential units directly to the south.

To the south: Immediately south of the subject site is Glebe Road West, a local road that terminates 30 m west of the subject site, prior to the TTC rail tracks. Glebe Road East continues on the east side of Yonge Street, approximately 30 m north of Glebe Road West, and provides access to the internal low-rise neighbourhood to the east of Yonge Street.

The south side of Glebe Road West contains a 10-storey mixed use building at 1994-2008 Yonge Street. One property south of this building there is an approved 9-storey mixed use building at 1982-1984 Yonge Street, midblock between Glebe Road West to the north and Imperial Street in the south. The north side of Imperial Street is subject to a proposed 9-storey mixed use building (24-26 Imperial Street) and the south side of Imperial Street include a proposed 14 storey mixed use building (25 Imperial Street).

Just south of Glebe Road West on the east side of Yonge Street is Belsize Drive, which provides access to the internal neighbourhood to the east of Yonge Street extending easterly past Mount Pleasant Road. The block on the east side of Yonge Street, bound by Belsize Drive to the north and Millwood Road to the south, is recently completed 8-storey mixed use building (1955-1985 Yonge Street). This building occupies the whole of the block and has a building length of approximately 90 m.

Further south of Imperial Street, the west side of Yonge Street is improved with a 9 - 10-storey office building. Immediately south of this office building is Chaplin Crescent which runs in an east/west direction providing access from Yonge Street to the internal neighbourhood to the west. Chaplin Crescent becomes Davisville Avenue on the east side of Yonge Street. The east side of Yonge Street, south of Millwood Road, is subject to a rezoning application for a two residential tall towers with heights of 30- and 45-storesy.

The south side of Chaplin Crescent contains an entrance to the Davisville TTC subway station. The southeast quadrant of Yonge Street and Davisville Avenue includes a 10-storey mixed use building at the corner, south of which is an 8-storey office building. Further southeast along Davisville Avenue, Balliol Street and Merton Street, there is an designated *Apartment Neighbourhood* which includes several older and new tall apartment buildings together with proposed applications for new tall residential buildings.

To the east: Immediately east of the subject site is Yonge Street, a 4-lane Major Street in the Official Plan with a right-of-way width of 27 m. The east side of Yonge Street is comprised of 2- and 3-storey mixed use buildings. These buildings extend from Belsize Drive in the south to Hillsdale Avenue East in the north.

Further east beyond Yonge Street is the internal low-rise residential neighbourhood which is predominately comprised of single and semi-detached dwellings.

To the west: Immediately west of the subject site is a short public laneway servicing few properties, running north/south from Lola Road. Immediately west of the laneway is a house-form building at 15 Lola Road which operates as an office use. This property is identified in the plans as 'Other Lands Owned by the Owner'. This application does not form part of this ZBA application since it is separated from the subject site by the public lane.

Immediately west of the site along the southern rear lot line is a 5-storey "L" shaped mixed use building at 20 Glebe Road West. This building contains three retail store fronts along Glebe Road and a blank wall along the east side yard, against the existing rear driveway of the subject site. The dwelling units in the rear of this building overlook the TTC train track which is immediately to the west.

The open-cut TTC train tracks run in a north-south direction, parallel to Yonge Street.

Further west beyond the TTC train tracks is an internal low-rise residential neighbourhood.

3.4 Summary of Area Context

The subject site fronts onto a *Major Street* and arterial road which has excellent access to a number of surface transit routes that feed directly into the subway system and is a very close walkable distance to two TTC subway stations. Yonge Street is an *Avenues* corridor and is designated *Mixed Use Areas* in the City OP.

The subject site is very well served by community facilities, indoor and outdoor recreational facilities, religious institutions, and educational facilities. With the short walking distance to Davisville Avenue, Eglinton Avenue, and the *Yonge Eglinton Centre*, the subject site is also within a very close walking distance to existing and approved rapid transit stations, shops, services, restaurants, institutional uses and entertainment uses.

The subject site is occupied by four low-rise mixed-use commercial buildings, elements of which are suggestive of an under-utilization of the site, in this context. The attributes of the subject site and the policy context support additional growth and intensification along this area/corridor, where mixed use, transit supportive built form, supportive of the existing and planned transit for this corridor, are encouraged.

In view of this and subject to a more detailed review of the proposal and the policy context, the subject site is a very good candidate site for intensification in the form the form proposed, similar to other existing and approved building in the area.

4.0 Description of Proposal

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the City OP, OPA 405, City guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site, which contains an appropriate height, density, setbacks, stepbacks and building mass. In our opinion, the proposed building is designed sensitive to, and fits into, this existing and planned context, without adverse planning impacts on the adjacent or nearby properties.

Plans, statistics and renderings for the proposed redevelopment are shown in **Figures 13 - 28** of this Planning Report. **Figure 13** is the proposed Site Plan while **Figure 14** is the proposed landscape plan and **Figure 15** provides the statistical description of the subject development. **Figures 16 - 23** are the proposed floor plans for the proposed building. **Figures 24** and **25** are the proposed building elevations while **Figures 26** and **27** are the proposed building section. **Figure 28** is a rendering of the proposed building.

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

Table 1: Site and Building Statistics	
Site Area	1,746 sq. m (0.43 ac)
Residential GFA	15,683 sq. m
Non-Residential GFA	2,863 sq. m
Total GFA	18,546 sq. m
Floor Space Index	7.83
Number of Dwelling Units	164
Total Height (including mechanical)	59.8 m
Number of Vehicle Parking Spaces	122
Number of Bicycle Parking Spaces	165
Total Indoor Amenity Space	328 sq. m
Total Outdoor Amenity Space	328 sq. m

The following describes the important statistical and design elements of the proposal:

- a) The proposal is to demolish the existing 2 and 3-storey commercial buildings and replace with a 14-storey mixed use building with retail uses on the ground floor, and office and daycare space on the second floor (**Figure 17**).
- b) The proposed height of the building is 14-storeys or 53.8 m to the roof, or 59.4 m to the top of the roof top mechanical penthouse. The setbacks together with the stepping and terracing are design measures aimed to provide an appropriate transition and building mass articulation to the adjacent street frontages and properties.
- c) In total 18,546 sq. m (199,627 sq. ft.) of gross floor area, amounting to an overall density of 7.83 Floor Space Index (FSI) is proposed.
- d) Overall, the proposed building includes 164 condominium units with unit sizes between 39 sq. m (419 sq. ft.) and 106 sq. m (1,140 sq. ft.), which are divided as follows:

- Studios: 15 (9%)
- 1 bedroom: 31 (19%)
- 2 bedroom: 78 (48%)
- 3 bedroom: 40 (24%)

- e) The proposed building is setback 1.5 m at the ground floor along Yonge Street, 0m from Lola Road, and 0 m from Glebe Road West. With respect to the rear, the proposed building is setback 0 m from the southern portion of the rear lot line to the adjacent property at 20 Glebe Road West, as this existing 5-storey building has a blank wall condition along the entire length of its east wall. The proposed building is setback 0 m from the northern portion of the rear lot line which abuts the public laneway.
- f) The proposal employs a variety of appropriate setbacks, building step backs, architectural details, building articulation and building materials/cladding to create a residential building sensitively and compatibly designed for its context. The proposed building incorporates terraced setbacks at the building's north façade along Lola Road, south façade along Glebe Road West, and east façade along Yonge Street. This provides for visual interest, massing relief and promotes compatibility with the streetscape along these streets.
- g) The proposed building includes various terraced balconies along the front, north and south building facades in the form of stepbacks. The first proposed front step-back occurs at the 3rd storey, or at 12.2 m, as the building steps back 1.5 m (4.9 ft). An additional 1.5 m stepback is proposed at the 7th storey, at a height of 26.95 m, and another 1.5 m stepback at the 10th storey, at a height of 39.80 m. In addition, the southern portion of the rear (west) façade, which is adjacent to 20 Glebe Road, has incorporated a 5.5 m stepback above the 5th storey to provide for appropriate separation distance.
- h) **Figure 16** shows that vehicular access to the proposed underground parking garage will be from the southwest corner of the building on Glebe Road West. A total of three (3) underground parking garage levels are proposed which includes 96 resident parking spaces and 26 visitor parking spaces. Access to the loading spaces located in the rear of the building will be via the existing north/south public laneway from Lola Road. One Type "G" loading space is provided along with one Type "B" loading space.
- i) The residential lobby entrance is proposed to be located approximately mid-block along the Yonge Street frontage along with a separate lobby entrance to the proposed second storey office space and daycare space. A total of 1,098 sq. m of office space is proposed on the second storey along with 473 sq. m of daycare space. Retail space is proposed along the remaining portions of the Yonge Street frontage, wrapped around both corners at Lola Road and Glebe Road West. A total of 1,292 sq. m of retail space at grade is proposed.
- j) Required indoor and outdoor amenity areas are being provided on the third floor. A total of 328 sq. m (3,530 sq. ft.) of indoor amenity space is proposed adjacent to 328 sq. m (3,530 sq. ft.) of outdoor amenity space on an outdoor

terraced area. Balconies and terraces are also being proposed for each unit. This provides the 2.0 m² of indoor and 2.0 m² of outdoor amenity space required by Zoning By-law 569-2013.

4.1 Applications Required to Implement the Proposal

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

The subject site is zoned Commercial Residential (CR) under Zoning By-law 569-2013. The zone permits a maximum density of 3.0 times the area of the lot and a maximum height of 16.0 metres. The CR zone permits various residential and commercial uses, including retail and office uses. The portion of the subject site municipally known as 2010 Yonge Street and 2044-2046 Yonge Street are subject to exception CRx 2430 while the remaining portion of the site (2028-2040 Yonge Street) is subject to exception CRx 2236.

Under the former City of Toronto Zoning By-law 438-86, the subject site is zoned Mixed Use Commercial Residential District (MCR). The MCR zone also permits similar development standards (overall density of 3.0 times the area of the lot and height of 16.0 metres) along with similar uses as By-law 569-2013.

An amendment to both the former City of Toronto By-law 438-86 and Zoning By-law 569-2013 are required to implement the redevelopment proposal. Zoning standards related to permitted mixed-use building type, setbacks, maximum density (GFA), parking rates, building projections, and building height will be needed to permit the proposed development.

Drafts of the proposed zoning amendments to By-law 569-2013 and By-law 438-86 accompany this application submission. The draft by-laws are contained in **Appendix A** and **B** of this Planning Report. As review of the application progresses, a revised version of the by-law may be discussed.

5.0 Policy Context

The proposed redevelopment proposal and subject ZBA applications must be reviewed in the context of applicable Provincial and Municipal policy documents. In this regard, the redevelopment proposal and subject applications are reviewed in relation to the policies of the Provincial Policy Statement 2020 (PPS), the Places to Grow Plan of 2020, and the City of Toronto OP. In addition, regard has been given to the City of Toronto's Avenues and Mid-Rise Buildings Study, endorsed by Toronto City Council on July 8, 2010 and updated in April 2016.

5.1 Provincial Policy Statement (PPS) and A Place to Grow, Growth Plan for the Greater Golden Horseshoe (Growth Plan)

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

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

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

5.1.1 The PPS

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

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

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

- Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open space, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of changing climate, which will vary from region to region." (Part IV, para 5)
- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1(a));
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1(c));
- Promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, and standards to minimize land

- consumption and servicing costs (1.1.1(e));
- Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Within settlement areas, sufficient land shall be made available through intensification and redevelopment, and, if necessary, designated growth areas (1.1.2);
 - Land use patterns within settlement areas shall be based on densities and a mix of land uses which (a) efficiently use land and resources; (b) are appropriate four, and efficiently use, the *infrastructure* and public services facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; (e) support *active transportation*; (f) are *transit-supportive*, where transit is planned, exists or may be developed. Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated (1.1.3.2);
 - Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs (1.1.3.3);
 - Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4);
 - New development taking place in *designated growth areas* should occur adjacent to the existing built-up context area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities* (1.1.3.6);
 - To provide an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall (a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through *residential intensification* and *development* and if necessary, lands which are *designated* and *available* for residential development (1.4.1(a));
 - Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area (1.4.3);
 - Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.(b)(1));

- Permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment (1.4.3(b)(2));
- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3(c));
- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3(d));
- Requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations (1.4.3(e));
- Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (1.4.3(f));
- *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services (1.6.6.2);
- Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible (1.6.7.2);
- A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4);
- Long term economic prosperity should be supported by (a) promoting opportunities for economic development and community investment readiness; (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce; (c) optimizing the long-term availability and use of land, resources, *infrastructure* and *public service facilities*; (d) maintaining, and where possible, enhancing the vitality and viability of downtowns and mainstreets; and (e) encouraging a sense of place, by promoting well-designed built form (1.7.1);
- Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which (a) promote compact form and a structure of nodes and corridors; and (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1 a and b); and

- The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans....In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after the adoption and approval of an official plan (4.6).

The proposed development represents intensification of an underutilized site, located along the Yonge Street corridor, where intensification and growth are planned. Intensification of the subject site with a tall mid-rise building of 14-storeys will be an efficient use of land and will cost-effectively utilize existing infrastructure and community facilities. The subject site is within close walking proximity of two subway stations and regular surface transit service, contributing to the ongoing utilization of transit, minimizing vehicle trips, promoting energy efficiency and active transportation options. The subject site is also located within a short and convenient walking distance to employment uses, shopping, entertainment and dining which promotes active transportation in the form of walking and cycling. Development of the subject site for a mixed use mid-rise building will be an efficient use of land, with a more dense urban form that will cost-effectively utilize existing infrastructure and community facilities.

Section 1.1.3.4 indicates that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding and/or mitigating risks to public health and safety. The proposed mid-rise form of development is fitting for this *Avenue* and the development standards will be evaluated on their merits, consistent with the policies of the PPS.

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

In addition, Section 1.7.1 links economic prosperity with optimization of the use of land and enhancement of the vitality and viability of downtowns and mainstreets, which is achieved with the proposed development. The additional residential units will contribute to the economic viability and support the employment base of the adjacent *Yonge Eglinton Centre*, as well as the shops, services and restaurants located in very close proximity to the subject site along Yonge Street.

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

The redevelopment proposal, if approved, increases the residential population along this designated *Avenue* by the population equivalent of 164 residential dwelling units. This additional concentration of people contributes to maintaining and enhancing the vitality and vibrancy of this *Avenue*, it supports the shops and services in the area, and contributes to the 24/7 pedestrian activity and presence. All of this contributes to the vitality, viability, and economic prosperity of this portion of the Yonge Street *Avenue* neighbourhood.

It is our opinion that this redevelopment proposal supports and advances the PPS policy direction to optimize the use of the land, resources, and the existing and planned infrastructure.

In our opinion, this *Avenues* corridor should enable land use, height, and density permissions, which enables the optimized potential for this corridor that is well served by public transit and is within walking distance to Yonge Eglinton Centre where a wide variety of services, employment, restaurants and entertainment are located. This subject proposal achieves this and therefore implements, and is consistent with, the policy direction of the PPS.

5.1.2 The Growth Plan

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

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

The subject site is located within the area identified as “built-up area” which encompasses the whole of the City of Toronto.

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

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

Section 2 of the Growth Plan relates to “Where and How to Grow”. The following quote from that section captures an important policy direction of the Growth Plan, relating to the subject ZBA application:

“It is important to optimize the use of the existing urban land supply as well as the existing building and housing stock to avoid over-designating land for future urban development while also providing for flexibility for local decision-makers to respond to housing need and market demand. 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.”

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

“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 centers* and *major transit station areas*...”

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

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

- “2. Forecasted growth to the horizon of this Plan will be allocated based on the following:
 - a) the vast majority of growth will be directed to *settlement areas* that:

- i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*, and
 - iii. can support the achievement of *complete communities*.
- c) Within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*;

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

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

By definition according to the Growth Plan, the subject site is located within a *Strategic Growth Area*, a *Major Transit Station Area*, that is serviced by *Higher Order Transit* and *Frequent Transit*, which areas singularly and collectively are where the Growth Plan policies direct significant growth. These are identified by the Growth Plan as follows:

“*Major Transit Station Area*: The area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.”

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

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

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

The subject site is located approximately 350 m from the Davisville station and 450 m from Eglinton station, both on the Yonge-University-Spadina subway line. Eglinton subway station is currently under renovation to incorporate a station entrance to the Eglinton Crosstown LRT. Service along the subway line is ‘frequent’ and meets the definition of *Frequent Transit* and *Higher Order Transit*.

Policy 2.2.2 relates to Delineated Built-up Areas and indicates that all municipalities will develop a strategy to achieve minimum intensification targets. Policy 2.2.2.3 indicates:

"All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

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

The above has largely been undertaken by the approval of OPA 405, which sets out locations for growth and identifies the type and scale of such growth.

Policy 2.2.4.3 relates to transit corridors and *major transit station areas* as follows:

“Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- a) 200 residents and jobs combined per hectare for those that are served by subways;
- b) 160 residents and jobs combined per hectare for those that are serviced by light rail transit or bus rapid transit; or
- c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.”

The subject site is located within a *major transit station area* that is located along the Yonge-University-Spadina subway line which line is identified as a *priority transit corridor* on Schedule 5 of the Growth Plan.

Policy 2.2.4.9 of the Growth Plan provides further direction relating to transit corridors and *major transit station areas* as follows:

“Within all major transit station areas, development will be supported where appropriate by:

- a) planning for a diverse mix of uses, including second units and *affordable* housing, to support existing and planned transit service levels;
- b) fostering collaboration between public and private sectors, such as *joint development* projects;
- c) providing alternative development standards, such as reduced parking standards; and
- d) prohibiting land uses and built form that would adversely affect the achievement of *transit supportive densities*.”

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

From a population perspective, the use of the subject site for a mixed-use residential building at the height and density proposed will contribute to meeting the minimum

density target of 200 residents and jobs per hectare; therefore satisfying the projected population and employment growth needs for this *major transit station area*. The subject site is very accessible to existing and planned rapid transit stations, surface transit stops, and is well served by shopping, services, places of employment and community facilities in close walking proximity to the subject site. The proposal is intended to better utilize and optimize the subject site with respect to public transit access.

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

- a) Accommodating a compact, intensified, transit-supportive, pedestrian-oriented urban form. The location of the proposed redevelopment is also supportive of alternative modes of active transportation such as walking and cycling.
- b) Making more efficient use of and optimizing the land base and infrastructure, in a location well served by *High Order Transit* and within very close proximity to areas of employment, recreation, shops, and services.
- c) By introducing new residential housing, the housing policies relating to providing a mix of housing options and densities are satisfied and advanced. This will achieve a more 'complete community', which will complement the existing buildings in the area and will contribute to the evolution and maturation of this part of the Yonge Street.
- d) The Growth Plan policies encourage intensification in appropriate locations. The subject site is located in a *major transit station area*, where often high rise and high density mixed use developments conventionally co-exist comfortably and compatibly with lower forms of development. This central part of the City of Toronto is also rich with available public services for health, education, recreation, employment and entertainment uses and activities. This redevelopment proposal will contribute to this richness by providing new dwelling units which will positively contribute to the public realm.
- e) The proposal contributes to the municipality achieving its minimum intensification targets for residential growth as set out in the Growth Plan.

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

5.1.3 Section 2 of the Planning Act

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

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

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

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

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

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

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

Notably, the subject site is restricted by the current in force zoning which does not enable the optimization of this intrinsically valuable piece of land. The location of the subject site provides for a natural planning and urban design fit for a mixed-use residential redevelopment. The subject site is part of a *Mixed Use Areas* corridor, that is located in close proximity to an *Urban Growth Centre*, where the existing zoning only permits a maximum height of 16.0 m, or approximately 5-storeys, and a density of 3.0 times the area of the lot under both By-law 569-2013 and By-law 438-86 for a mixed-use residential building. The existing zoning therefore limits the redevelopment standards

and potential of, the subject site and if strictly utilized, would result in an under-utilization of the subject site.

In our opinion, acting solely on the existing policy and zoning regime governing the subject site would result in an under-utilization of the subject site, from a built form perspective. In contrast, the redevelopment proposal for the subject site includes optimizing the height and density of this location. The redevelopment proposal is a contemporary expression of Provincial policy that would enable the realization of the intensification and 'complete communities' policy imperatives of the PPS and the Growth Plan. The proposed mixed-use building will positively contribute to the public realm and sense of place along Yonge Street.

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

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

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

5.2 City of Toronto Official Plan

The City of Toronto Official Plan (City OP), adopted by City Council in November 2002, was first granted final approval by the Ontario Municipal Board (OMB) on July 6, 2006, and then on other subsequent dates.

The subject site is identified as a being located Yonge Street which is a designated *Avenue* on Map 2 and is designated *Mixed Use Area* in the City OP on Map 17 Land Use Plan (**Figure 8**). These policy areas are planned to accommodate growth and there are many existing, under construction, approved, and proposed residential and mixed use buildings within the area, conforming with these Provincial and City OP documents.

5.2.1 Growth Management Policies - City OP

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

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

Section 2.2.2 indicates that "Growth shall be directed to the *Centres*, *Avenues*, *Employment Districts* and the *Downtown* on Map 2, to meet certain specified objectives that include:

- a) Use municipal land, infrastructure and services efficiently;
- b) Concentrate jobs and people in areas well served by surface transit and rapid transit stations;

- d) Promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- f) Facilitate social interaction, public safety and cultural and economic activity; and
- i) Protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

As noted above, the subject site is located along a designated *Avenue*, and within the Mixed Use Areas designation. As such, the subject site has been identified by the City as an area of growth where land, infrastructure, and services will be used efficiently. From a local planning perspective, there is a planning expectation for higher and larger built forms to locate along this corridor, subject to satisfactorily addressing the criteria of built form and transition.

This City OP provision follows on, and implements, the PPS and Growth Plan policies encouraging and promoting the integration of transportation and land use planning at all stages of the planning process.

Section 2.2.3 relates to Avenues: Reurbanizing Arterial Corridors, in which the City OP's intent for the *Avenues* is described, as follows:

"The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents."

"The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each Avenue will be established by a new zoning by-law and design guidelines created in consultation with the local community. The zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards."

"Ultimately, all *Avenues* should perform this "main street" role and become meeting places for local neighbours and the wider community. *Avenues* that are characterized by one and two storey commercial buildings, vacant and underutilized lands and large areas of surface parking will be the priorities for future *Avenue* Studies." (emphasis added)

The subject ZBA application is intended to implement the principles expressed above by acknowledging the general development intensity intended for the subject site. To this end, the proposal proposes to amend the zoning by-law to enable the appropriate level

of redevelopment to take place on the subject site. The *Mixed Use Areas* land use designation already authorizes a range of uses on the subject site and the redevelopment proposal will implement the appropriate level of intensification for this site.

Policy 2.2.3.3 addresses development being permitted on the *Avenues* prior to an *Avenues Study*. In particular, Policy 2.2.3.3(b) provides as follows:

"Development in Mixed Use Areas on Avenues, prior to an Avenue Study has the potential to set a precedent for the form and scale of the reurbanization along the Avenues. In addition to the policies of the Plan for Mixed Use Areas, proponents of such proposals will also address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located. The review will:

- i) include an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;*
- ii) consider whether incremental development of the entire Avenue segment as identified in the above assessment would adversely impact any adjacent Neighbourhood or Apartment Neighbourhood;*
- iii) consider the proposed development is supportable by available infrastructure;*
- iv) be considered together with any amendment to the Official Plan or Zoning By-law at the statutory meeting for the proposed development.*

Development requiring a rezoning will not be allowed to proceed prior to the completion of an Avenue Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have adverse impacts with the context and parameters of the review."

The City recently completed a comprehensive study of the YESP area, including this portion of Yonge Street and areas beyond, which resulted in the approval of OPA 405.

As previously discussed, OPA 405 was adopted by City Council on July 23, 2018 and approved by the Minister of Municipal Affairs and Housing on June 5, 2019. OPA 405 is a new/amended secondary plan that provides policy direction to ensure Midtown develops as a complete community, maintains the diversity of Midtown's neighbourhoods, and integrates land use and infrastructure planning. OPA 405 provides detailed direction to guide both intensification and priority infrastructure improvements.

The level of detail provided in the recently approved OPA provides similar details typically provided in an Avenue Segment Study, including height ranges for new development. As such, it is our opinion that this recently approved OPA fulfills the need to complete an Avenue Segment Study for this portion of Yonge Street and in any event, one was not requested by the City Staff as part of the Complete Application Checklist.

5.2.2 Mixed Use Areas Policies - City OP

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

“In Mixed Use Areas development will:

- a) Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) Provide for new jobs and homes for Toronto’s growing population on underutilized lands in the Downtown, the Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) Locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) Provide an attractive comfortable and safe pedestrian environment;
- g) Have access to schools, parks, community centres, libraries, and childcare;
- h) Take advantage of nearby transit services;
- i) Provide good site access and circulation and an adequate supply of parking for residents and visitors;

- j) Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- l) Provide for energy conservation peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- m) Provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.”

The policies for *Mixed Use Areas* promote the type of higher density, mixed use, transit supportive development proposed on the subject site. As **Figure 8** indicates, the subject site is located along an *Avenues* and is surrounded by *Mixed Use Areas* in all directions. The subject site does not immediately abut any *Neighbourhoods Area* lands. Within the land use structure, the proposal appropriately incorporates a tall mid-rise built form in conformity with the land use permission of the *Mixed Use Areas* and provides for an effective and appropriate means of transition down from the *Mixed Use Area* and *Avenues* designated lands to the interior of the *Neighbourhoods* designation further west. The use of an angular plane, building setbacks, and stepbacks, are all employed on the mixed use building that satisfactorily addresses the issues of massing, overlook and skyviews onto the adjacent *Neighbourhoods*.

The proposed building is designed to frame Yonge Street in accordance with the policies of the *Mixed Use Area* designation. The orientation of the building faces Yonge Street and frames both Glebe Road West in the south and Lola Road in the north. A generous and comfortable pedestrian environment is proposed along Yonge Street. The proposed building incorporates the use of stepbacks at the 3rd, 7th and 11th floors with the height of the first six storeys facilitating a pedestrian sense of scale.

Service access to the subject site is provided from the public lane from Lola Road in the north and for other vehicles, via driveway access from Glebe Road West in the south. All vehicular parking is internalized and located in an underground parking garage. All service functions are located at the rear of the building which provides for functional operation and limits visibility from the public realm. The underground parking garage ramp will be located along the south façade, screened from the Yonge Street public

realm. Loading spaces are located at the rear of the building and accessed from the public lane from Lola Road. These will also be screened from both the Yonge Street and Lola Road streetscape.

In addition, the proposed parking standard is adequate for this location, being approximately 350 m from the Davisville Subway Station. The objectives of the City OP are to minimize automobile dependency and to promote the use of walking and cycling. LEA Consulting has examined the parking standards and they are satisfied that an adequate supply of parking is proposed for the residents and visitors of the proposed building. The LEA Transportation Impact Study states that the proposed building is subject to Policy Area 3 parking ratios under By-law 569-2013. While the proposed redevelopment is deficient of 44 parking spaces for the residential component and 13 for the non-residential component, LEA Consulting concludes that at the proposed parking supply is satisfactory based on the location of the subject site, being adjacent to two TTC subway stations, and that the proposed parking supply is well above the weighted neighbourhood average of 0.31 spaces per dwelling unit whereas 0.59 spaces per dwelling unit are proposed. The Traffic Impact Study also concludes that the impacts of the inbound and outbound trips from the proposed building on the surrounding road network will have minimal impact, the proposed bicycle parking supply meets the requirements under By-law 569-2013, and the proposed loading supply is appropriate.

The policies for *Mixed Use Areas* promote the type of higher density, transit supportive development proposed on the subject site. *Mixed Use Area* policies promote new buildings to frame the street edges. The proposed building has been designed to frame the edge of Yonge Street and both Lola Road and Glebe Road West, provide for comfortable wind conditions, and maintain adequate sunlight on adjacent parks, open spaces, and *Neighbourhoods*.

The proposed development also provides for a total 656 sq. m (7,061 sq. ft.) of combined indoor and outdoor amenity space. In addition, the area is well served by community centres, libraries, schools and parks.

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

5.2.3 Built Form Policies – City OP

Section 3.1.2 of the City OP provides direction concerning a number of objectives relating to site development and built form. This section of the City OP directs that new development will be located and organized to fit with its existing and/or planned context.

As part of the Municipal Comprehensive Review, planning staff at the City of Toronto reviewed the City OP's Built Form policies of Section 3.1.2 and 3.1.3 (Built Form – Building Types) in relation to the latest version of the Growth Plan (2019). Amendments to the Built Form policies were adopted by City Council on December 17, 2019 as Official Plan Amendment No. 480 ("OPA 480"). The Ministry of Municipal Affairs and Housing approved OPA 480, on September 11, 2020. As such, OPA 480 is now in full force and effect.

The following is a summary of the relevant policies contained in this section of the City OP, with respect to site organization and location:

- New development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development (3.1.2.1)
- Generally locating buildings parallel to the street and along the edge of a park or open space with consistent front yard setbacks (3.1.2.1(a));
- Providing additional setbacks or open spaces at the following locations, where appropriate: (i) street intersections; (ii) prominent destinations; (iii) parks and open spaces; (iv) transit stops; (v) natural areas; (vi) sites that end a street corridor; and (vii) areas with high pedestrian volumes (3.1.2.1(b));
- Locating main building entrances on the prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from a public street (3.1.2.1(c));
- Providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent street, parks and open spaces (3.1.2.1(d));
- Preserving existing mature trees wherever possible and incorporating them into the development site; (3.1.2.1(e));
- Providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm,

- including sitting and standing (3.1.2.1(f));
- Development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations (3.1.2.2);
 - Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.2.3);
 - Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties (3.1.2.4);
 - Using shared service areas where possible within development blocks, including public lanes, shared private driveways, and service courts (3.1.2.4(a));
 - Consolidating and minimizing the width of driveways and curb cuts across the public sidewalk (3.1.2.4(b));
 - Integrating services and utility functions within buildings, where appropriate (3.1.2.4(c));
 - Providing underground parking, where appropriate (3.1.2.4(d));
 - Limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk (3.1.2.4(e));
 - Limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building facades along adjacent streets, parks and open spaces (3.1.2.4(f));

With respect to Policy 3.1.2.1 requiring that development fit in with its existing and/or planned context, **Figures 2, 8 and 9** indicate that the subject site is surrounded by *Mixed Use Areas* along Yonge Street, occupied by both original low-rise mixed use buildings and new mixed use replacement buildings with heights ranging as high as 28-storeys for towers and 12-storeys for mid-rise buildings. Therefore, from planning and urban design perspectives, the lands immediately surrounding the subject site are conducive to the tall mid-rise building height of the redevelopment proposal. The subject site is located within a *Major Transit Station Area* as defined in the Growth Plan, in proximity to *Higher Order Transit Corridors* as identified in Map 4 of the City OP and is designated *Mixed Use Areas*, a land use designation where growth is anticipated. The scale of the proposed redevelopment is a good and compatible fit with the existing and planned context of the surrounding area.

The redevelopment proposal has been designed to accommodate a form and deployment of building height, mass and density that compatibly fits within its context and provides an effective transition between areas of different development intensity and scale. From a height perspective, **Figures 1 and 2** provide the heights of buildings in the nearby vicinity of the subject site. An examination of the existing building heights along the Yonge Street corridor between Davisville and Soudan indicates a range of heights between approximately 8-storeys and 28-storeys. **Figure 2** is also illustrative of the number and distribution of buildings along Yonge Street and the context within which these buildings are located. Therefore, the location of a 14-storey mixed use building in close proximity to other recently approved and constructed mixed use mid-rise buildings of varying heights, and on a site that is less than 350 m away from the entrance to the Davisville Subway Station, fulfills the compatibility of the subject proposal relating to its existing and planned context. As such, the proposed height of 14-storeys is generally a good fit on the subject site and within the surrounding context.

The proposed development has been designed to frame Yonge Street, presenting a “front elevation” to the street and contributing to an enhanced streetscape. The main entrance to the residential lobby is clearly visible and directly accessible from the public sidewalk on Yonge Street. Commercial/retail space is proposed on the ground floor along Yonge Street, contributing to a sense of animation within the public realm with views from and into the proposed building. The orientation of the building parallel to the street and the doorways leading directly to either the residential lobby or office lobby on Yonge Street and the commercial/retail units on Yonge Street will result in a safe and comfortable pedestrian-oriented streetscape. In addition, the massing, scale and siting of the building provides an appropriate relationship with the neighbouring buildings and the public right-of-way.

The location, orientation, height and size of the proposed building works together to address and mitigate any adverse planning impacts on neighbouring streets, parks, open spaces and properties, as directed in this section of the City OP. The subject site is a significant lot assembly which occupies the whole of the Yonge Street frontage between Glebe Road West and Lola Road, and is surrounded by *Mixed Use Areas* lands where a variety of heights and densities exist within a *Major Transit Station Area*. In

particular, the redevelopment proposal on the subject site is similar to other existing redevelopments on the Yonge Street corridor, including:

1. An existing 8-storey mixed use building southeast of the subject site at 1955-1985 Yonge Street, which occupies the whole of the block between Millwood Road and Belsize Drive and has a building length of approximately 90 m.
2. The recently constructed Art Shoppe site at 2131 Yonge Street which includes a 12-storey podium along Yonge Street (with a height of 44.7 m) and an approximately building length of 86 m along Yonge Street.

Both of these sites are designated *Mixed Use Areas*, occupy an entire block along Yonge Street, are located outside of the boundaries of the Yonge Eglinton Center in OPA 405, have long streetwalls due to the nature of occupying entire blocks, and are all within close walking proximity of a subway station. In addition, both of the above noted sites are located on the east side of Yonge Street and immediately about *Neighbourhoods* designated areas whereas the subject site does not about any *Neighbourhoods* areas. The site at 1955-1985 Yonge Street is also located within the boundaries of the Yonge Street South Village in OPA 405, as is the subject site.

With respect to policy 3.1.2.1(f), as discussed in the Pedestrian Level Wind Assessment, prepared by Gradient Wind and included with this submission package, grade-level wind conditions on the subject site are expected to be suitable for the anticipated uses without mitigation. This includes nearby walkways, building access points, and the main entrances from Yonge Street. With respect to the proposed outdoor amenity spaces, mitigation measures (wind screens) have been proposed to make the space more suitable for sitting and lounging. In addition, the report notes that wind comfort levels on the proposed outdoor amenity areas are expected to be suitable for sitting from the late spring to early autumn. The report concludes that the introduction of the proposed residential building is not expected to significantly impact pedestrian wind comfort on neighbouring areas beyond the site.

With respect to policy 3.1.2.3, the proposed development provides for the following:

- As the subject site occupies the whole block along Yonge Street, there are only two adjacent properties: (1) 15 Lola Road which is located on the west side of the

existing public laneway; and (2) 20 Glebe Road West which located immediately west of the subject site and shares a lot line.

- With respect to 15 Lola Road, the Applicant is the owner of this property as well but it is not included with the lot assembly subject to the redevelopment proposal as it is separated by the public laneway. Regardless, the 15 Lola Road site is a small lot with a frontage of approximately 9 m. Should any redevelopment occur on this lot, it will likely be a replacement house-form building. As such, the proposed setback of 0 m at-grade and 2.0 m above to the rear lot line shared with the lane is appropriate as this provides for an approximate separation distance of 6.14 m to 8.14 m once the width of the 6.14 m public laneway is included.
- With respect to 20 Glebe Road west, zero (0) m setbacks along the southern portion of the rear (west) lot line adjacent to the existing 5-storey building at 20 Glebe Road West which has a blank wall along the entire length and height of its east wall. A notch-out of 5.5 m is provided for those rear units with balconies facing west towards 20 Glebe Road West. Above the 6th storey, the building steps back 5.5 m along the entire rear portion of the southern lot line to 20 Glebe Road West. Further north along the rear wall, the dwelling units facing the existing laneway are setback 3.0 to provide for balconies.
- As the subject site occupies the whole block, while it is anticipated that much like the subject site adjacent lots along Yonge Street may be assembled for future redevelopment, the subject site does not abut those lots. Specifically, any redevelopment on the north side of Lola Road will be separated by the 20.0 m right-of-way width along with the terraced 1.5 m stepbacks along the north façade. Any redevelopment on the east side of Yonge Street will also be separated by the approximate 27.0 m right-of-way width along with the terraced stepbacks along the front (east) façade. The southeast corner of Yonge and Glebe has already been redeveloped with a 10-storey mixed-use building. The right-of-way width of Glebe provides for an approximately 20.0 m separation distance.
- Therefore, the proposed setbacks and stepbacks are appropriate and provide for adequate massing and building element transitions to adjacent properties.

With respect to Policy 3.1.2.4, vehicular parking, access and loading spaces are all internalized into the building and not visible from the streetscape and only one curb cut is proposed along Imperial for driveway access. No vehicle parking spaces are proposed in the front yard.

The following is a summary of the relevant policies contained in this section of the City OP, as per the approved OPA 480, with respect to building shape, scale and massing:

- Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street

- proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm (3.1.2.5);
- Providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context (3.1.2.5(a));
 - Stepping back building mass and reducing building footprints above the streetwall height (3.1.2.5(b));
 - Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm (3.1.2.6);
 - Transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s) (3.1.2.7);
 - Where development includes, or is adjacent to, a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight (3.1.2.8);

With respect to Policy 3.1.2.5 and 3.1.2.6, the proposed 14-storey building plugs into the planned context of the area, in accordance with the direction provided in approved OPA 405. The proposed front massing and streetwall is similar to the front massing of the streetwall of adjacent newer mid-rise buildings, including the 10-storey building immediately to the south, the 8-storey building to the southeast and the 12 storey Art Shoppe building. As discussed above, the subject site occupies the whole of the block and provides for appropriate transition to the north, south and east using the width of the existing right-of-ways and the terraced stepbacks. In addition, those lands to the west at 20 Glebe Road West contain a blank wall along the shared rear (west) property line and the lot at 15 Lola Road is too small to accommodate any substantial redevelopment. The use of the 6.14 m wide laneway along with the rear setback and stepbacks provides for appropriate separation distance. As such, appropriate stepbacks and separation distances have been designed into the proposal to enable appropriate transition and compatible co-existence with adjacent properties.

In response to Policy 3.1.2.8, **Figures 29 to 31** illustrate the shadows for the proposed 14-storey building. As previously discussed, minor incremental shadows occur in the early morning and late afternoon. These shadows are transitional, quick moving, and do not stay on any one spot for a long period of time. Minor incremental shadows occur in the morning on the *Neighbourhoods* area to the northwest. These shadows are

transitional, quick moving, and do not stay on any one spot for a long period of time. The remainder of the shadow falls onto the open-cut TTC train tracks. The shadow then moves northwards onto adjacent *Mixed Use Area* designated lands. In the late afternoon at approximately 5:18pm, minor incremental shadows occur on the *Neighbourhoods* area to the east of the east side of Yonge Street. As such, from a shadow impact perspective, the proposed 14-storey building is an appropriate fit and the shadows are adequately limited on the neighbouring streets, parks, open spaces and adjacent properties for this highly urban context.

The following is a summary of the relevant policies, contained in this section of the City OP, as amended by the approved OPA 480, with respect to improving the public realm through building design:

- The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade (3.1.2.9);
- Ensure fit with adjacent building facades (3.1.2.9(a));
- Contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm (3.1.2.9(b));
- Break up long facades in a manner that respects and reinforces the existing and planned context (3.1.2.9(c));
- Ensure grade relationships that provide direct access and views into and from the public realm (3.1.2.9(d));
- Development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional (3.1.2.10);
- Improvements to adjacent boulevards and sidewalks including sustainable design elements, which prioritize street trees and may include one or more of the following: shrubs, hedges, plantings or other ground cover, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities (3.1.2.10(a));
- Co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms (3.1.2.10(b));
- Weather protection such as canopies and awnings (3.1.2.10(c));
- Landscaped open space within the development site (3.1.2.10(d));

- Landscaped edges of surface parking lots along streets, parks and open spaces to define the edge and visually screen parking lots from the public realm (3.1.2.10(e));
- Safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible (3.1.2.10(f)); and
- Public art, where the developer agrees to provide this (3.1.2.10(g)).

Many of the above noted policies are repetitive of similar policies in the *Mixed Use Areas* land designation and *Built Form* policies above. The proposed 14-storey building provides for an intricately articulated front façade with balconies and an overhang of the ground floor to provide for pedestrian weather protection at both the residential and office lobby entrances. The lobbies of the proposed building have been designed to face Yonge Street with views into and from the public realm. Additional retail lobbies are proposed along all three street frontages. Proposed landscape improvements along Yonge Street, Glebe Road West and Lola Road and the subject sites frontage are shown on the landscape plan included with this application. Bicycle parking spaces are proposed for residents and visitors which is located in the basement level of the building, accessible by elevator.

The following is a summary of the relevant policies contained in this section of the City OP, as amended by the approved OPA 480, with respect to private and shared amenity spaces:

- New indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments are encouraged to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year (3.1.2.11);
- Outdoor amenity spaces should be (a) located at or above grade; (b) have access to daylight; (c) have access to direct sunlight, where possible; (d) provide comfortable wind, shadow and noise conditions; (e) be located away from and physically separated from loading and servicing areas; (f) have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm; (g) accommodate existing and mature tree growth; and (h) promote use in all seasons (3.1.2.13);

Proposed indoor and outdoor amenity space is located on the third floor of the building. Indoor amenity is generally provided as one large amenity space of approximately 328 sq. m which is adjacent to various outdoor amenity space terraces totaling 328 sq. m of

outdoor space. All indoor and outdoor amenity spaces are compliant with the zoning by-law requirement and will be programed at a later stage.

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

OPA 480 also amended policies in Section 3.1.3 – Built Form, Building Types – of the City OP. This section identifies three building types: townhouse and low-rise apartments, mid-rise, and tall buildings. The City OP states that these buildings are defined by their scale and physical characteristics which includes site and building organization, massing, height, and relationship to the street. The introductory language to this section also states that “the building types listed in this section are not exhaustive but can help inform innovations in building design.”

In this regard, due to the measured height of the proposal being more than the width of the adjacent right of way, but less than the tall towers in the general area, the proposal is appropriately referred to as a ‘tall mid-rise’ building. This is an emerging building type in Toronto that is not specifically addressed in the City’s guideline documents. As such, the proposed building follows on many of the mid-rise building characteristics yet is not tall enough to be subject to the tall building standards. For this reason, the proposal does not break the building in two very short buildings designed in accord with the Tall Building Design Guidelines. It is designed as a tall mid-rise building and for that reason., it will be evaluated as such.

The introductory language goes on further to state the following regarding mid-rise buildings:

“Mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. In Toronto, where streets vary in width from 16.5 metres to over 40 metres, mid-rise buildings may vary in height between four and 11 storeys for residential uses, or fewer for office uses, dependent on the adjacent right-of-way width.”

Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.”

Section 3.1.3.4 of the new built form policies in the City OP contains the following development criteria for mid-rise building typologies:

“Mid-rise buildings will be designed to:

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

In addition, Section 3.1.3.6 goes on further to state that “mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.”

The subject proposal exceeds the width of Yonge Street and the two adjacent side streets being Glebe Road West and Lola Road. This is a circumstance where the policy enables exception and exceedance. The detailed and considerable articulation of the front of the building, together with its stepbacks also address the mass and length of the building which is similar to others in the area.

Policy 5.4.3 of the YESP permits a height range for the subject site between 8- and 15-storeys. The interpretation policies of the City OP specifically states that where a conflict occurs between policies from a Secondary Plan and the City OP, the Secondary Plan prevails (Policy 5.6.6). As such, the right-of-way width is not an applicable height limitation for the subject site since the YESP height policies prevail.

The proposed development has been designed to frame the edge of Yonge Street and both Lola Road and Glebe Road West, provide for comfortable wind conditions, and maintain adequate sunlight on adjacent parks, open spaces, streets, and on the adjacent *Neighbourhood Areas* to the west.

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

5.2.4 Housing Policies – City OP

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

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

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

The City OP seeks to strike a balance amongst housing types within the City and in the neighbourhoods. The above policies speak to ensuring that both the current and future needs of residents are met across the City and within neighbourhoods.

This is aimed at accommodating growth generally in the City and within the different neighbourhoods to ensure that housing choice and need is addressed and

accommodated where people live. This allows those seeking housing alternatives in their neighbourhood to be accommodated in the neighbourhood without the need to dislocate from their neighbourhood, due to their housing needs. This is particularly germane to families and our aging population.

The subject area includes a range of building types and uses, including low-rise mixed used commercial buildings, and mid-rise and taller rental and condominium buildings. In addition, the *Yonge Eglinton Centre* further north includes a strong employment sector, providing for numerous office buildings. As such, residential uses on the subject site would contribute to providing more housing opportunities in a community that is in close proximity to employment buildings. Adding more housing units to this area will contribute to creating a more 'complete community' by providing more housing options for those individuals who work in the *Yonge Eglinton Centre*.

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

Unit Type	Total Provided	Average Size
		39 sq. m (419 sq. ft.)
1 Bedroom	15 (9%)	46 sq. m (495 sq. ft.)
2 Bedroom	31 (19%)	70 sq. m (753 sq. ft.)
3 Bedroom	78 (48%)	106 sq. m (1,140 sq. ft.)
Total:	164 (100%)	

The unit types are distributed throughout the building.

The proposed redevelopment increases the housing stock within the area and in turn, provides a greater choice of housing opportunities in ownership tenure in this highly-desirable neighbourhood. The inclusion of a significant number of two bedroom and three bedroom units (resulting in 67% of the total unit mix) provides a high number of options for families that choose to live in a central location close to *Higher Order Transit Corridors* and commercial services. The proposed development will help to satisfy the life-cycle circumstances of existing and future residents in the City in general, and in this neighbourhood in particular.

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

5.2.5 New Yonge-Eglinton Secondary Plan (YESP)(OPA 405) – Midtown in Focus

The subject site is located within the Yonge Street South Village of the Yonge-Eglinton Secondary Plan (YESP) on Map 21-2 (**Figure 9**). The YESP has recently been replaced and amended by OPA 405.

OPA 405 replaces the previous YESP with a new secondary plan that provides policy direction to ensure Midtown develops as a complete community, maintains the diversity of Midtown's neighbourhoods, and integrates land use and infrastructure planning. As previously discussed, OPA 405 was approved by the Minister of Municipal Affairs and Housing on June 5, 2019 and is now in full force and effect.

5.2.5.1 Midtown in Focus – OPA 405

The subject site is located within the Yonge Street South Village of the Yonge-Eglinton Secondary Plan (YESP) on Map 21-2 (**Figure 9**) and is designated *Mixed Use Area "C"* on Map 21-4. The subject site is also located along a Priority Retail Street (Map 21-5) and along the Yonge Street Squares Extension public realm move, as shown on Map 21-6 (**Figure 9**).

Policy 1.1.1 of OPA 405 provides an overall vision for Midtown which states that:

"Midtown will continue to be an inclusive and social place, with a full range of housing options to support a diverse population. New buildings are compatible with the character and varied scale of Midtown's different character areas, conserve heritage attributes and contribute to a high-quality public realm. There will be a balance of both residential and non-residential growth to support a strong economy and vibrant live-work neighbourhoods. Midtown will continue to thrive as a place where people of all ages, incomes and abilities can live, work, learn, play and connect with one another."

Policy 1.3.2 provides the following with respect to the Midtown Villages Character Areas:

“The Midtown Villages are historic main streets that will continue to be vital retail and service destinations for residents, workers and visitors. These areas will accommodate a mix of uses in well-proportioned buildings that appropriately conserve heritage resources. Buildings will reinforce the local character of these main streets by providing narrow retail frontages, frequent entrances and active uses at grade. Their design will complement planned public realm improvements, resulting in comfortable, attractive and accessible public spaces that support civic and community life. Distinguishing features of each Village consist of:

(b) widened sidewalks and a series of public squares in the Yonge Street North and Yonge Street South Characters Areas;

(c) the potential decking of the subway trench as a future linear, signature public park adjacent to the Yonge Street South Character Area;”

With respect to *Major Transit Station Areas*, as established by the Growth Plan, Map 21-3 of OPA 405 (**Figure 9**) establishes 250 m and 500 m radii around *Major Transit Station Areas* (either subway or LRT stations) within the Yonge-Eglinton area. In particular, Policy 2.4.1 states that:

“The boundaries of the Midtown Transit Station Areas, will include areas within 250-500 radii of stations and maximize the size of the area and the number of potential transit users within walking distance of each station. These areas will be planned to accommodate higher density development to optimize return on investment and increase the efficiency and viability of existing and planned transit service levels.”

The subject site is located within a Secondary Zone (500 m radii from a *Major Transit Station Area*) on the *Midtown Transit Station Areas* Map 21-3 of OPA 405 (**Figure 9**). Policy 2.4.2(ii) provides that a *Secondary Zone* is a *Transit Node* will support “transit-supportive development in a compact urban form and a mix of uses in Midtown” and goes on further to state that the intensity of development will generally be less than the *Station Area Core* with development generally transitioning down in height and scale.

In addition, Policy 2.4.4 provides minimum density targets for each Midtown Transit Station Area:

“Existing and new development in each Midtown Transit Station Area will collectively achieve or exceed the minimum density targets as identified below:

- b. 350 residents and jobs per hectare for the Davisville and Mount Pleasant Transit Station Areas;*

Individual development within a Midtown Transit Station Area is not required to meet the minimum density target. The minimum density target for the entire Midtown Transit Station Area will be achieved and ultimately exceeded based on all existing uses and new development over the long-term horizon of this plan.”

The proposed development contributes to the municipality achieving its minimum intensification targets for residential and employment growth for the Midtown *Transit Station Area* centered on the Davisville Subway Station. The proposal introduces new housing opportunities on an underutilized parcel of land. It should also be noted that the Growth Plan provides minimum population density targets for *Major Transit Station Areas* of 200 combined residents and jobs per hectare, which is less than the target identified in OPA 405.

With respect to *Mixed Use Areas “C”*, OPA 405, as adopted by the Minister, provides the following policies:

“2.5.9 Mixed Use Areas “C” include commercial main streets characterized by continuous at-grade narrow-frontage retail, service and institutional uses with office, other commercial and residential uses above. A mix of residential, retail and service, office, institutional, entertainment and cultural uses will be permitted. Parks and open spaces are also permitted. New stand-alone retail stores and vehicle-related uses will not be permitted.

The proposed development incorporates both residential uses and commercial uses included at-grade retail uses along Yonge Street. The proposed new retail spaces are allocated along the Yonge Street frontage and wrap around both the north and south corners with clear entrances facing the street. In addition, the residential and office space lobby are located on Yonge Street, in between the retail lobbies. As such, the retail entrances will be the focal point for pedestrians along Yonge Street. The retail size will be programed at a later date.

Map 21-5 of OPA 405 identifies this portion of Yonge Street as being a *Priority Retail Street*. Policy 2.6.1 of OPA 405 provides the following with respect to retail along Priority Retail Streets:

- a) *Include a continuous frontage of at-grade, pedestrian-oriented retail and service uses and/or community service facilities. At-grade residential uses*

- will generally not be permitted except for residential lobbies on mid-block sites;*
- b) Design for retail stores and service uses with frequent entrances and architectural detailing. Store frontages should generally appear to be five to ten metres in width to reflect historic main street lot and building fabric or to achieve the fine-grain rhythm in other areas;*
 - c) Be required to have retail stores at grade with a minimum depth of generally 15 metres along the frontage of a building;*
 - d) Generally provide a minimum floor-to-ceiling height of 4.5 metres except where the historic character of a block includes a lesser prevailing floor-to-ceiling height;*
 - e) Only include retail above or below grade when a retail store(s) is provided on the ground floor;*
 - f) Provide prominent entrances with direct access from public sidewalks;*
 - g) Limit the width of residential lobbies. Residential lobbies will be encouraged to be located adjacent to side streets where possible; and*
 - h) Provide a high degree of visibility to allow for a two-way visual exchange. Ground-level facades should have windows for up to 70 per cent of the frontage, except where this would disrupt the existing character and rhythm of a particular area.*

As shown on the Site Plan (**Figure 13**) and on the front façade elevation (**Figure 28**) the proposed building provides for a continuous at-grade pedestrian-oriented retail façade with only one narrow lobby entrance for the office and residential uses. The remaining street façade is dominated by retail uses which also wrap around the north and south corners of the proposed building onto Lola Road and Glebe Road West. The floor to ceiling height on the first floor is 4.0 m which generally meets the intent of 4.5 m noted in the policy above. All entrances will have direct access from public sidewalks. As previously noted, retail programming will be determined at a later date.

With respect to the *Yonge Street Squares Extension*, OPA 405 provides the following policies:

- 3.2.4(a). Yonge Street will be enhanced north and south of the Yonge Street Squares Public Realm Move with a series of distinctive landscaped, publicly-accessible squares.*
- 3.2.4(b). Development adjacent to Yonge Street will accommodate and provide wide sidewalks and pedestrian clearways. All buildings will have a reasonable setback at grade and above grade from the property line adjacent to Yonge Street. Setbacks will be increased in order to realize a square. In areas of Yonge Street where the prevailing pattern of buildings consists of narrow frontage*

storefronts with little or no setbacks, the setback should ensure a continuous streetwall without amendment to this Plan.

- 3.2.4(c). *Landscaped squares, conceptually shown on Map 21-6, will be secured as part of development and City-initiated civic improvements.*
- 3.2.4(d). *The squares, together with the Yonge Street streetscape, will be designed to be built incrementally and will have consistency in lighting, paving and street furniture to reinforce the interconnected character of Yonge Street and its series of squares.*
- 3.2.4(e). *The design of the streetscape and squares south of Soudan Avenue and north of Briar Hill Road will also be consistent with Yonge Street Squares Public Realm Move.*
- 3.2.4(f). *Glebe Road West and Manor Road west of Yonge Street will be designed as landscaped streets, plazas, parks and/or open spaces and may be expanded as part of development and City-initiated civic improvements.*

The proposed development provides for a continuous although highly articulated streetwall along Yonge Street as contemplated by the policy above. In addition, to enhance the pedestrian environment, the proposal incorporates improved streetscape enhancements which includes providing for a generous 6.0 m wide pedestrian walkway along Yonge Street. New standard 2.1 m wide sidewalks are also proposed along Lola Road and Glebe Road West. By incorporating these larger sidewalks and a continuous streetwall with new landscaping, the public right-of-way, the proposed development contributes to the Yonge Street Squares public realm. Additional tree planting, unit pavers and raised planters are also provided.

Map 21-9 identifies the *Midtown Mobility Network* and identifies the location of both existing laneways and conceptual new laneways. Map 21-9 identifies a new laneway immediately west of the subject site. There is a private laneway behind the rear of the existing building at 2010 Yonge Street on the subject site and the 5-storey mixed-use building at 20 Glebe Road West to the west. This private laneway forms part of the subject site and does not connect to the public laneway located to the west (behind) the existing building at 2050 Yonge Street, which connects with Lola Road in the north. Based on Map 21-9, it is not known if the new laneway would be an extension of the existing public laneway adjacent to the northern portion of the subject site towards the existing private lane on the southern portion of the property. Following the pre-

application meeting with City Planning Staff, it is our understanding that City staff will not be pursuing a laneway extension, as this was not pursued on other sites subject to redevelopment approvals to the north (2100 and 2114 Yonge Street).

Map 21-8 indicates that the lands immediately west of the subject site, the open-cut TTC train tracks, could be decked in the future as part of a public park and open space network. Policy 3.3.9 states that the potential for a new public park along the open-cut TTC train tracks between Berwick Avenue in the north and Chaplin Crescent in the south will be further studied in consultation with the TTC. At this time, no study has been formally initiated.

Policy 5.4.3 provides the anticipated height ranges for each Character Area. In particular, the *Yonge Street South Character Area* has a height range between 8- and 15-storeys, or a mid-rise building. The subject proposal is 14 storeys and is appropriately considered a tall mid-rise building. Policy 5.4.10 provides that additional storeys may be considered without an amendment to OPA 405 provided that:

- “a. there will be adequately limited shadow impacts on any public street;*
- b. the additional storeys fit within any required angular plane and will be progressively stepped back from adjacent areas designated Neighbourhoods, Parks and Open Space Areas and any side streets; and*
- c. the additional storeys will be stepped back from the street to minimize its appearance from the street.”*

Policy 5.3 from OPA 405 provides additional policies related to permitted building types and urban design standards.

“5.3.20 Building setbacks along all street frontages will be utilized to achieve a continuous and consistent streetwall or rhythm of buildings and open spaces along the street edge, provide good proportion between buildings and provide for adequate sunlight on sidewalks. Setbacks will generally be required:

- c. above the seventh storey in the Yonge Street North, Yonge Street South, Yonge-Eglinton Crossroads, Eglinton Way and Davisville Station Character Areas.”*

As shown on the site plan (**Figure 13**) and front elevation (**Figure 24**), the proposed building has a setback at the 7th storey between 1.5 m and 2.8 m which complies with the policy direction above from OPA 405.

With respect to housing, OPA 405 provides policies related to minimum unit types to be provided in new developments. In particular, Policy 7.1 provides for the following:

- 7.1 *To achieve a balanced mix of unit types and sizes, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:*
- a. *A minimum of 15 percent of the total number of units as 2-bedroom units;*
 - b. *A minimum of 10 percent of the total number of units as 3-bedroom units;*
 - c. *An additional 15 percent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2-bedroom and 3-bedroom units through the use of adaptable design measures.”*

As discussed in Section 5.2.4 of this Planning Report, the proposed development includes a total of 164 dwelling units which includes:

- 19% (31 dwelling units) are 2-bedroom units
- 48% (78 dwelling units) are 3-bedroom units

As such, the proposed development meets and exceeds the minimum dwelling unit mix required by providing for 67% 2- and 3-bedroom dwelling units when only 40% is required by OPA 405.

In view of the analysis set out above, it is our opinion that the proposed development is in conformity with the policies of OPA 405.

5.2.6 Summary Opinion Concerning the City OP

For many of the reasons set out above, the proposed development satisfies the policies of the City OP and the policies from OPA 405.

In our opinion, the redevelopment proposal is in conformity with the City OP by:

- The proposed infill development creates for a well-designed, high quality, mixed use residential building on this large underutilized site, offering a range of residential unit types and amenities and some employment floor space that is compatible with its surrounding area context.
- The subject site is located within a *Major Transit Station Area* and is designated as *Mixed Use Areas*, a land use designation where growth of jobs and population is planned. The proposal will add density and residential use to an underutilized parcel of land, consistent with the *Mixed Use Area* policies.
- The proposed redevelopment is designed to conform to the development criteria for development in *Mixed Use Areas* and the Built Form policies for new developments in Policy 3.1.2 of the City OP. The proposal provides adequate building-to-building separation and transition, stepbacks and setbacks and adequately limits incremental shadows.
- The proposed development introduces a housing form familiar to this neighbourhood and provides for a range of dwelling unit types, including 67% of the proposed dwelling units being 2-bedroom or larger, conforming to the Housing policies of Policy 3.2.1 of the City OP and OPA 405.
- The proposed development appropriately includes a 14-storey mixed use residential building, conforming with the height range contemplated by OPA 405 of between 8- and 15-storeys. The height and massing of the different elements of this proposal have been carefully and thoughtfully deployed in consideration of the interrelationship of and transition to the surrounding area context of the subject site. This use of setbacks and stepbacks will enhance the pedestrian and public realm and will attractively showcase the mixed use nature of this development and the neighbourhood within which it is located.
- The proposed redevelopment is appropriately massed and designed to fit with the existing and planned context of the neighbourhood and results in no adverse planning impacts.

In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the City OP, including OPA 405.

5.3 Avenues & Mid-Rise Buildings Study

The Avenues and Mid-Rise Buildings Study and related Performance Standards were endorsed by Toronto City Council on July 8, 2010 and updated in April 2016. This is a guideline document and as such, Section 5.3.2.1 of the City OP applies, as follows:

"Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the

Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in this Plan adopted under the *Planning Act*."

These Performance Standards apply to the evaluation of mid-rise buildings. We have considered and have had regard to these guidelines in the evaluation of the proposal.

The following summarizes the applicable Mid-Rise Performance Standards and our commentary in relation to the proposal:

Performance Standard #1

The maximum building height permitted of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 11 storeys (36 metres).

The proposed building height is 14-storeys or 53.8 m to the top of the 14th storey, exclusive of the mechanical penthouse. The overall height not surprisingly exceeds this guideline since the proposal is for a tall mid-rise building although consistent with the existing and evolving character of this area. In addition, as previously discussed in Section 5.2.3 of this Planning Report, the interpretation policies of the City OP specifically states that where a conflict occurs between policies from a Secondary Plan and the City OP, the Secondary Plan prevails (Policy 5.6.6). As such, the right-of-way width is not an applicable height limitation for the subject site since the OPA 405 height policies prevail.

A discussion of mechanical penthouse height can be found at Performance Standard #13.

Performance Standard #2

All new buildings on the Avenues must achieve a minimum height of 10.5 m (up to 3 storeys) at the street frontage.

The proposal provides a 6-storey (26.95 m) street wall and meets this standard.

Performance Standard #3

The minimum floor-to-floor height of the ground floor of a residential building should be 4.5 m to facilitate retail uses at grade.

The proposed building provides a ground floor height of 4.0 m and generally meets this standard.

Performance Standard #4A

The building envelope should allow for a minimum of 5 hours of sunlight onto the sidewalks from March 21st – September 21st.

The Shadow Study on **Figures 29 to 31** indicate that the shadows being cast by the proposed building meet this standard. The opposite sidewalk along the east side of Yonge Street is only shadowed after 2:18PM.

Performance Standard #4B

“Pedestrian perception” step-backs may be required to mitigate the perception of height and create comfortable pedestrian conditions.

The proposed height of the building to the top of the mechanical penthouse is 59.8 m. The first proposed front step-back occurs at the 3rd storey, or at 12.2 m, as the building steps back 1.5 m (4.9 ft). An additional 1.5 m stepback is proposed at the 7th storey, at a height of 26.95 m and another 1.5 m stepback at the 10th storey, at a height of 39.80 m. As such, this standard is being met by the proposed design.

Performance Standard #4C

The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.

The front wall of the building is proposed to be setback 1.5 m from the Yonge Street property line and generally meets this standard.

Performance Standard #5B

The transition between a shallow Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be created through alternative setback and angular plane provisions.

The subject site does not abut lands designated *Neighbourhoods, Parks and Open Space Areas, or Natural Areas* to the rear. Nonetheless the subject proposal falls beneath an 45 degree angular plane when measured from the closest *Neighbourhoods* property line.

Performance Standard #7A

Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone.

Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone. Right-of-ways of 36 m inclusive should provide a minimum sidewalk dimension of 6.0 m. Below-grade parking structures may not protrude into the public realm but may extend as far as the front property line, or in line with the setbacks.

As shown on the site plan, the proposed development will provide for a 6.0 m wide public boulevard along Yonge Street.

Performance Standard #7B

Avenue streetscapes should provide the highest level of urban design treatment to create beautiful, safe and accessible pedestrian environments and great places to shop, work and live.

Elements such as trees, lighting, street furniture, pavement materials and public art should all be used to animate the street, define sidewalk zones, and provide visual interest.

The subject proposal includes a mix of unit pavers, tree planters, and street trees to achieve these goals and meet this design standard.

Performance Standard #8A

Mid-rise building should be built to the side property lines, to create continuous facades along the Avenues and avoid blank side walls.

Existing buildings with side wall windows should not be negatively impacted by new developments. Where adjacent sites have walls with windows, new buildings must ensure a minimum of 5.5 m (18.04 ft) from the existing building wall and these buildings should incorporate glazing where possible.

The subject site encompasses the whole of the Yonge Street frontage between Lola Road and Glebe Road West. As such, the proposed building provides for continuous facades along both the north and south side walls.

The existing building to the west at 20 Glebe Road contains a blank wall along its east property line which is shared with the subject site's rear property line. As such, it is anticipated that any redevelopment of the subject site would abut this blank wall with a 0 m setback. In order to provide for appropriate separation distance with those units facing westwards towards the blank wall of 20 Glebe Road West, a 5.5 m setback has been provided with meets this guideline standard.

Performance Standard #7A

Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone. Right-of-ways of 20 to 30 metres inclusive should provide a minimum sidewalk of 4.8 m.

The proposed development provides for a 6.0 m wide pedestrian sidewalk along the Yonge Street frontage and therefore meets the intent of this guideline standard.

Performance Standard #8C

There should be breaks at upper storeys between new and existing, or multiple new mid-rise buildings, providing sky-views and increased sunlight access to the sidewalk. This can be achieved through side step-backs at the upper storeys.

The proposed building incorporates a rear 5.5 m stepback above the 6th level for the southern portion of the rear lot line which abuts the blank wall at 20 Glebe Road West to the west. Further north, the building steps back 3.0 and provides for a total separation distance from the property at 15 Lola Road of 9.14 m. Other stepbacks are incorporated at north, south and east (front) facades which provide for additional sunlight access to the sidewalk.

Performance Standard #8D

Existing buildings with side wall windows should not be negatively impacted by new developments. Where adjacent sites have walls with windows, new buildings must ensure a minimum of 5.5 metres from the existing building wall.

The proposed building incorporates a 5.5 m setback for the 7th to 14th storeys from the southern portion of the west (rear) property line.

Performance Standard #9

Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or “broken up” to ensure that facades are not overly long. Break up the facades through the use of vertical breaks and stepbacks.

As previously described, the subject site has a lot frontage along Yonge Street of approximately 82 m. To provide for massing relief along the front façade, the proposed building provides for stepbacks at the 3rd, 7th and 11th storey along with considerable articulated architectural elements to provide for “break ups” and massing relief of the façade.

Performance Standard #12

Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.

Balconies on the front façade (projecting or inset) should not be located within the first 3 storeys and balconies on the street-facing façade should be inset behind the street wall within the Pedestrian Perception Step-back zone (between 3-6 storeys). In addition, balconies on the rear façade should be setback a minimum of 10 m (32.81 ft) from the rear property line; balconies or other permanent building elements should not encroach into the public right-of-way or setback; and balconies and other projections should be contained within all angular planes.

The proposal provides balconies that are inset on the front of the building on the third storey which meets the above guideline. Balconies above the third storey are incorporated as diagonal terraces that are incorporated into the terraced stepbacks and are not projecting balconies. This also applies to those balconies on the north, south and east facades as well with many being designed as terraces. As such, the balconies being proposed meet this design standard.

Performance Standard #13

Mechanical penthouses may exceed the maximum height limit by up to 5 m (16.40 ft) but may not penetrate any angular planes.

In addition, mechanical penthouses should be designed and clad with materials to complement the building facades and any portion of the roof not utilized as mechanical penthouses should be developed as green roofs and/or usable outdoor amenity space.

The roof of the proposed building contains a mechanical penthouse. The proposed height of the mechanical penthouse is 6.0 m above the 14th storey which generally meets the guideline. In addition, the mechanical penthouse is also wrapped in cladding providing for visual interest.

Performance Standard #14

Buildings should utilize high-quality materials selected for their permanence, durability and energy efficiency.

The proposed design of the building provides considerable window treatment, balconies, canopies and a mix of materials. In our opinion, the proposed exterior building materials meet this standard.

Performance Standard #15

Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well-articulated and appropriately scaled facades.

As previously discussed, the front of the building incorporates setbacks and stepbacks with terraced balconies and heavy articulation through the use of mixed materials.

Performance Standard #16A

Wherever possible, vehicular access to on-site parking, loading and servicing facilities should be provided from local streets and rear lanes, not from the Avenue.

Any new development along the City's Avenues should reiterate the importance of removing vehicular access from Avenues. If the only point of access available is from the Avenue, then a series of guidelines should be applied to its design, location and width including limiting the width of the driveway to as narrow as possible. Requirements for loading spaces are set out in the zoning by-law and are dependent on use and gross floor area.

The subject site currently gains access from several existing driveways along Lola Road and Glebe Road West and from the public laneway. Vehicular access to the proposed building will be from a new driveway from Glebe Road West in approximately the same location as the existing driveway. Access to rear loading will be from the existing public laneway from Lola Road. The

proposed loading space meets the requirements set out in the zoning by-law. As such, the proposal meets this guideline standard.

Performance Standard #17

Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.

Loading, servicing and other vehicular related functions should be located away from the pedestrian realm in order to create a safe, functional and attractive pedestrian environment. Ideally, mid-rise buildings should provide for public pick-up. The creation of a minimum ground floor height of 4.5 m (14.76 ft) provides better clearance for garbage and loading functions. However, overhead loading for bulk garbage collection requires a minimum clearance of 6.1 m (20.01 ft).

The proposed loading, servicing and other vehicular functions have all been located internally to the side of the proposed building away from the pedestrian realm. The ground floor height being proposed is 4.0 m and the minimum clearance for the loading space is 6.1m. As such, the proposal meets this design standard.

Performance Standard #18

Mid-rise buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.

Through the Site Plan Control process, applicants will be expected to demonstrate how a project embodies design excellence.

The above indicates that the subject proposal reflects design excellence and green building innovation utilizing high quality materials. This will be demonstrated as the Site Plan application is processed.

5.3.1 Summary of the Avenues & Mid-Rise Buildings Study

As the foregoing analysis confirms, the proposed redevelopment of the subject site satisfies most of the performance standards or guidelines of the Avenues & Mid-Rise Buildings Study, and provides a development form that is suitably scaled for this context and reflects high quality design and materials. The proposed building height is appropriate as a tall mid-rise building given the surrounding area planned context of the subject site and area. In addition, the shadow study shows that shadow impacts are adequately limited on the surrounding open space and low density residential *Neighbourhoods*.

In view of the above, we conclude that the design of the proposed redevelopment has had appropriate regard for this guideline document.

6.0 Community Services and Facilities Study

The Midtown Community Services and Facilities Strategy (CSFS), endorsed by City Council on June 7, 2018, was developed to inform the policies and implementation of the YESP, which provides a blueprint for growth and infrastructure in Midtown over the next 25 years. The Midtown CSFS identifies community space and facility needs and sets out priorities to support growth via recreation, childcare, libraries, public schools, and human services.

The Midtown CSFS consists of the following strategic directions to guide development and future growth in the Midtown area:

- Reinvest in and maximize the use of existing public assets through retrofits, expansions, and redevelopment to expand service capacity;
- Identify innovative and integrated service delivery models to address CS&F needs in a mature urban context;
- Pursue partnerships and co-location opportunities with City Divisions, agencies, boards, community-based organizations and the development industry;
- Ensure new space and facilities keep pace with growth; and
- Link capital planning and funding tools to identified CSFS priorities.

Section 6.2 – “Child Care: Key Sector Messages” of the Midtown CSF indicates that ongoing intensification and demographic trends within the Midtown area will require additional childcare spaces to be provided, particularly for infants and toddlers, to keep pace with growth. Additionally, Section 6.5 – “Child Care: Future Needs to Support Growth” of the Midtown CSFS indicates that the majority of childcare spaces will be achieved through new builds. As previously discussed, the proposed redevelopment includes 473 sq. m of dedicated to childcare space on the third floor which will assist with addressing the need for additional childcare facilities in the area.

Section 9 of the Midtown CSFS provides an overview of the Human Services Sector, which includes youth, family and homelessness services, employment, educational and immigrant services, health, medical and disability services, and seniors services.

Currently, there is a lack of spaces to deliver these services and programming in the Midtown area. As previously discussed, the proposed redevelopment includes 1,098 sq. m of office space on the third floor. As with the inclusion of childcare space, the inclusion of this office space will also assist with increasing the available office space stock in the Midtown area and increase the potential for the Midtown area to support growth as it relates to the human services sector.

The proposal seeks to redevelop the subject site with a 14-storey mixed-use building that is adjacent to an *Urban Growth Centre*, in a community that is experiencing growth, in close proximity to transit, with multiple residential and mixed-use buildings either recently approved, under construction, or currently in the planning stages. The subject site is also well serviced by existing community services, schools, libraries, recreation centres, parks, emergency services, places of worship, health services, and social services.

It is our opinion that the proposed redevelopment adheres to the strategic directions outlined in the Midtown CSFS and addresses the community space and facility needs to support growth in the Midtown area specifically as it provides for childcare space and office space. As such, it is our opinion that the proposed 14-storey building contributes to the creation of a 'complete community'.

7.0 Overall Conclusions

The Provincial policies contained in the PPS and the Growth Plan promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is *transit-supportive*. In particular, both the Growth Plan and OPA 405 plan for higher densities within this *Major Transit Station Area*.

As previously discussed, the subject site is restricted by the current in force zoning context which does not enable the optimization of this intrinsically valuable piece of land. The current zoning only permits a maximum height of 16.0 m with a maximum permitted density of 3.0 times the area of the lot. In our opinion, acting solely on the existing zoning regime governing the subject site would result in an under-utilization of the

subject site, from built form and land use perspectives. As such, it is our opinion that the existing zoning under both By-law 569-2013 and By-law 438-86 under utilize this valuable urban redevelopment site and are not consistent with the PPS and do not conform to the Growth Plan. By contrast, the proposed redevelopment includes significant and important density and land use elements called for and promoted by these two important provincial policy documents leading us to conclude that the current proposal is consistent with the PPS and conforms to the Growth Plan. We conclude that the proposal advances the policy imperatives expressed in these two Provincial policy documents and is therefore, consistent with the PPS and conforms with the Growth Plan.

With respect to OPA 405 the proposed development includes a 14-storey mixed use building which is within the height range of 8- and 15-storeys contemplated for the *Yonge Street South Village Character Area*. The proposal also provides for adequate setbacks and separation distances, does not cast any undue shadows on specific neighbourhood parks, and meets the minimum unit mix requirement under OPA 405.

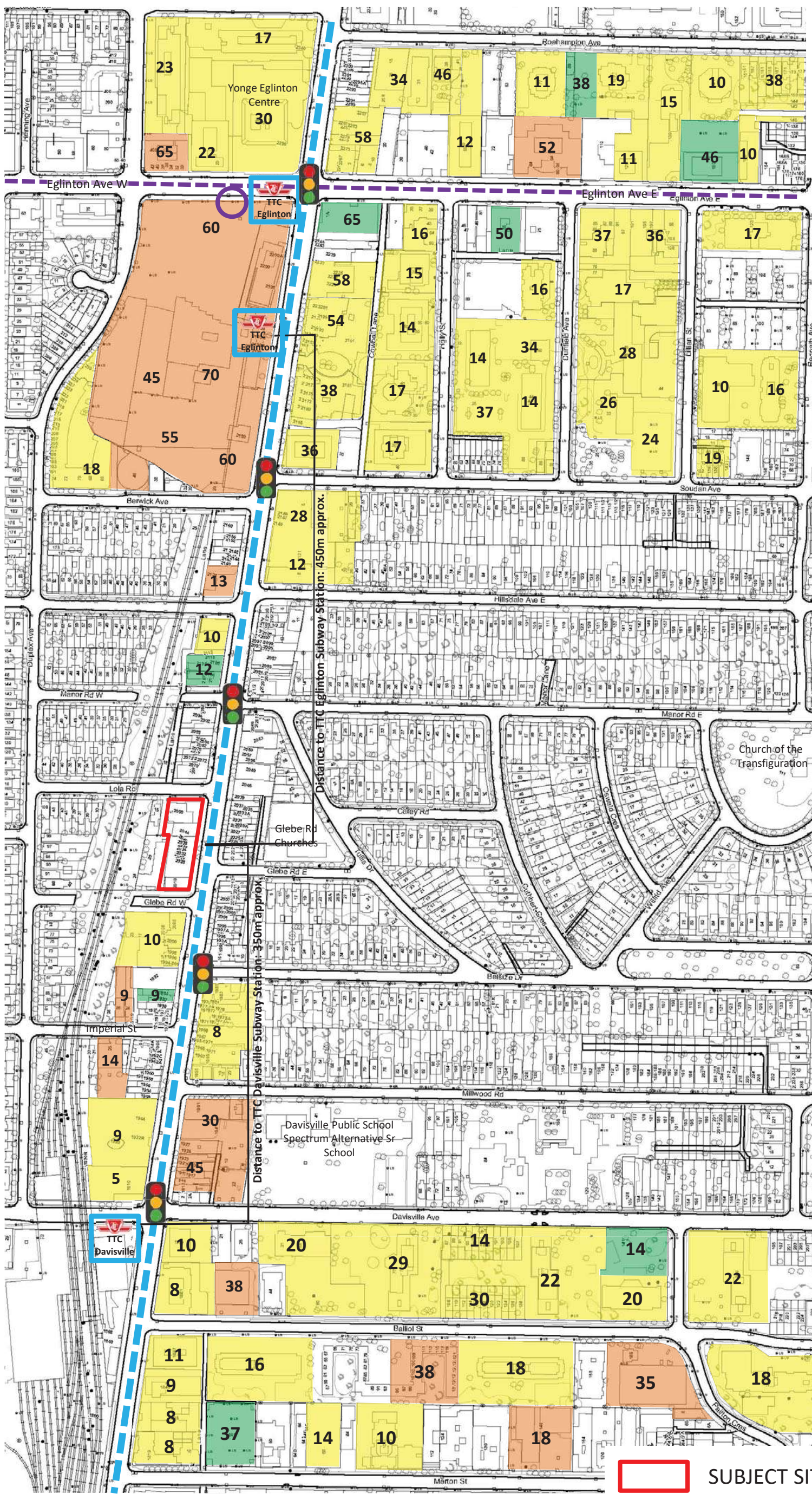
The proposed development promotes the achievement of numerous policy directions which support intensification. From a local planning perspective, the proposal, if approved, implements and satisfies the applicable Growth Management, *Mixed Use Areas*, Housing, and Built Form provisions and policies of the City OP. It has been demonstrated that the subject site can comfortably accommodate the height and density, and provides for appropriate transition between adjacent buildings and land uses. The design of the proposed development has also been undertaken to sensitively accommodate for new residential dwelling units, contributing to the creation of 'complete communities'.

The proposed development arises from a design process aimed at achieving, to the greatest extent possible, appropriate and attractive architecture, massing, and interface within the context of the subject site. The subject site is located within walking distance of a subway station (*Major Transit Station Areas*), bus routes, and LRT line. This together with the design of the proposed building, allows us to conclude that the subject site warrants positive consideration for the proposed height and density.

It has been demonstrated that the proposed development also satisfies policies from OPA 405 with respect to built form, height, density and unit mix. The proposal also generally satisfies the visions for this site as expressed in the applicable City guidelines for mid-rise buildings, with few exceptions. As such, it has been demonstrated that the subject site can appropriately accommodate the height and density proposed and the proposal is an appropriate development for this location and will be compatible with the existing and planned context of the site.

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

FIGURES



EXISTING OR UNDER CONSTRUCTION
APPROVED
PROPOSED

NUMBER OF STOREYS
SUBWAY - YONGE-UNIVERSITY LINE 1
SUBWAY STATION

SUBJECT SITE
EGLINTON CROSSTOWN LRT
LRT STATION
STREET LIGHT

Figure 1

LOCATION and AREA CONTEXT PLAN



GOLDBERG GROUP

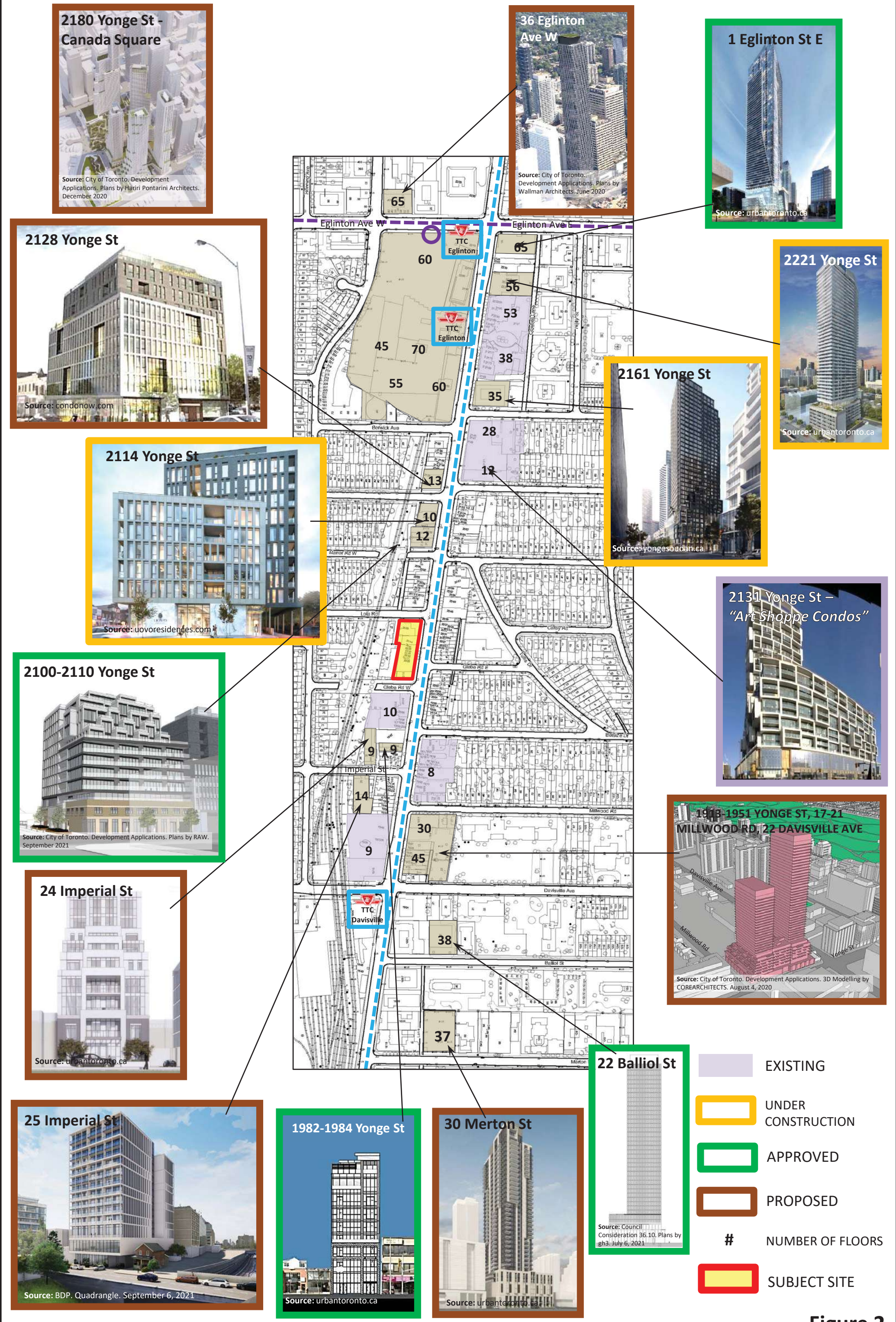


Figure 2

NEARBY AREA DEVELOPMENTS

Source: City of Toronto, Geospatial Competency Centre. January 2019





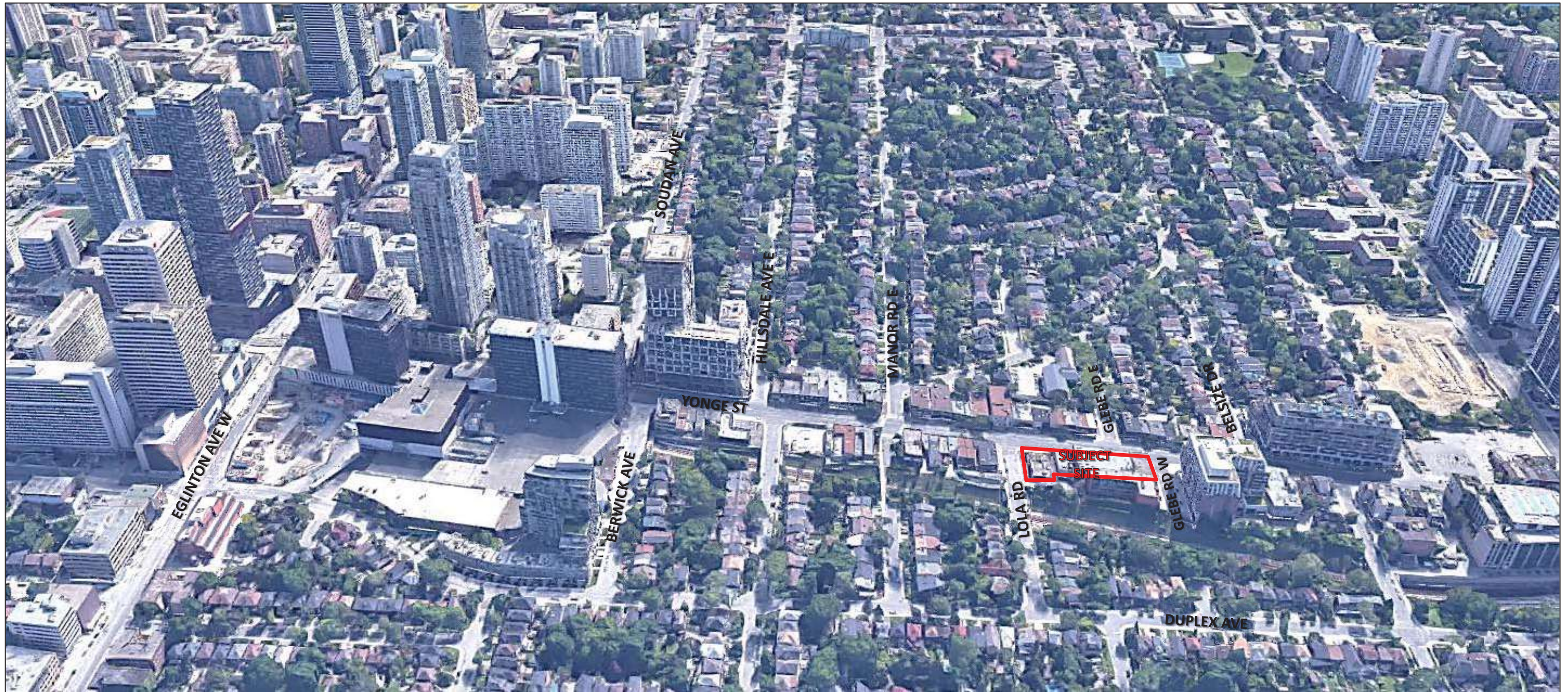
Source: google.com/map. Imagery 2021

Figure 3

BIRD'S EYE VIEW TOWARDS THE NORTH-WEST



GOLDBERG
GROUP



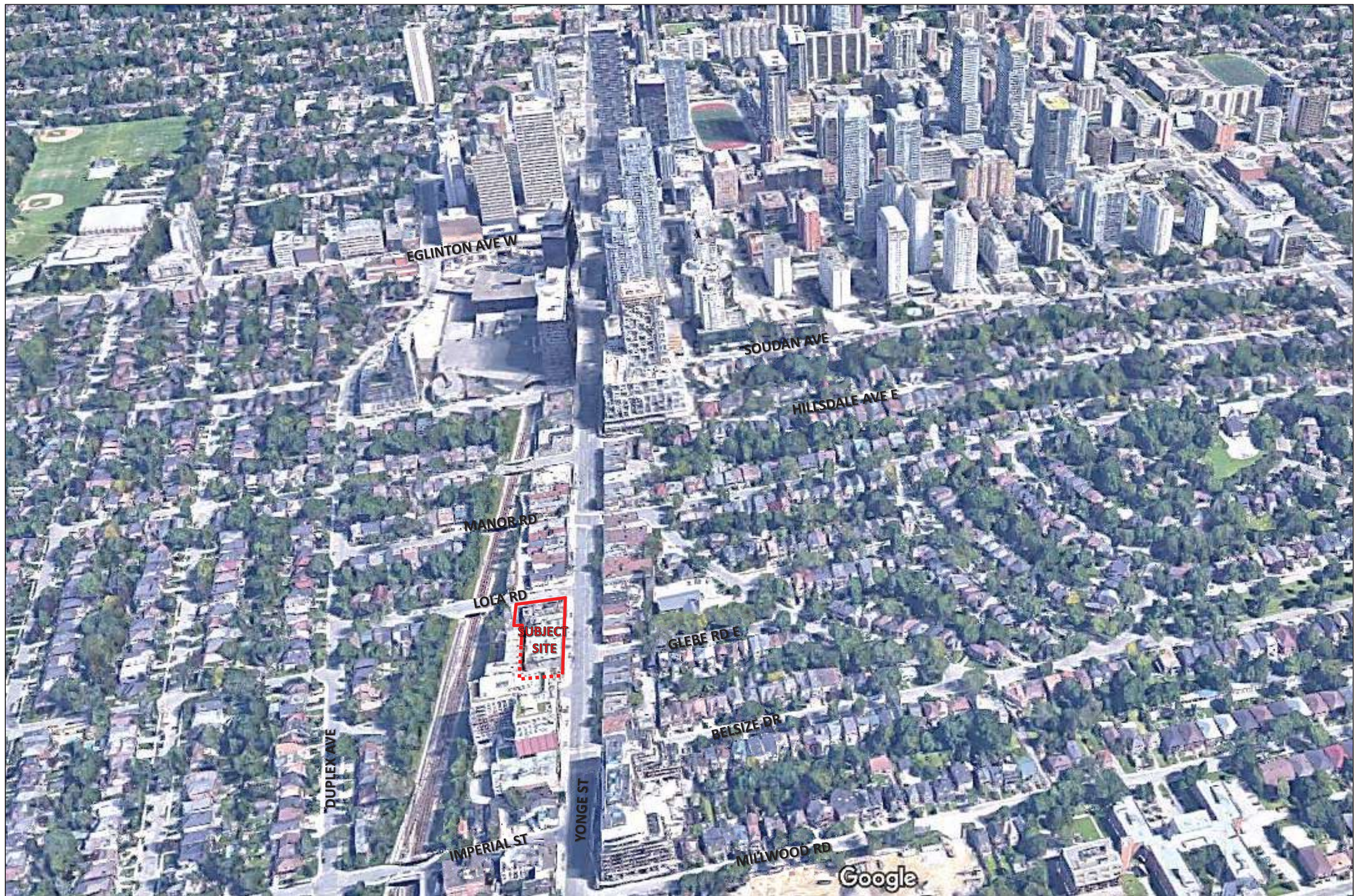
Source: google.com/map. Imagery 2021

Figure 4

BIRD'S EYE VIEW TOWARDS EAST



GOLDBERG
GROUP



Source: google.com/map. Imagery 2021

Figure 5

BIRD'S EYE VIEW TOWARDS NORTH



GOLDBERG
GROUP



1. View westerly towards 2010 – 2050 Yonge Street (Subject Site)



2. View westerly towards 2000-2008 Yonge Street, 2010 Yonge Street (Subject Site) and Glebe Road West



3. View westerly towards 2044-2050 Yonge Street (Subject Site)



4. View northwesterly towards 2010-2050 Yonge Street (Subject Site) at Yonge Street and Glebe Road West intersection



5. View northerly towards 2010 Yonge Street (Subject Site) and 20 Glebe Road West



6. View northerly towards 2010 Yonge Street (Subject Site) and 20 Glebe Road West

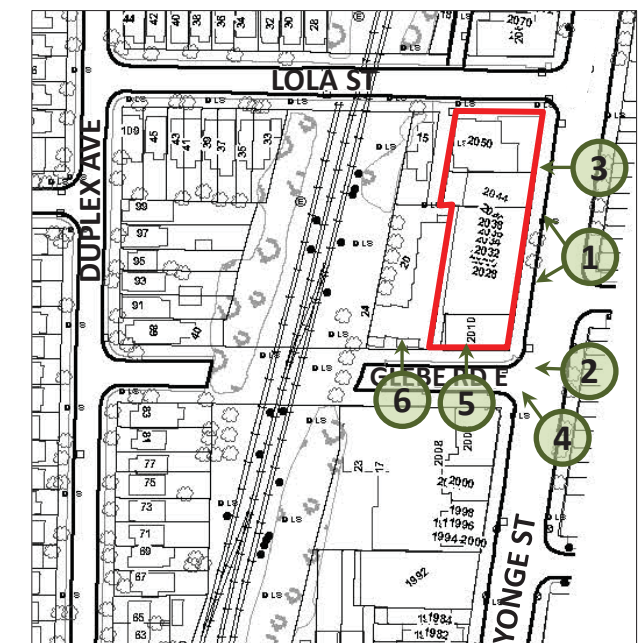


Figure 6

SUBJECT SITE PHOTOS



7. View southeasterly towards the rear of the Subject Site



8. View easterly towards the rear of the Subject Site from Lola Road



9. View easterly from the Subject Site across Yonge Street



10. View southerly from the Subject Site across Glebe Road West



11. 2000-2008 Yonge Street and 23 Glebe Road West – Allure Condos



12. 1955-1985 Yonge Street – J. Davis House Condos



13. 2131 Yonge Street – Art Shoppe Condos

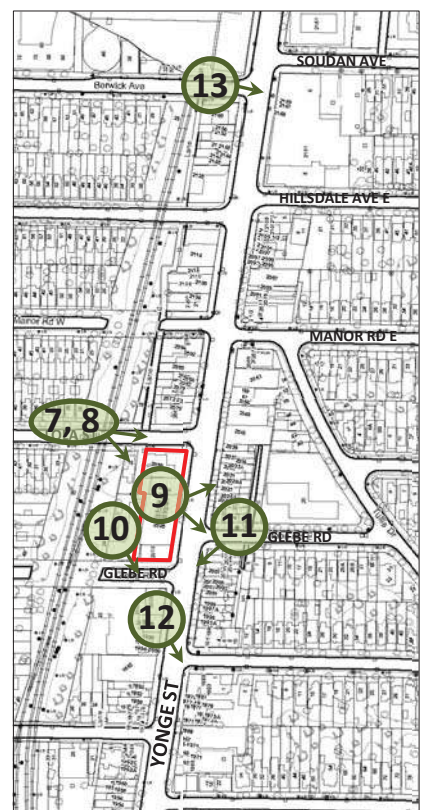
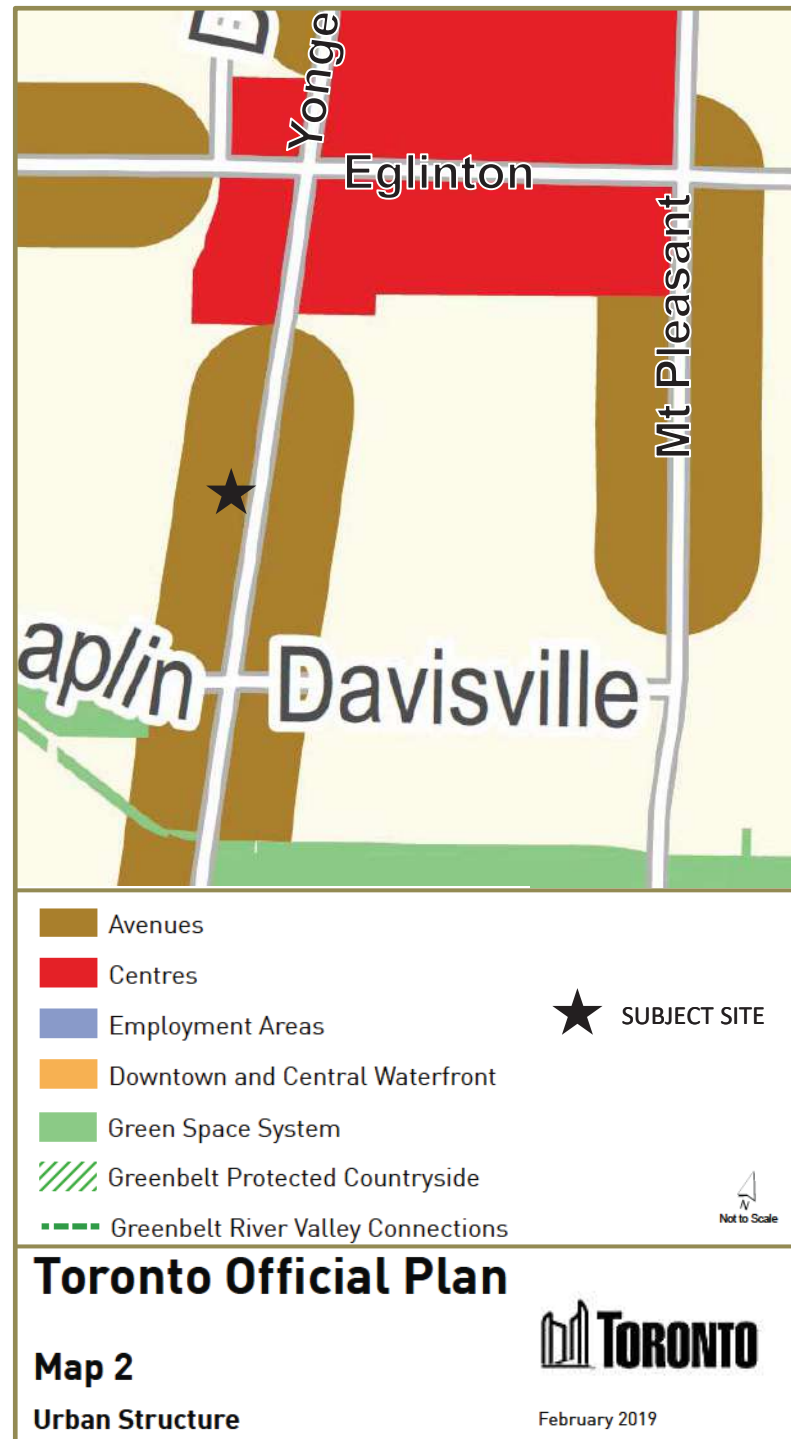


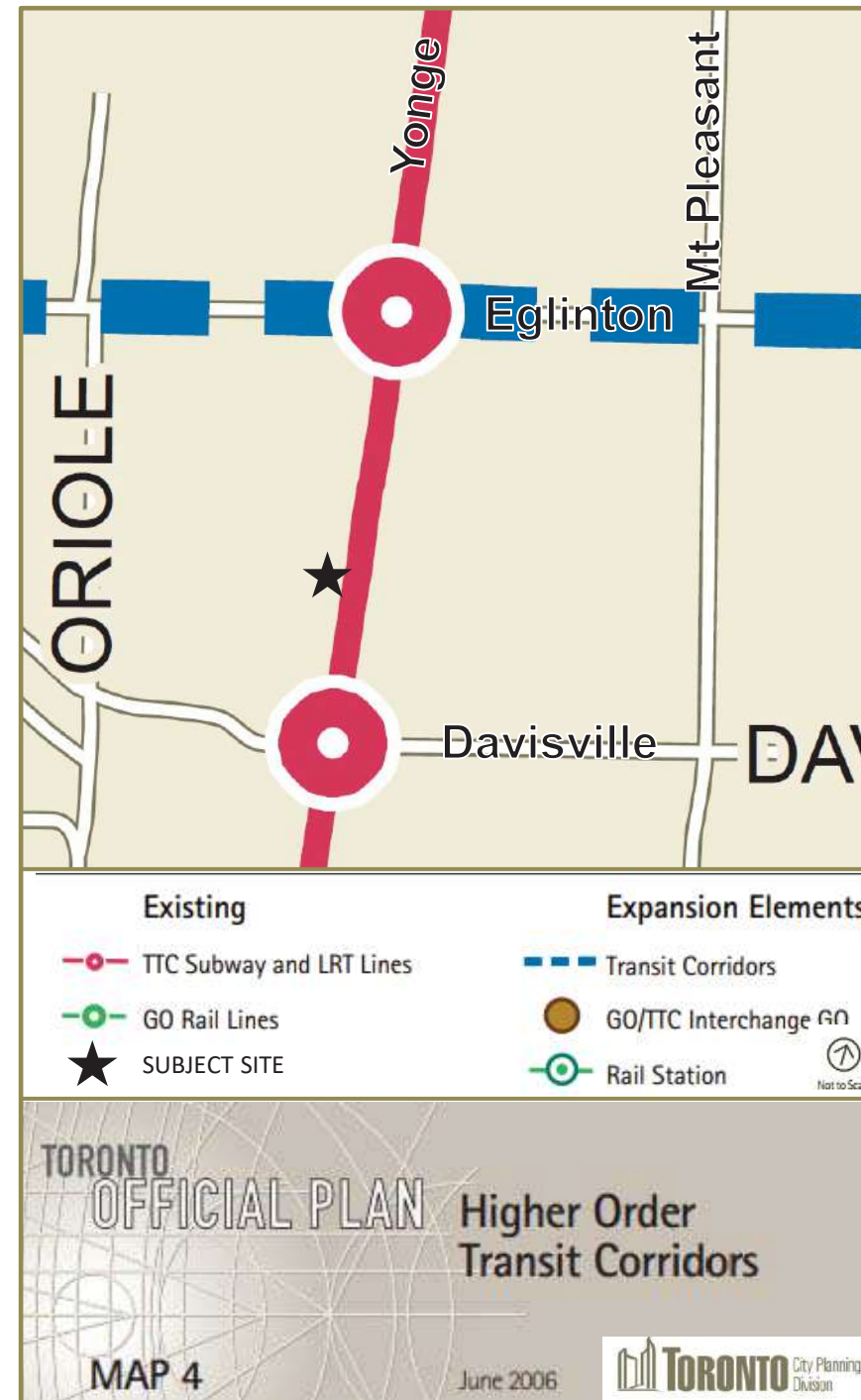
Figure 7

SUBJECT SITE PHOTOS

**MAP 2
URBAN STRUCTURE**



**MAP 4
HIGHER ORDER TRANSIT CORRIDORS**



**MAP 17
LAND USE PLAN**

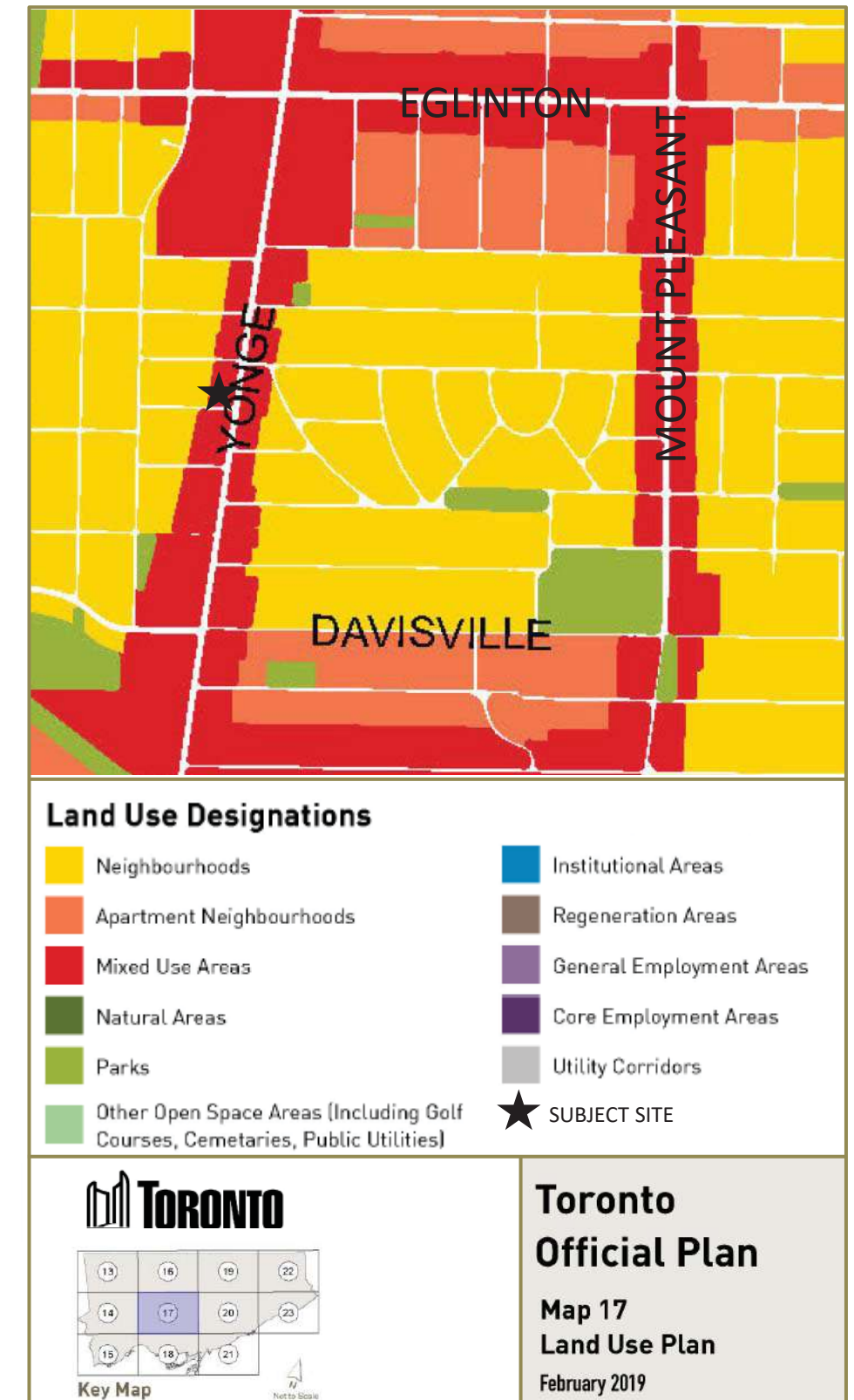
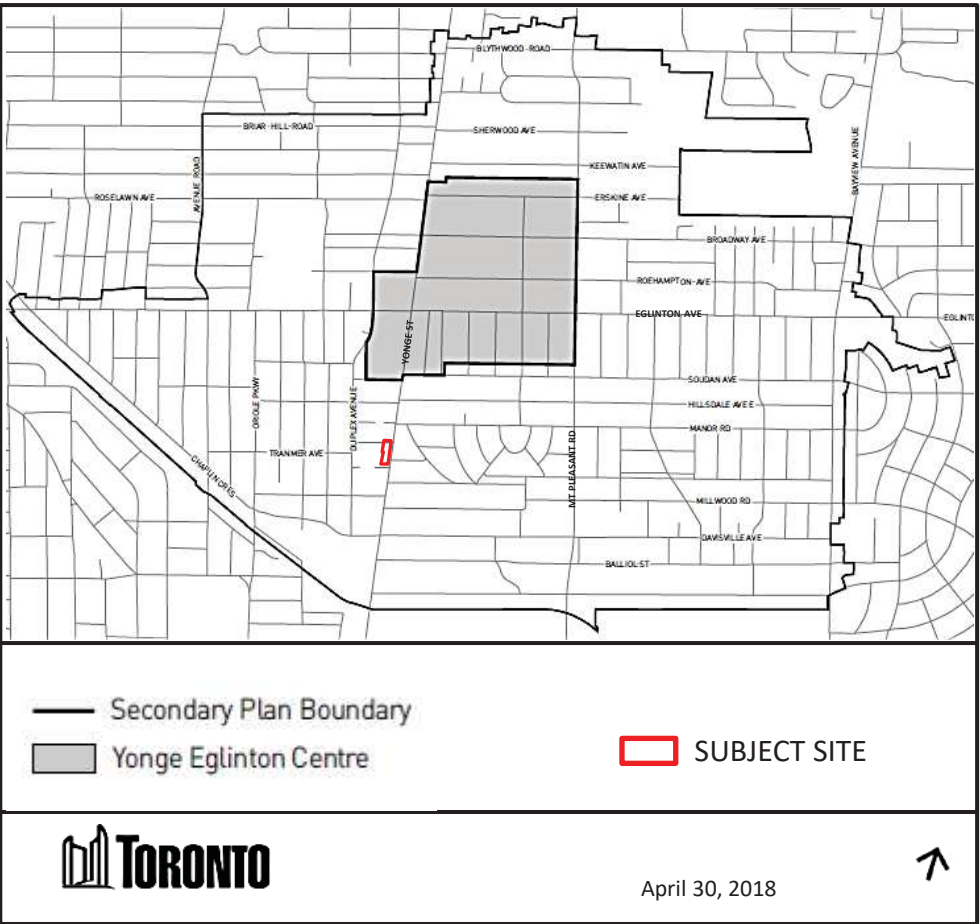
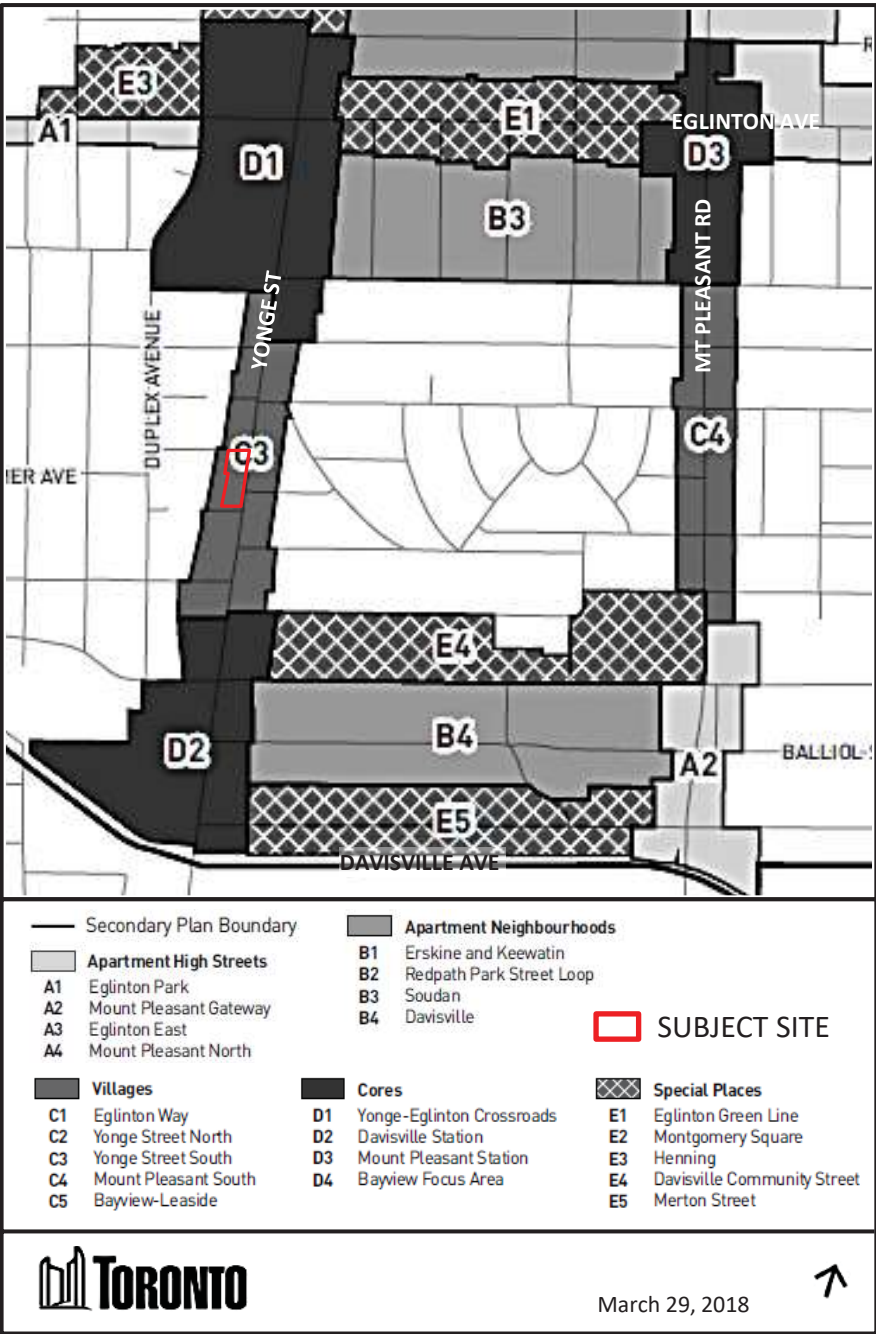


Figure 8

MAP 21-1
SECONDARY PLAN BOUNDARY



MAP 21-2
MIDTOWN CHARACTER AREAS



MAP 21-3
MIDTOWN TRANSIT STATION AREAS

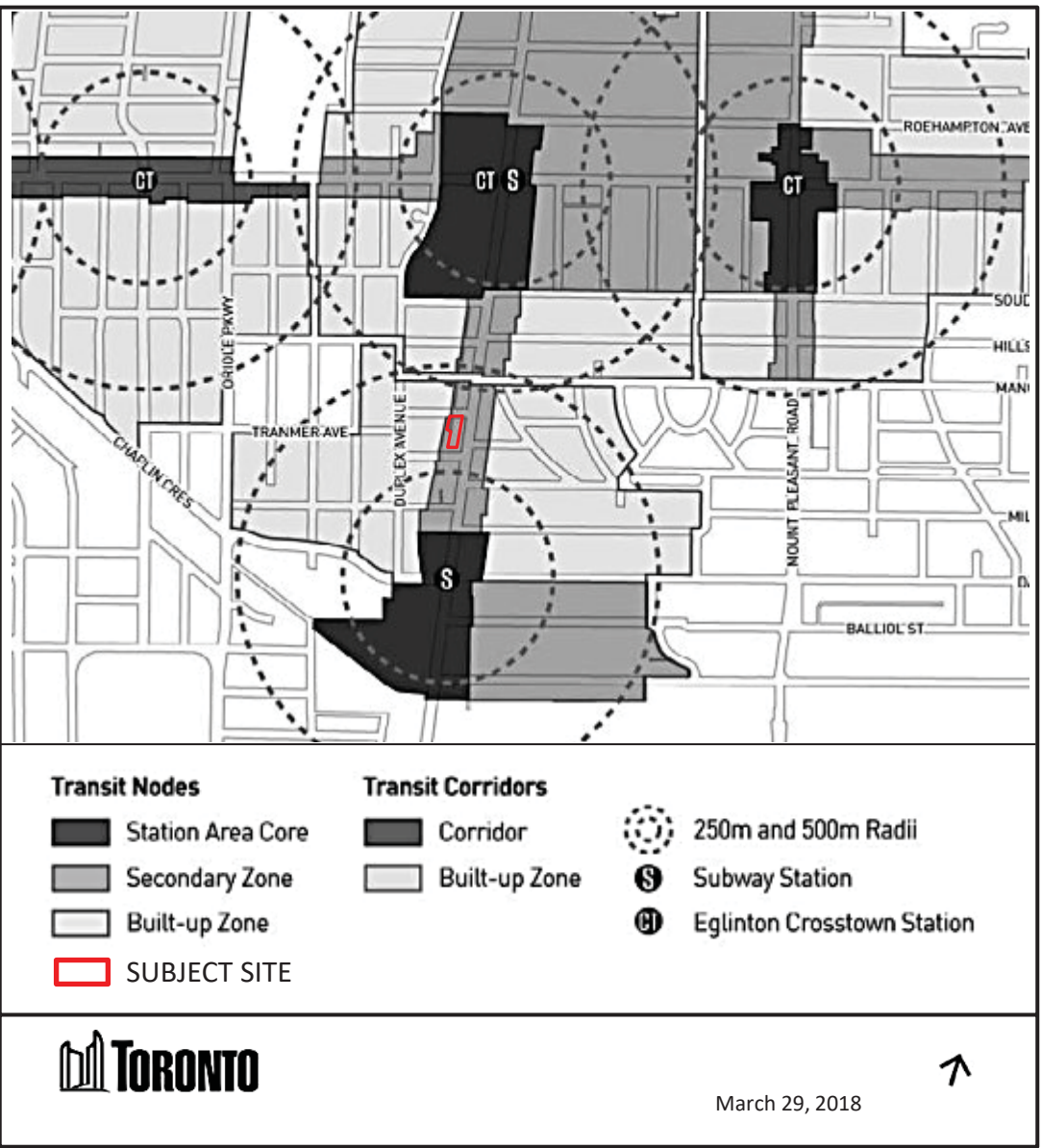
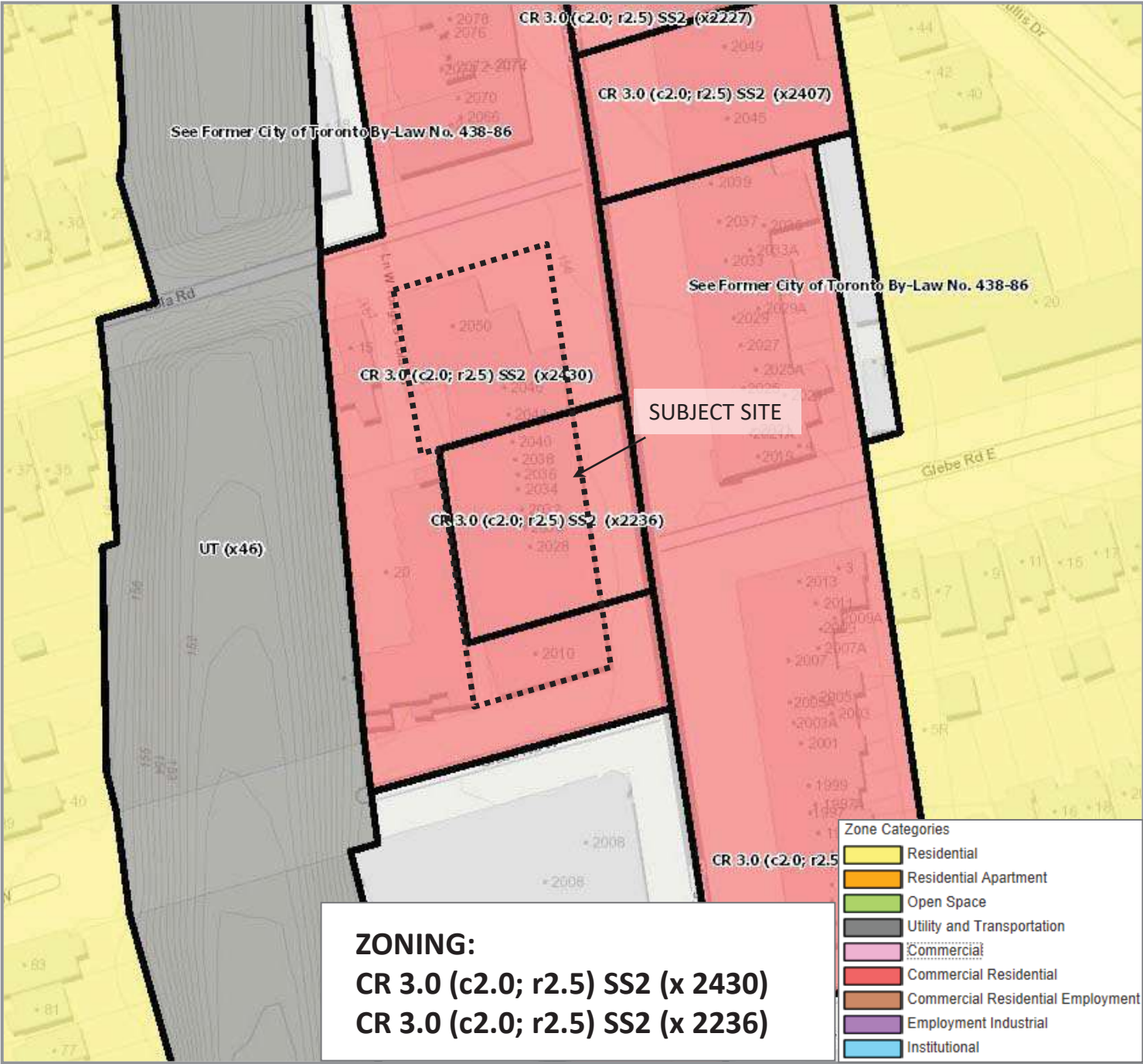


Figure 9

Source: City of Toronto. Official Plan Amendment 405. 2018

ZONING MAP



HEIGHT MAP

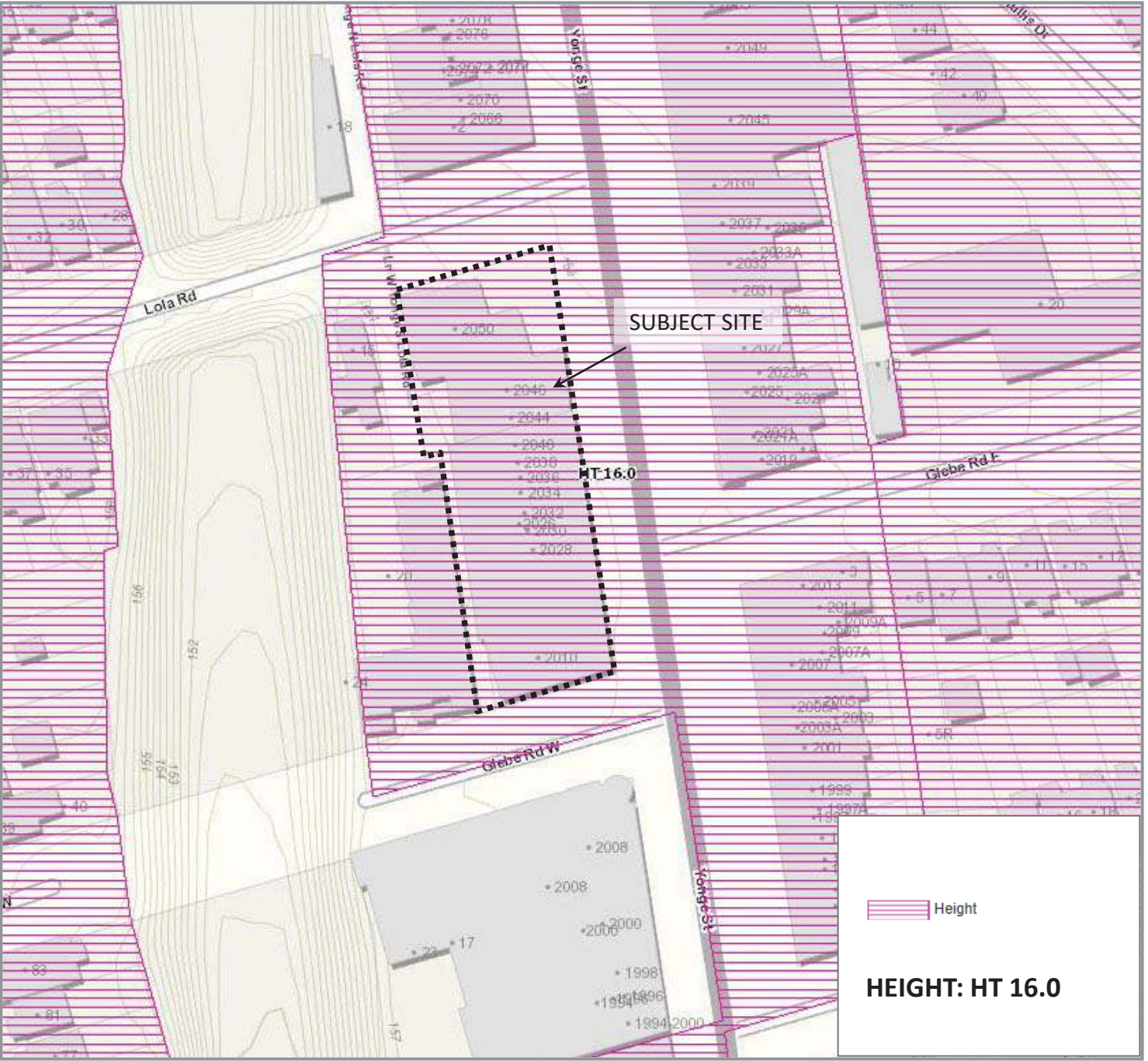


Figure 10

HEIGHT MAP

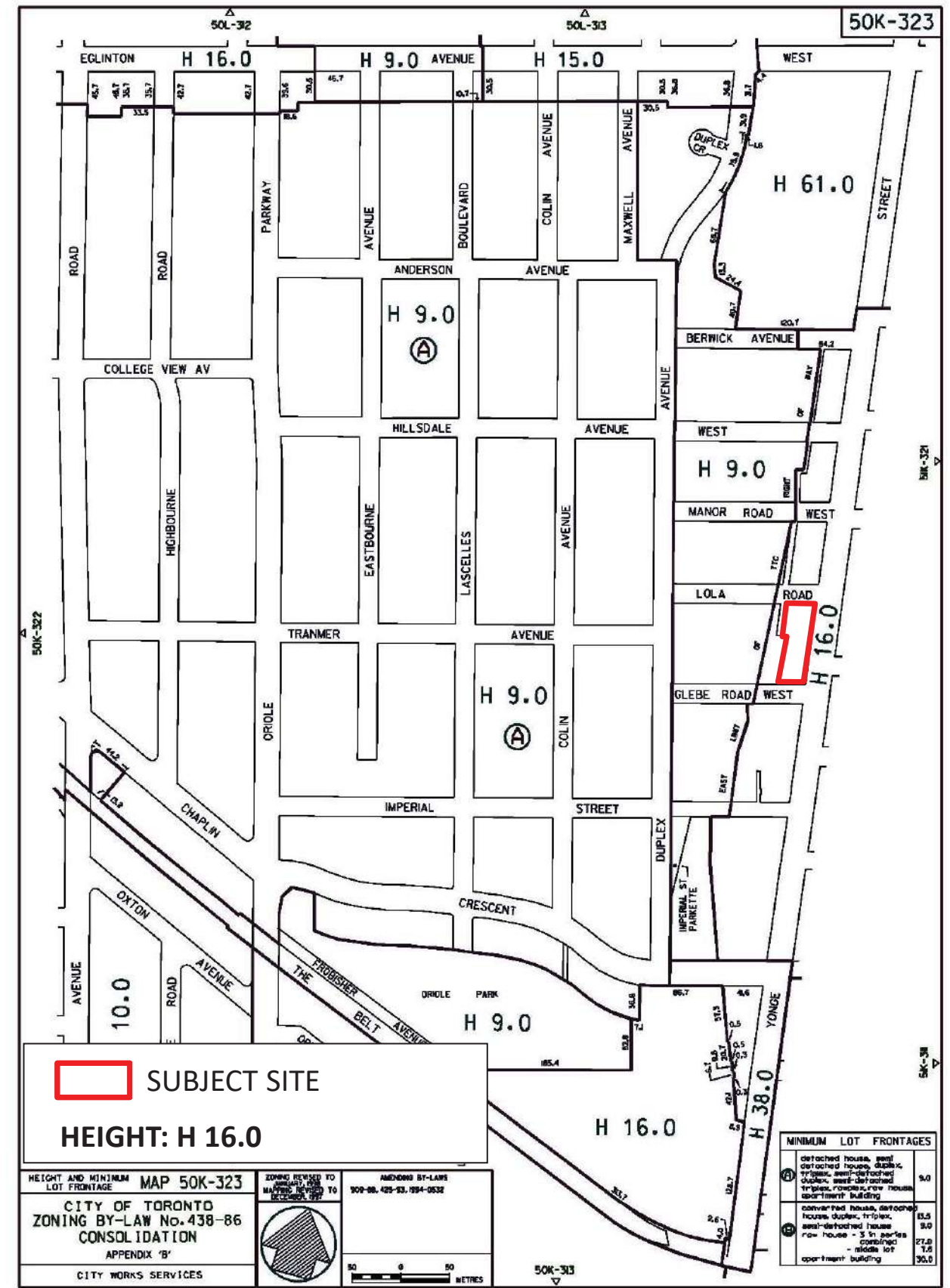
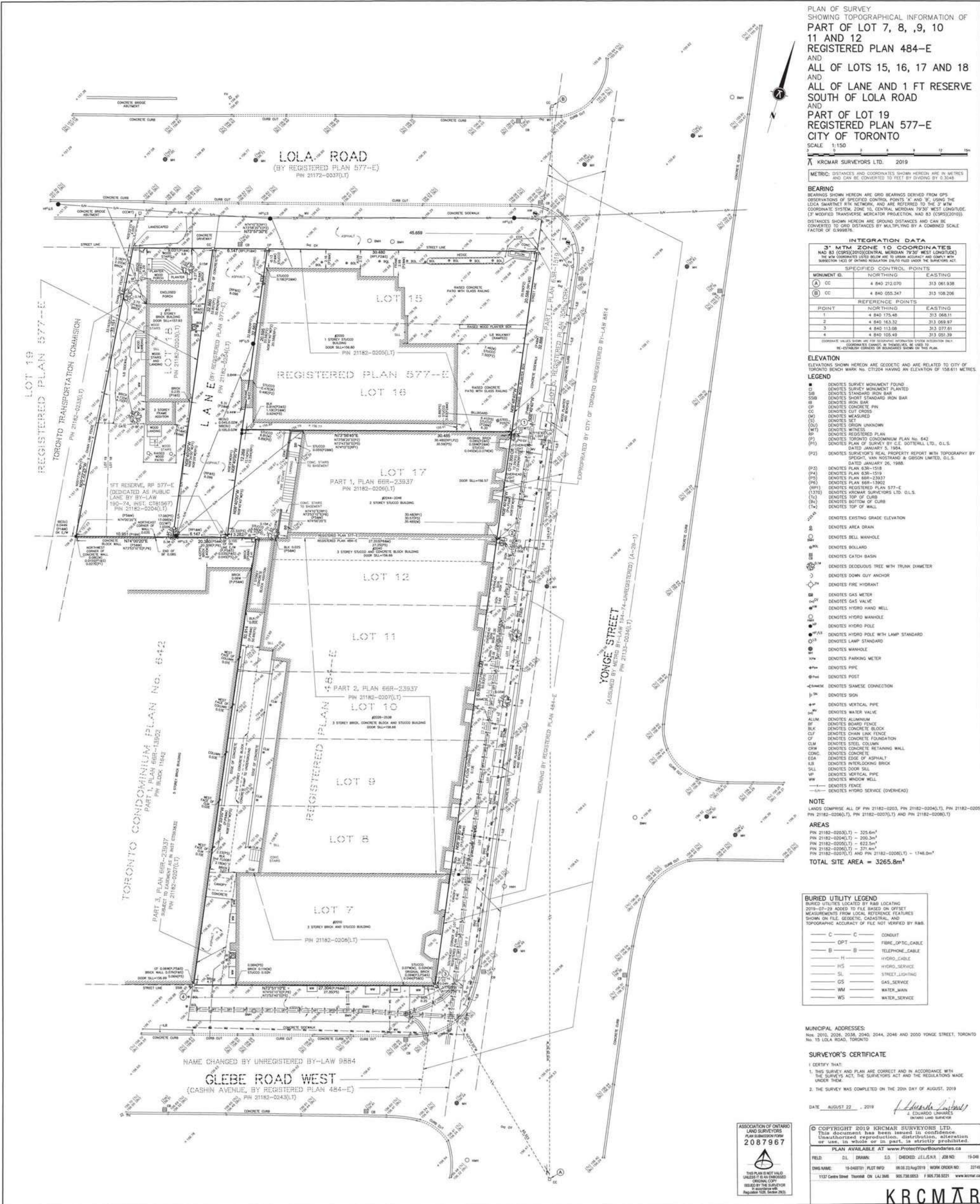


Figure 11



PLAN OF SURVEY
SHOWING TOPOGRAPHICAL INFORMATION OF
PART OF LOT 7, 8, 9, 10
11 AND 12
REGISTERED PLAN 484-E
AND
ALL OF LOTS 15, 16, 17 AND 18
AND
ALL OF LANE AND 1 FT RESERVE
SOUTH OF LOLA ROAD
AND
PART OF LOT 19
REGISTERED PLAN 577-E
CITY OF TORONTO

SCALE 1:150
KRCMAR SURVEYORS LTD. 2019
METRIC: DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

BEARING
BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS
OBSERVATIONS OF SPECIFIED CONTROL POINTS 'A' AND 'B' USING THE
LEICA SMARTNET RTK NETWORK, AND ARE REFERRED TO THE 3° MTM
COORDINATE SYSTEM, ZONE 10, CENTRAL MERIDIAN 79°30' WEST LONGITUDE
(OF MODIFIED TRANSVERSE MERCATOR PROJECTION, NAD 83 (CGRS2010)).
DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE
CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE
FACTOR OF 0.999976.

3° MTM ZONE 10 COORDINATES		
NAD 83 (CGRS2010) (CENTRAL MERIDIAN 79°30' WEST LONGITUDE) THE NEW COORDINATES USED HEREON ARE TO BE USED AS A GUIDE ONLY AND SUBJECT TO THE CITY OF TORONTO'S POLICY ON THE SURVEYORS ACT		
SPECIFIED CONTROL POINTS		
MONUMENT ID	NORTHING	EASTING
(A) CC	4 840 212.070	313 081.938
(B) CC	4 840 055.347	313 108.206
REFERENCE POINTS		
POINT	NORTHING	EASTING
1	4 840 175.448	313 066.11
2	4 840 163.32	313 089.97
3	4 840 113.08	313 077.61
4	4 840 105.49	313 051.39

ELEVATION
ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE RELATED TO CITY OF
TORONTO BENCH MARK NO. CT1204 HAVING AN ELEVATION OF 106.611 METRES.
LEGEND

- DENOTES SURVEY MONUMENT FOUND
- DENOTES SURVEY MONUMENT PLANTED
- ▣ DENOTES STANDARD IRON BAR
- ▤ DENOTES SHORT STANDARD IRON BAR
- ▥ DENOTES IRON BAR
- ▦ DENOTES CONCRETE PIN
- ▧ DENOTES CUT CROSS
- ▨ DENOTES MEASURED
- ▩ DENOTES SET
- DENOTES GRON UNKNOWN
- DENOTES WITNESS
- ▬ DENOTES REGISTERED PLAN
- ▭ DENOTES TORONTO CONDOMINIUM PLAN NO. 642
- ▮ DENOTES PLAN OF SURVEY BY C.E. DOTTERRILL LTD., D.L.S.
DATED JANUARY 1, 1984
- ▯ DENOTES SURVEYOR'S REAL PROPERTY REPORT WITH TOPOGRAPHY BY
SPOUT, VAN NOSTRAND & GIBSON LIMITED, D.L.S.
DATED JANUARY 26, 1988
- (P1) DENOTES PLAN 636-1518
- (P2) DENOTES PLAN 636-1518
- (P3) DENOTES PLAN 688-23937
- (P4) DENOTES PLAN 688-13902
- (P5) DENOTES REGISTERED PLAN 577-E
- (P6) DENOTES TORONTO CONDOMINIUM PLAN NO. D.L.S.
- (P7) DENOTES TOP OF CURB
- (P8) DENOTES BOTTOM OF CURB
- (P9) DENOTES TOP OF WALL
- (P10) DENOTES TOP OF WALL
- DENOTES EXISTING GRADE ELEVATION
- DENOTES AREA DRAIN
- DENOTES BELL MANHOLE
- DENOTES BOLLARD
- DENOTES CATCH BASIN
- DENOTES DEADWOOD TREE WITH TRUNK DIAMETER
- DENOTES DOWN GUY ANCHOR
- DENOTES FIRE HYDRANT
- DENOTES GAS METER
- DENOTES GAS VALVE
- DENOTES HYDRO HAND WELL
- DENOTES HYDRO MANHOLE
- DENOTES HYDRO POLE
- DENOTES HYDRO POLE WITH LAMP STANDARD
- DENOTES LAMP STANDARD
- DENOTES MANHOLE
- DENOTES PARKING METER
- DENOTES PIPE
- DENOTES POST
- DENOTES SEAMLESS CONNECTION
- DENOTES SIGN
- DENOTES VERTICAL PIPE
- DENOTES WATER VALVE
- DENOTES ALUMINUM
- DENOTES BOARD FENCE
- DENOTES CONCRETE BLOCK
- DENOTES CHAIN LINK FENCE
- DENOTES CONCRETE FOUNDATION
- DENOTES STEEL COLUMN
- DENOTES CONCRETE RETAINING WALL
- DENOTES CONCRETE
- DENOTES EDGE OF ASPHALT
- DENOTES INTERLOCKING BRICK
- DENOTES DOOR SILL
- DENOTES VERTICAL PIPE
- DENOTES WINDOW WELL
- DENOTES FENCE
- DENOTES HYDRO SERVICE (OVERHEAD)

NOTE
LANDS COMPRISE ALL OF PIN 21182-0203, PIN 21182-0204(LT), PIN 21182-0205
PIN 21182-0206(LT), PIN 21182-0207(LT) AND PIN 21182-0208(LT)

AREAS
PIN 21182-0203(LT) - 325.6m²
PIN 21182-0204(LT) - 200.5m²
PIN 21182-0205(LT) - 622.5m²
PIN 21182-0206(LT) - 371.4m²
PIN 21182-0207(LT) AND PIN 21182-0208(LT) - 1748.0m²
TOTAL SITE AREA = 3265.8m²

BURIED UTILITY LEGEND	
— C —	CONDUIT
— OPT —	FIBRE OPTIC CABLE
— B —	TELEPHONE CABLE
— H —	HYDRO CABLE
— HS —	HYDRO SERVICE
— SL —	STREET LIGHTING
— GS —	GAS SERVICE
— WM —	WATER MAIN
— WS —	WATER SERVICE

MUNICIPAL ADDRESSES:
Nos. 2010, 2026, 2038, 2040, 2044, 2046 AND 2050 YONGE STREET, TORONTO
No. 15 LOLA ROAD, TORONTO

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH
THE SURVEYORS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE
UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 20th DAY OF AUGUST, 2019

DATE AUGUST 22, 2019
J. EDUARDO LUNA
J. EDUARDO LUNA
REGISTERED LAND SURVEYOR

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PLAN AVAILABLE AT www.ProtectYourBoundaries.ca

FIELD	DL	DRAWN	SD	CHECKED	LEJ/ERN	JOB NO.	19-048
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DWG NAME: 19-048(01) PLST INFO: 08.00 23-Aug-2019 WORK ORDER NO: 22749
1137 Centre Street, Thornhill, ON L4J 1M6 905.738.0553 F 905.738.9221 www.krcmar.ca

KRCMAR

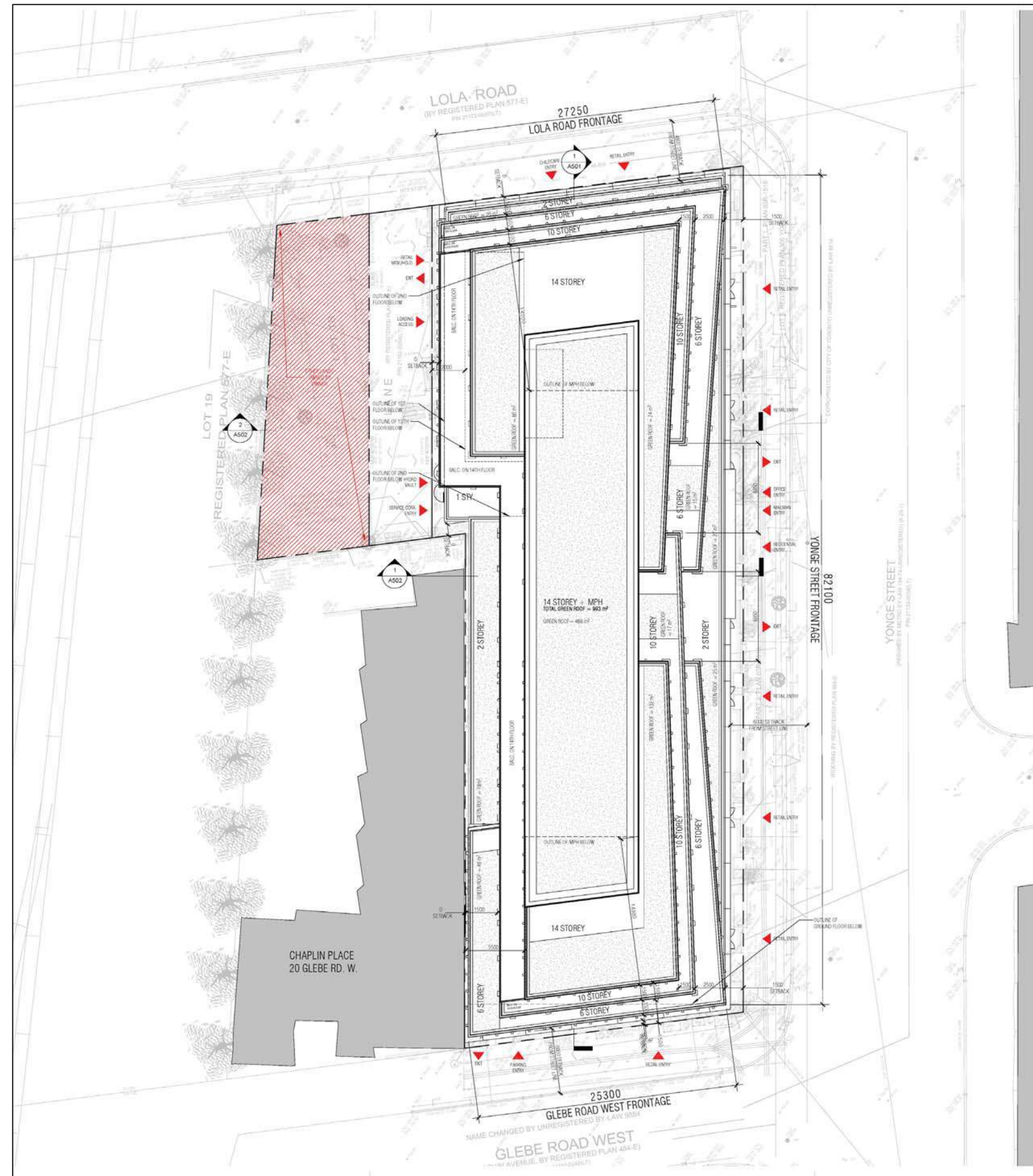


Figure 13

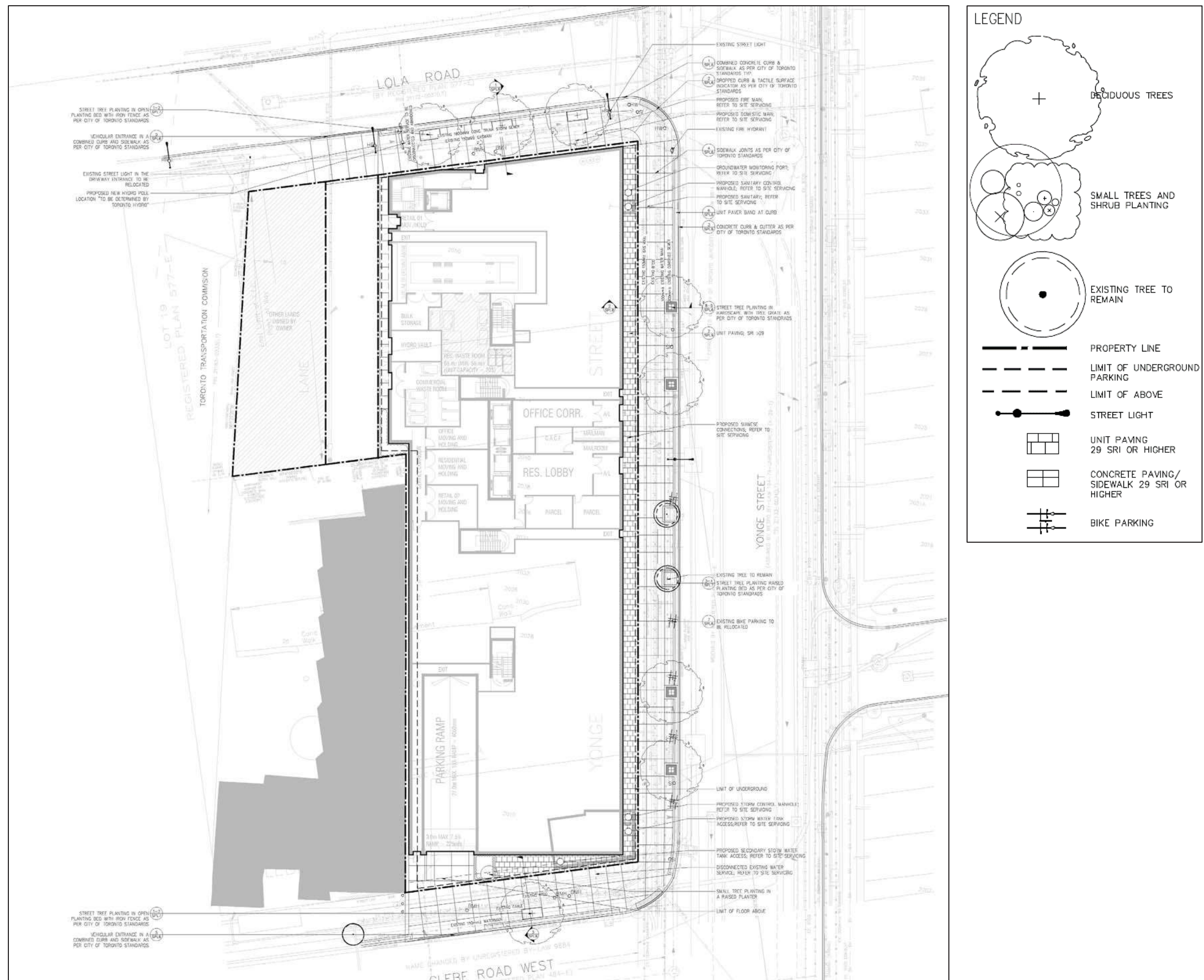


Figure 14

PROJECT STATISTICS

JOB No: 1736.19

DATE: NOVEMBER 03, 2021

	Permitted/Required	Proposed		
01. SITE AREA				
Proposed		2,369 m2 0.24 ha 25,495 ft2 0.59 ac		
02 G.F.A.		(as per City by-law 569-2013)		
Proposed				
Residential		15,683	m2	
Retail		1,292	m2	
Buisness Centre/Offices (3rd)		1,098	m2	
Childcare (3rd)		473	m2	
Total		18,546	m2	
03. F.S.I.		7.83		
04. Setbacks (m)				
North (Front - Lola Road)		0.00m from ground to 2nd		
		1.50m from 3rd to 6th		
		3.00m from 7th to 10th		
		4.50m from 11th to 14th		
East (Front - Yonge Street)		1.50m from ground to 6TH		
		4.00m from 7th to 10th		
		5.50m from 11th to 14th		
South (Front - Glebe Road West)		0.00m from ground to 6th		
		1.50m from 7th to 10th		
		3.00m from 11th to 14th		
West (Rear - 20 Glebe Rd. W)		0.00m from ground to 6th		
		5.50m from 7th to 14th		
West (Rear - Laneway)		0.00m from ground to Mezzanine		
		2.00m from 2nd to 14th		
05. BUILDING HEIGHT				
		Max 59.8m (53.8m + Max. 6.0m Mech.) from Established Grade (156.58m) to top of roof		
06. UNIT COUNT				
4th		21		
5th		21		
6th		21		
7h		15		
8th		15		
9th		15		
10th		15		
11th		13		
12th		13		
13th		13		
14th		2		
Total		164 Units		
06. UNIT COUNT *		# OF UNITS	AVERAGE AREA	OVERALL %
Studio/Jr.		15	39 m2	9%
1 Bedroom		31	46 m2	19%
2 Bedroom		78	70 m2	48%
3 Bedroom		40	106 m2	24%
Total		164 Units		

* Total unit count & breakdown subject to change.

07. PARKING		(as per City by-law 569-2013)	
Residential			
Unit Type	Ratio	Count	Count
Studio/Jr.	0.6	9	
1 Bed.	0.7	22	P3 = 38 (7 of which are E.V.S.E.)
2 Bed.	0.9	70	P2 = 47 (6 of which are E.V.S.E.)
3 Bed.	1.0	40	P1 = 11 (6 of which are E.V.S.E.)
Subtotal		141	96 6 of which are accessible
Visitor			
	Ratio	Count	Count
	0.1	17	P1 = 26 (5 of which are E.V.S.E.)
Subtotal		17	26 1 of which are accessible
Total		158	122
07. BICYCLE PARKING		(as per City by-law 569-2013)	
Residential			
	Ratio	Count	Count
	0.9	148	P3 = 86 P2 = 62
Visitor		148	148
	Ratio	Count	Count
	0.1	17	P1 = 17
Total		165	17
07. AMENITY SPACE (m2)			
Indoor			
		328	3rd = 328
Outdoor			
		328	3rd = 328
Total		656	656

Figure 15



Figure 16

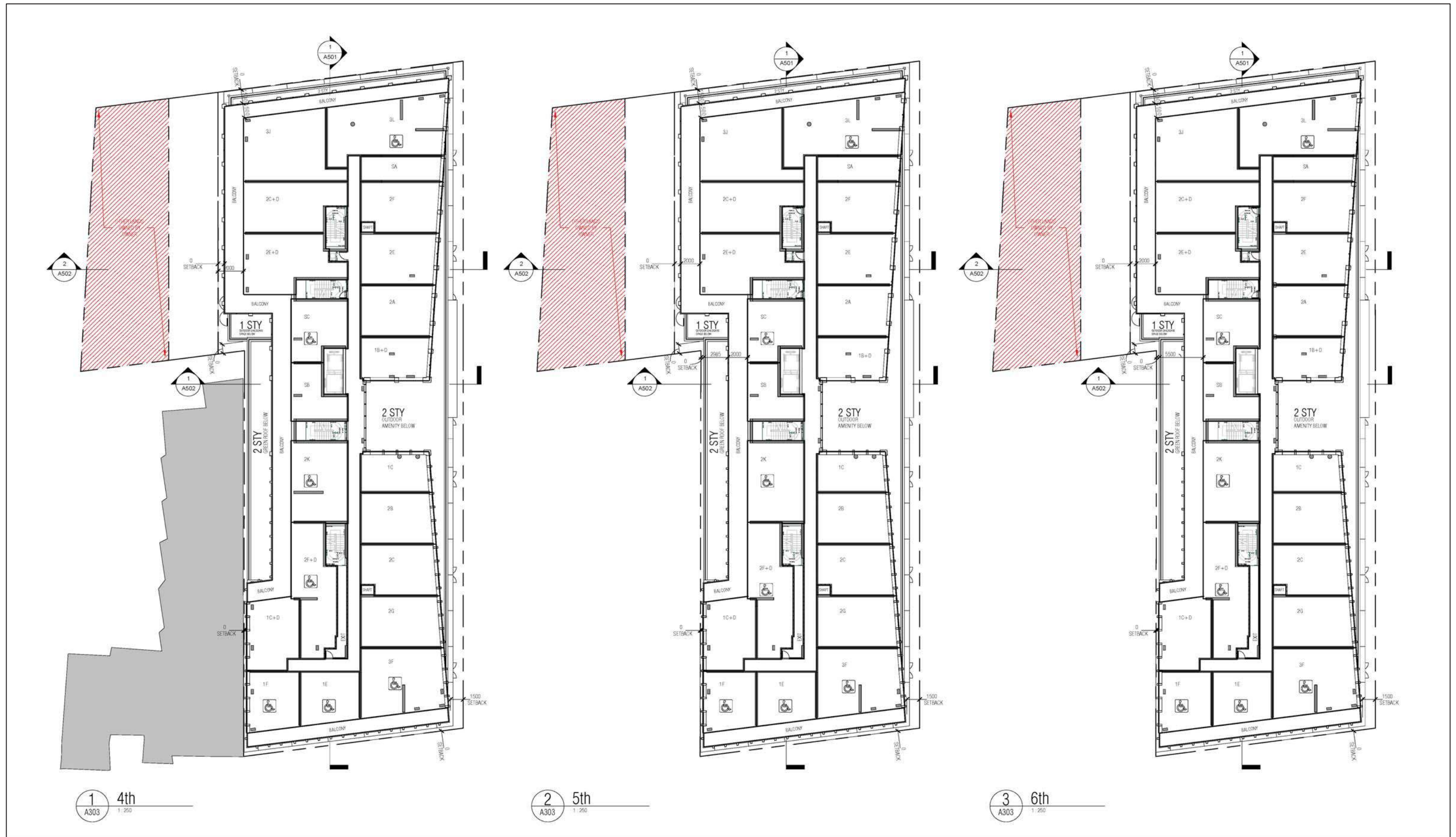


Figure 18

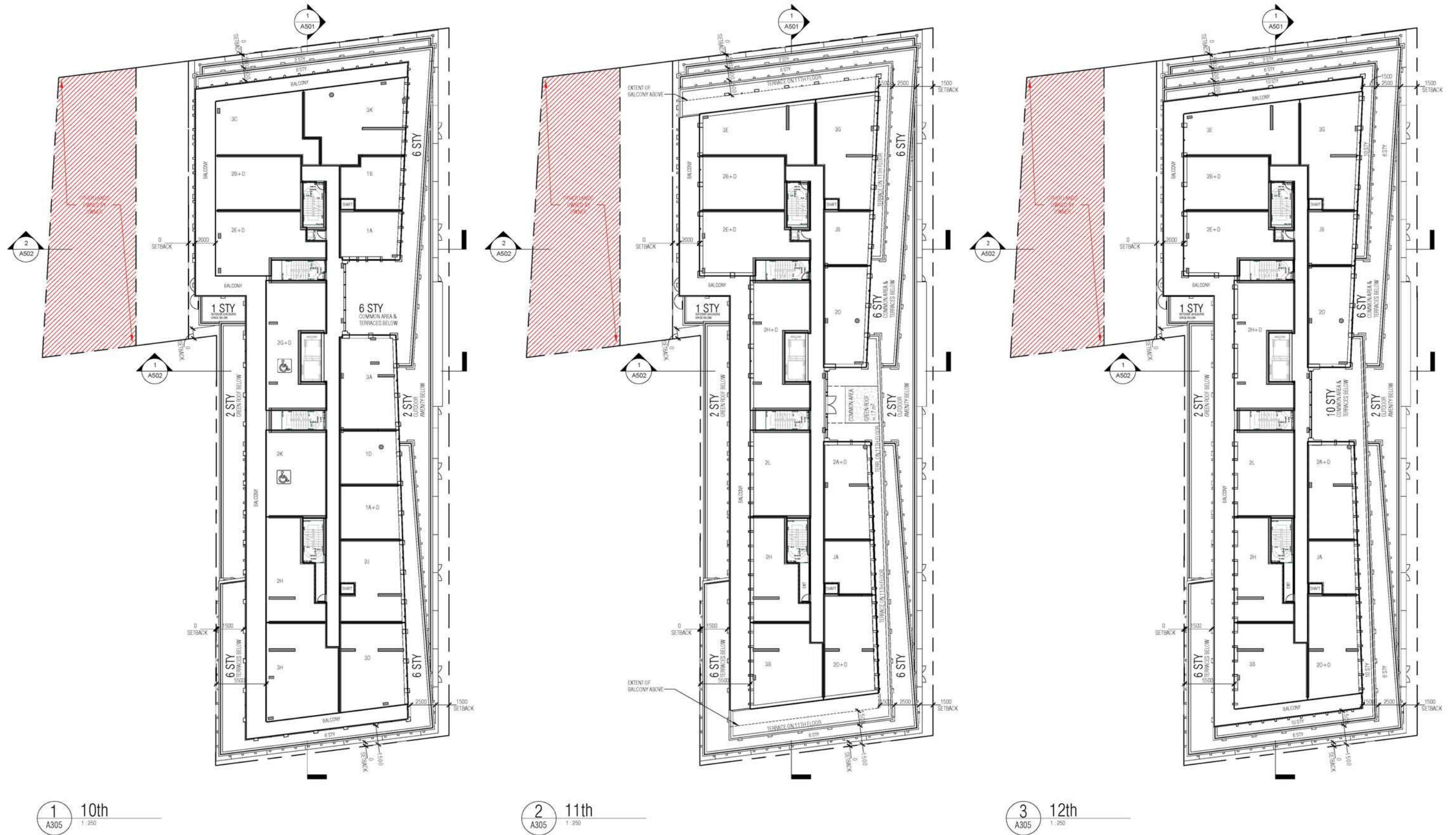


Figure 20

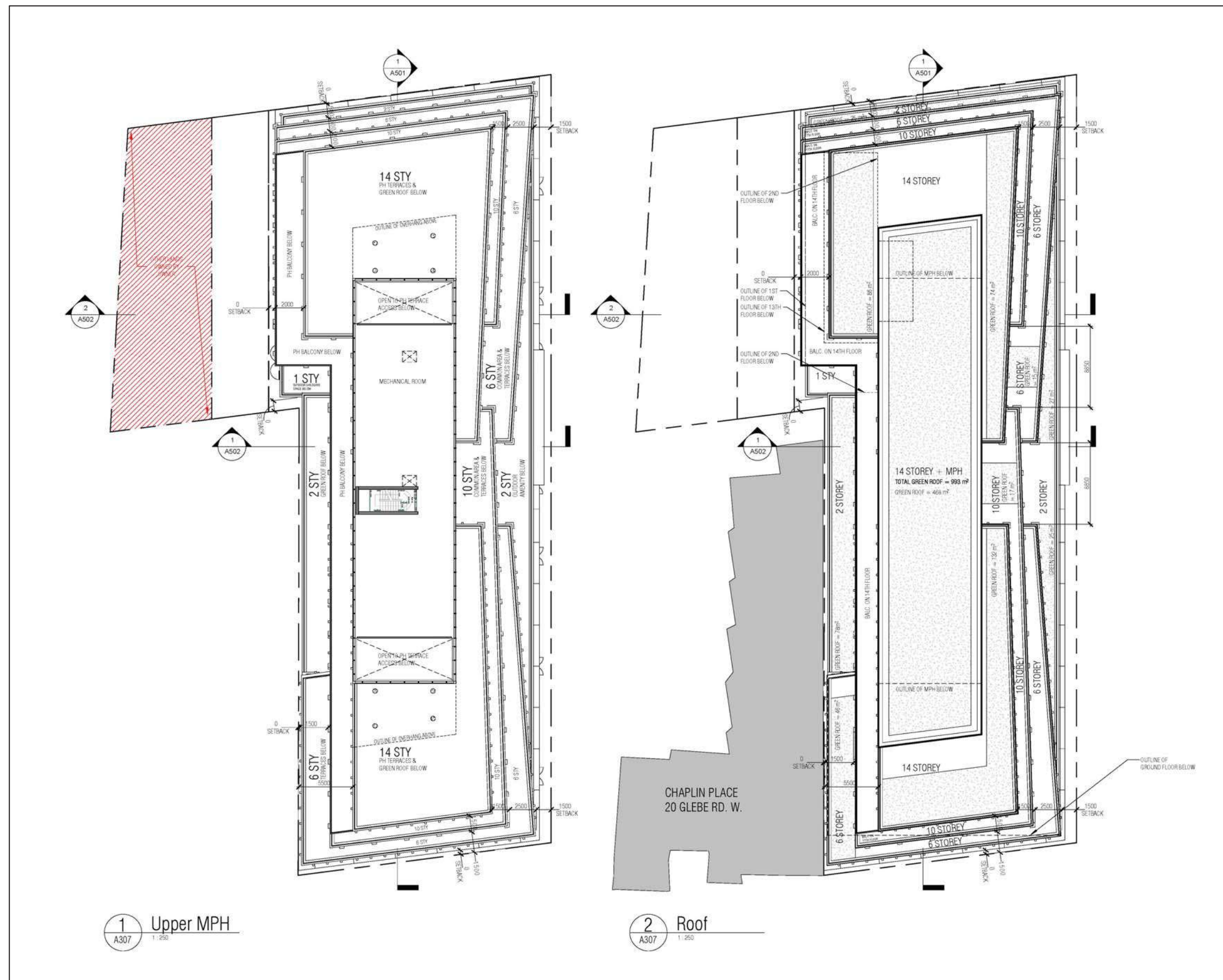


Figure 22

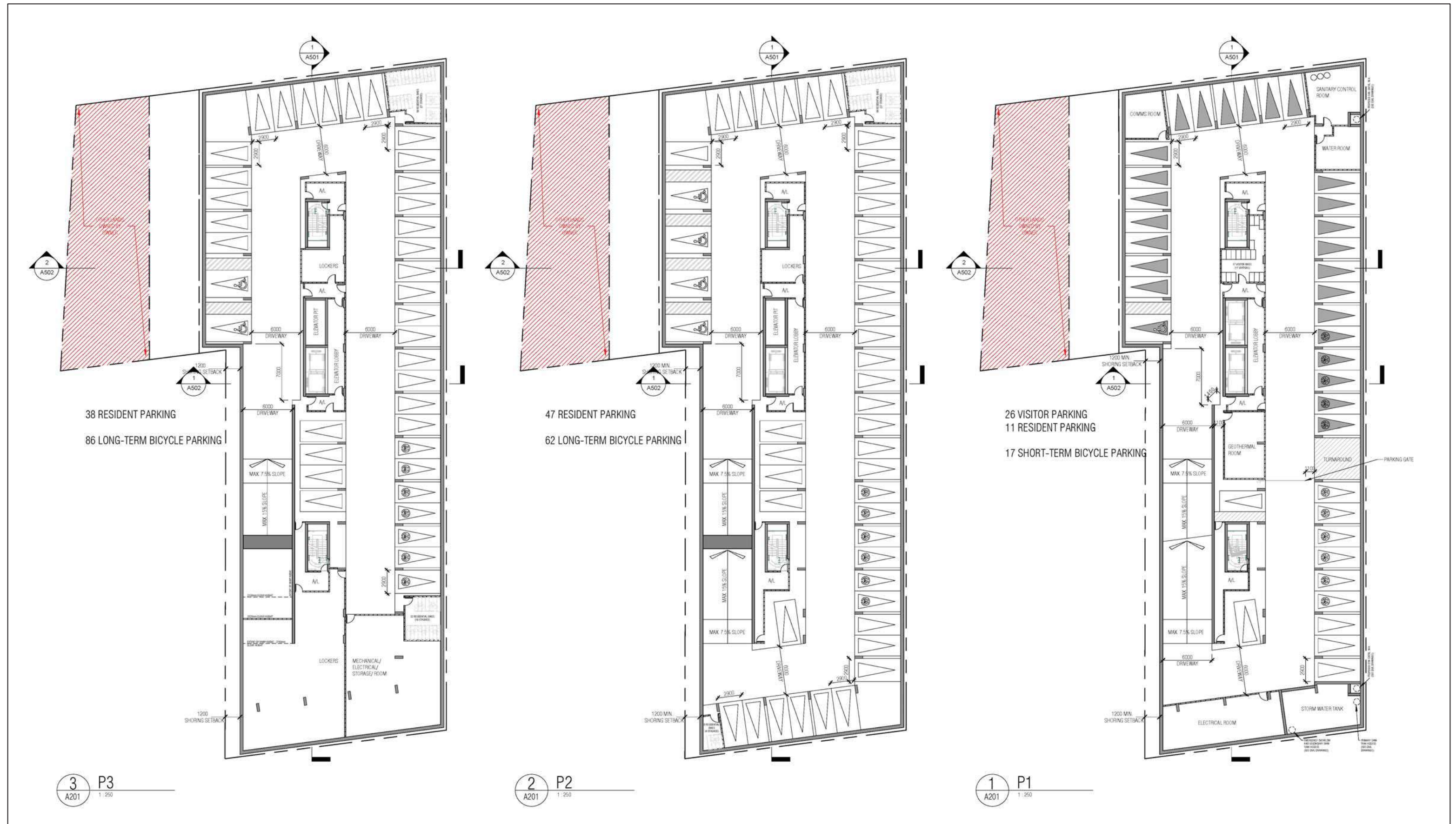


Figure 23

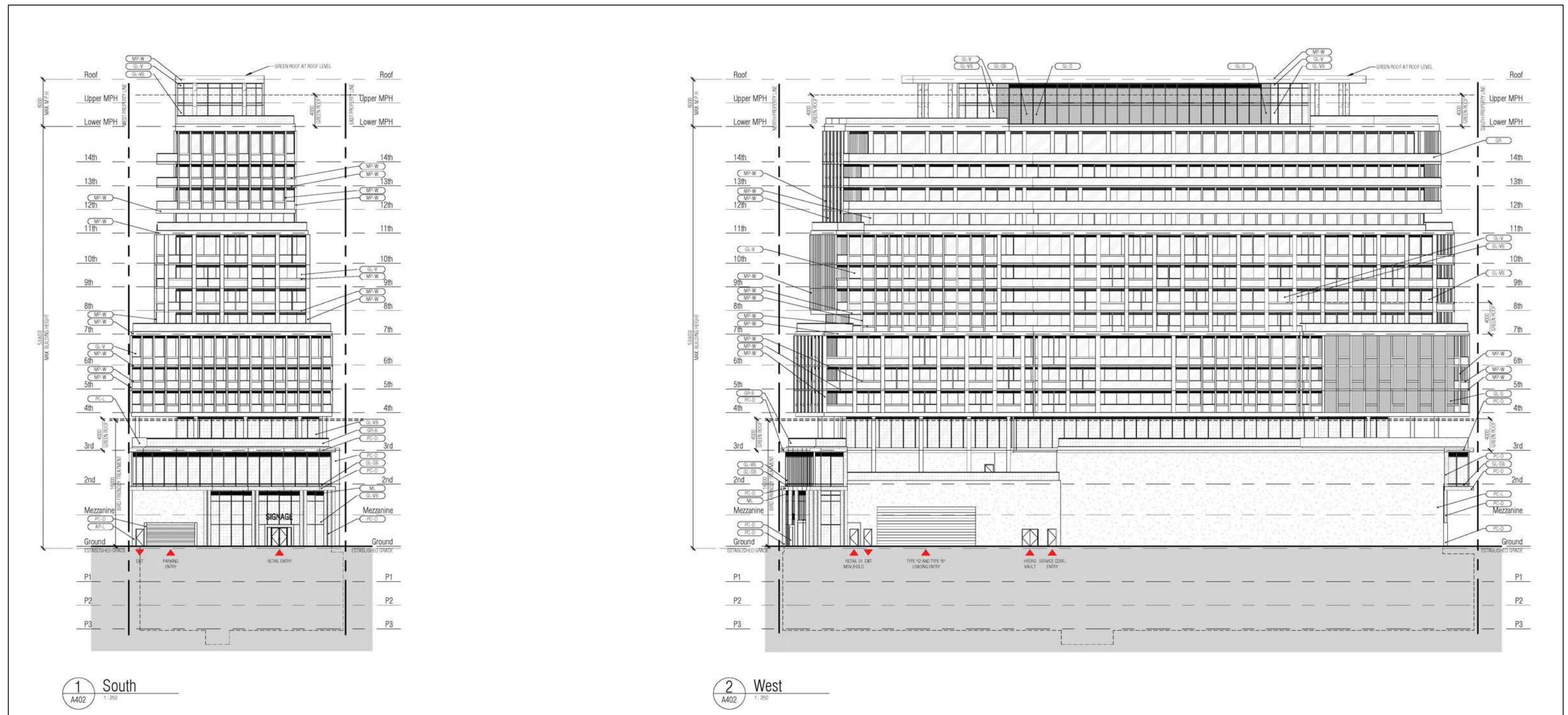


Figure 25

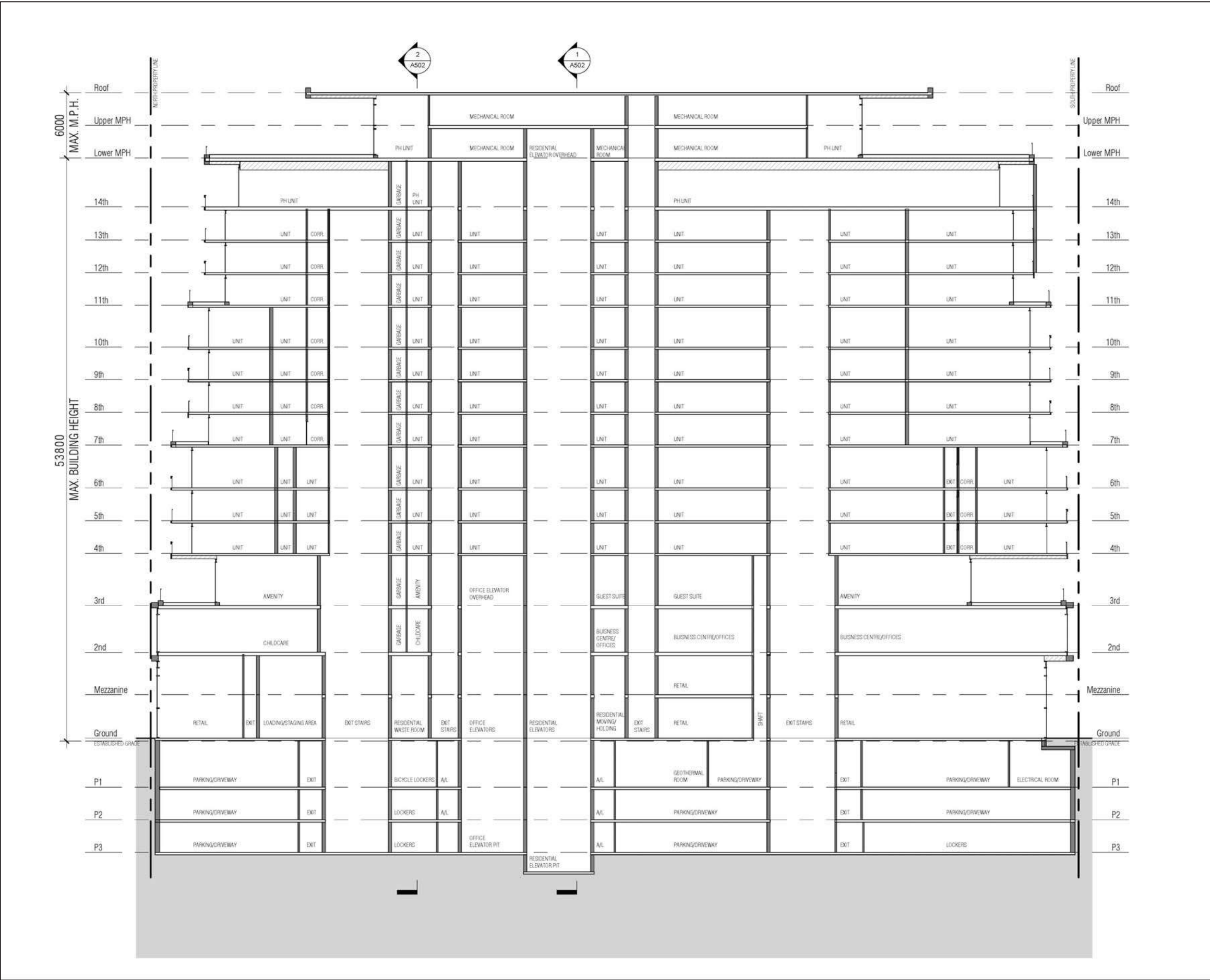
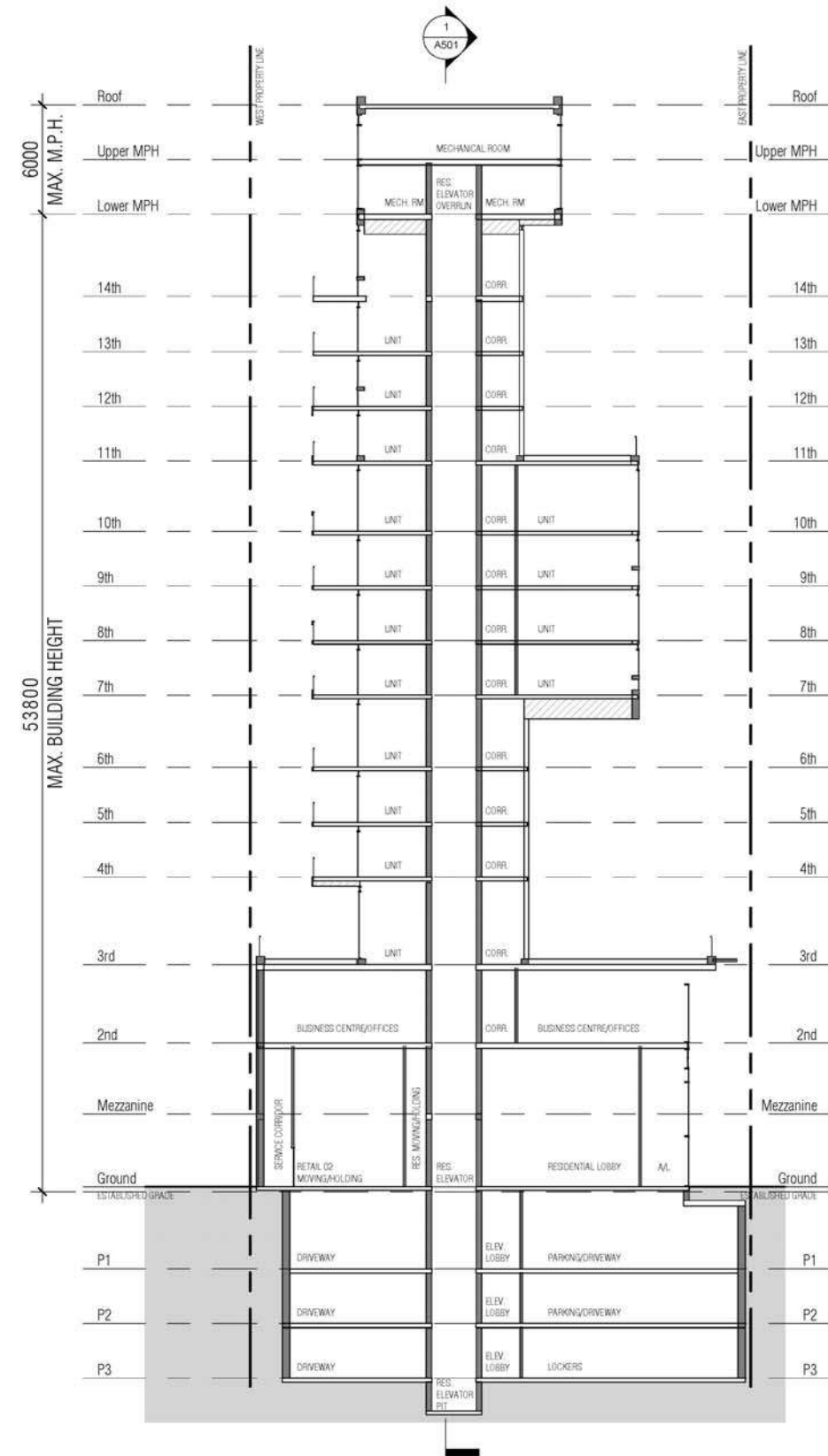
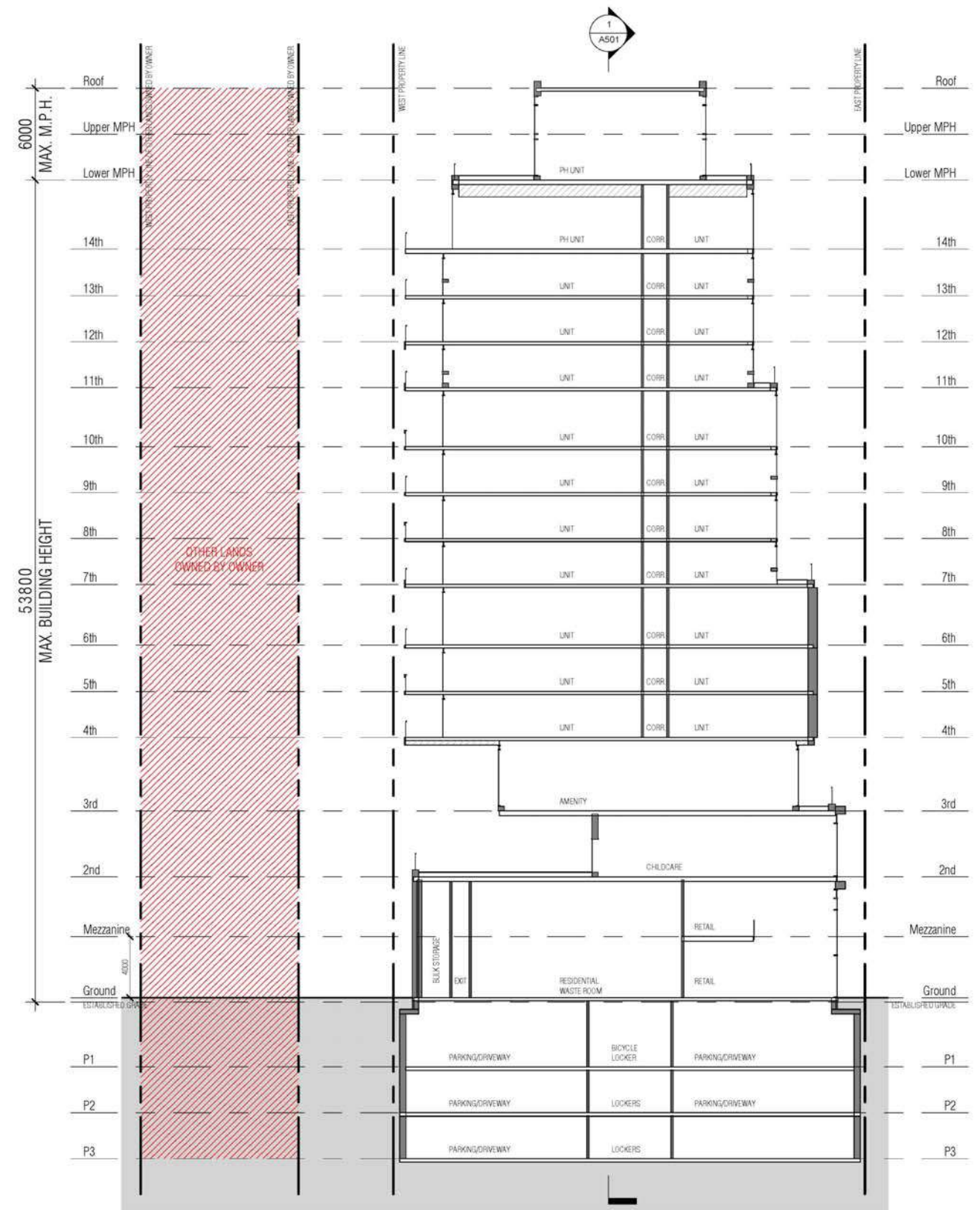


Figure 26



1 W-E Section - Openings
A502 1:200



2 W-E Section - Childcare
A502 1:200

Figure 27

WEST – EAST SECTIONS



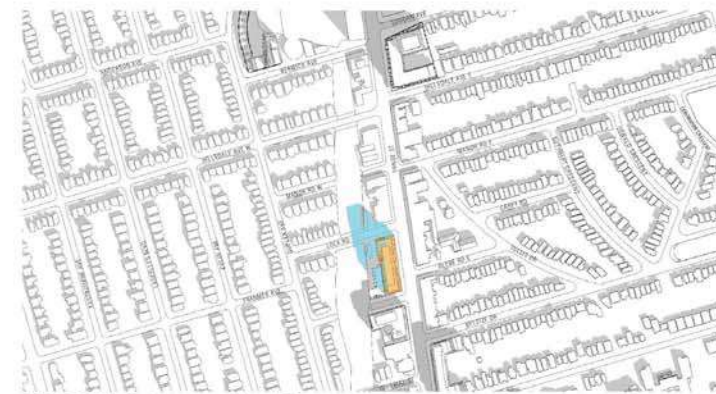
Figure 28



MARCH 21st - 09:18 a.m.



MARCH 21st - 10:18 a.m.



MARCH 21st - 11:18 a.m.



MARCH 21st - 12:18 p.m.



MARCH 21st - 01:18 p.m.



MARCH 21st - 02:18 p.m.



MARCH 21st - 03:18 p.m.



MARCH 21st - 04:18 p.m.



MARCH 21st - 05:18 p.m.



MARCH 21st - 06:18 p.m.

LEGEND

- PROPOSED BUILDING
- EXISTING SHADOW
- PROPOSED BUILDING SHADOW

Figure 29



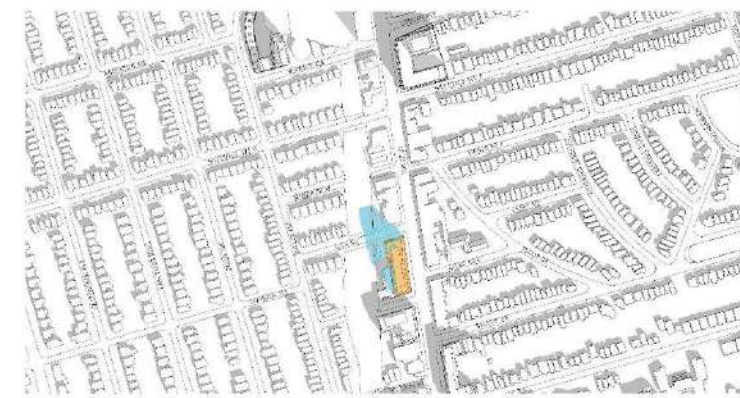
Figure 30



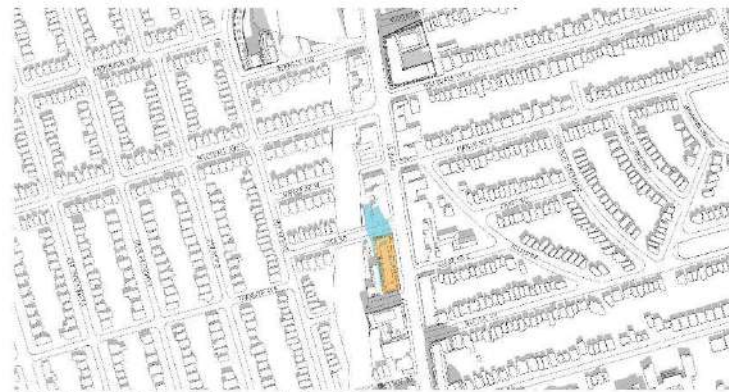
SEPTEMBER 21st - 09:18 a.m.



SEPTEMBER 21st - 10:18 a.m.



SEPTEMBER 21st - 11:18 a.m.



SEPTEMBER 21st - 12:18 p.m.



SEPTEMBER 21st - 01:18 p.m.



SEPTEMBER 21st - 02:18 p.m.



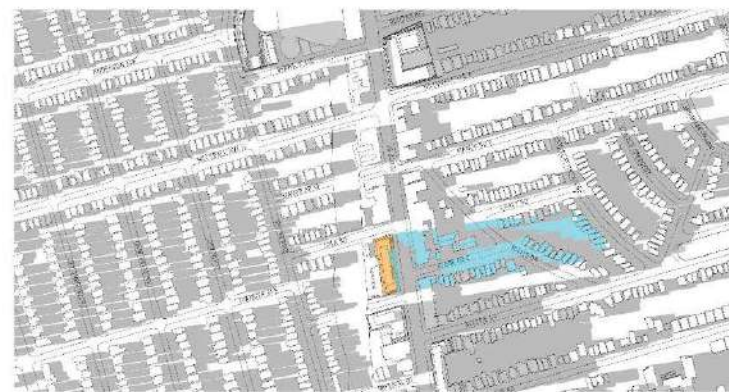
SEPTEMBER 21st - 03:18 p.m.



SEPTEMBER 21st - 04:18 p.m.



SEPTEMBER 21st - 05:18 p.m.



SEPTEMBER 21st - 06:18 p.m.

LEGEND

- PROPOSED BUILDING
- EXISTING SHADOW
- PROPOSED BUILDING SHADOW

Figure 31

APPENDIX A

Draft Zoning By-law Amendment to By-law 438-86

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 2021
Enacted by Council: ~, 2021

**CITY OF TORONTO
BY-LAW No. ~-2021**

To amend the former City of Toronto Zoning By-law No. 438-86, as amended, with respect to the lands known municipally as 2010-2050 Yonge Street in the year 2021

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. None of the provisions of Sections 4(2)(a), 4(5), 4(5) Schedule 1, 4(9)(a)(v), 4(11)(b) and (c), 4(12), 4(13)(a), 4(14), 8(3) Part I, 8(3) Part II, 8(3) Part III, 8(3) Part IV, and Sections 12(2)118, 12(2)119, 12(2)269, and 12(2)270(a) of By-law No. 438-86, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of land and the erection and use of certain buildings and structures in various areas of the City of Toronto”, as amended, shall apply to prevent the erection and use of a *mixed-use building* on the *lot* and uses *accessory* thereto, including a *temporary sales office*, on the lands municipally known as 2010-2050 Yonge Street in the year 2021 shown on Map 1 (hereinafter referred to as the *lot*), provided that:
 - (a) the *lot* comprises at least the lands delineated by heavy lines on Map 1 attached to and forming part of this By-law;
 - (b) the total aggregate *gross floor area* erected and used on the *lot* shall not exceed 18,600 square metres;
 - (c) No part of any building or structure on the *lot* is located beyond the *building envelope* and above the maximum *height* in metres as indicated by the following letter “H” as shown on Map 2, attached to and forming part of this Bylaw.
 - (d) Notwithstanding (c) of this By-law, the following building elements, structures and projections are permitted to extend beyond the *building envelope* and above the *heights* referred to therein:
 - (i) Architectural features, air intake and air handling units, awnings, balconies, bicycle racks, bollards, canopies, chimneys, communication equipment, cooling tower, cornices, eaves, elevator enclosures and

overruns, fences, flues, green roof, guardrails, insulation and roof surface materials, landscape and public art features, lighting fixtures, minaret, ornamental elements, parapets, pipes, planters, platforms, railings, retaining walls, screens, stacks, stairs, stair enclosures, terraces, trellises, underground garage ramps and their associated structures, vents, walkways, wheel chair ramps, wind protection, window sills, and window washing equipment;

(ii) A mechanical penthouse with associated screen devices to a maximum height projection of 6.0m; and

(iii) Elements or structures on any portion of a roof used for outside or open air recreation, including required *residential amenity space*.

(e) *Residential amenity space* shall be provided on the *lot* in accordance with the following:

(i) a minimum of 2.0 square metres of indoor *residential amenity space* per *dwelling unit* shall be provided and maintained on the *lot*; and

(ii) a minimum of 2.0 square metres of outdoor *residential amenity space* per *dwelling unit* shall be provided and maintained on the *lot*;

(f) *Parking spaces* must be provided and maintained on the *lot* in accordance with the following minimum requirements:

- (i) A minimum of 0.1 *parking spaces* for each bachelor *dwelling unit*;
- (ii) A minimum of 0.3 *parking spaces* for each one-bedroom *dwelling unit*;
- (iii) A minimum of 0.75 *parking spaces* for each two-bedroom *dwelling unit*;
- (iv) A minimum of 0.4 *parking spaces* for each three-bedroom *dwelling unit*;
- (v) A minimum of 0.12 visitor *parking spaces* per *dwelling unit*;

(g) At least one *loading space-type G* shall be provided and maintained on the *lot*;

(h) At least one *loading space-type B* shall be provided and maintained on the *lot*;

(i) A minimum of 160 *bicycle parking spaces* shall be provided and maintained on the *lot* in accordance with the following:

- (i) a minimum of 0.9 *bicycle parking spaces – occupant* for the residential occupants of the *lot*;
- (ii) a minimum of 0.1 *bicycle parking spaces – visitor* for residential visitors to the *lot*;

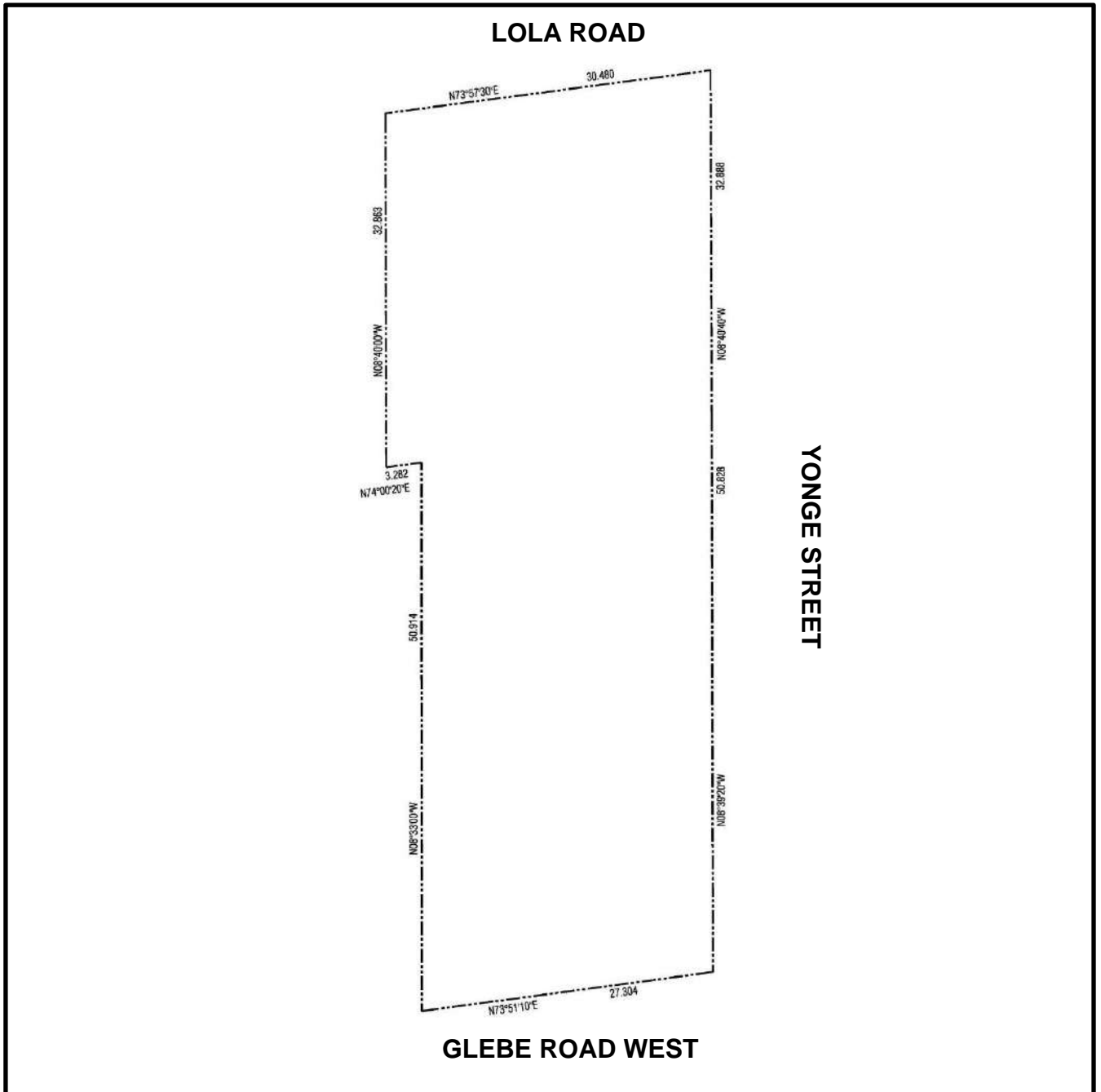
2. For the purposes of this By-law, all italicized words and expressions have the same meanings as defined in By-law No. 438-86, as amended, with the exception of the following:

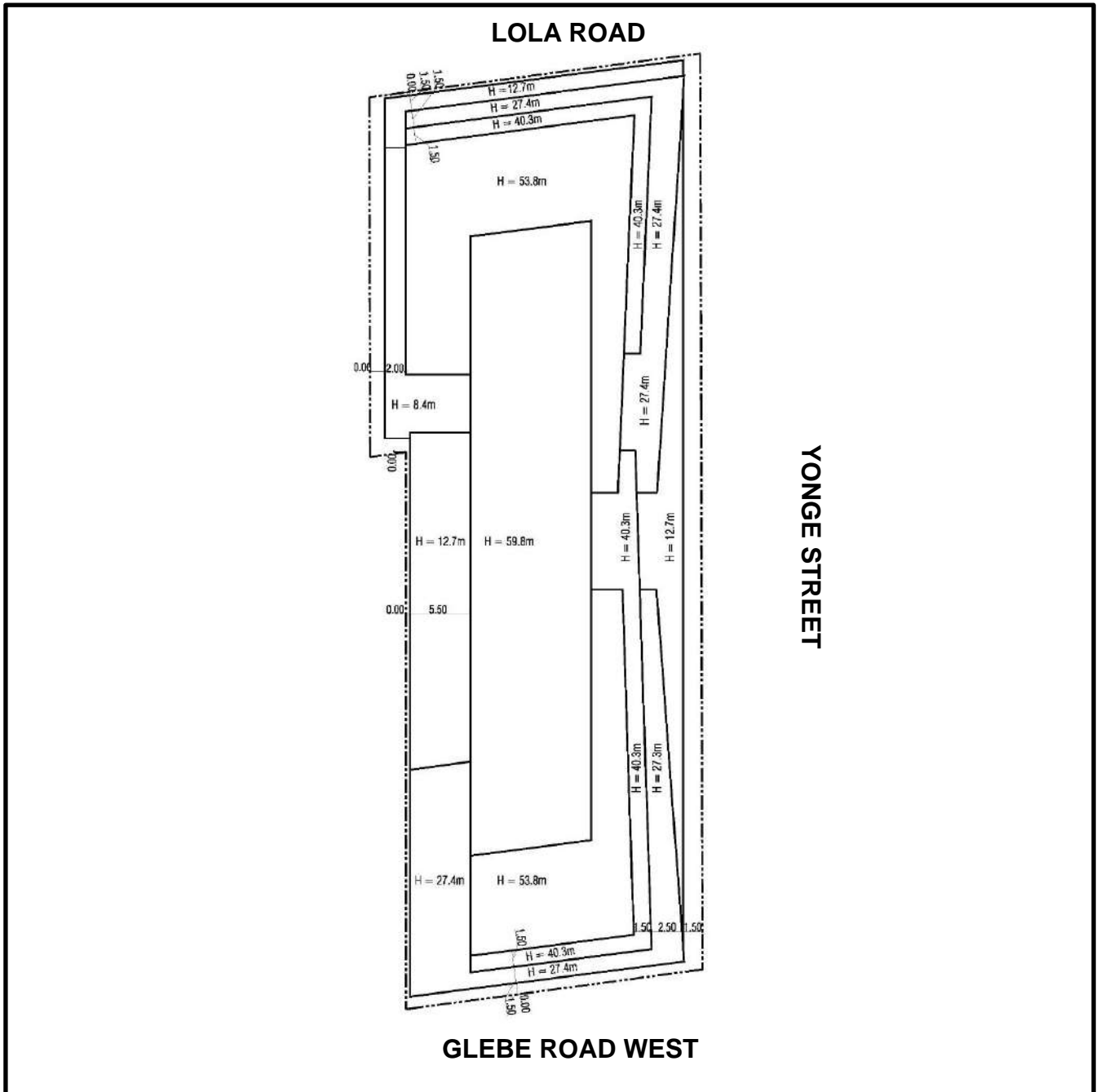
- (i) “*building envelope*” means a building envelope as delineated by heavy lines on Map 2 attached to this By-law;
 - (ii) “*grade*” means an elevation of 156.58 metres Canadian Geodetic Datum;
 - (iii) “*height*” means the vertical distance between *grade* and the highest point of the building or structure;
 - (iv) “*lot*” means the lands delineated by heavy lines on Map 1 attached hereto and forming part of this By-law; and
 - (v) “*temporary sales office*” means a building, structure, facility or trailer on the *lot* used exclusively for the initial sale of *dwelling units* to be erected on the *lot* pursuant to this By-law.
3. Despite any existing or future severance, partition, or division of the *lot*, the provisions of this By-law shall apply to the whole *lot* as if no severance, partition or division occurred.
4. None of the provisions of this By-law or the provisions of By-law No. 438-86 as amended shall apply to prevent a temporary *sales office* on the *lot*.

ENACTED AND PASSED this ___day of _____, A.D. 2021.

JOHN TORY
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk





APPENDIX B

Draft Zoning By-Law Amendment to By-law 569-2013

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto
Council on ~, 2021
Enacted by Council: ~, 2021

**CITY OF TORONTO
BY-LAW No. ~-2021**

**To amend Zoning By-law 569-2013, as amended, with respect to the lands
municipally known in the year 2021 as 2010-2050 Yonge Street**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the same meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to CR (x____) as shown on Diagram 2 attached to By-law ### ____.
4. Zoning By-law No. 569-2013 as amended, is further amended by adding Article 900.11.10 Exception Number CR (x____) so that it reads:

Exception CR ###

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- A. On 2010-2050 Yonge Street, none of the requirements of 40.5.40.10, 40.5.40.70, 40.10.40.10, 40.10.40.40, 40.10.40.60, 40.10.40.70, Table 200.5.10.1, 600.10 and 900.11.10(2) apply to prevent the erection or use of a **mixed use building**, including **ancillary** uses thereto, on the **lot** in accordance with Sections B. to K. below;
- B. The **lot** comprises the lands delineated by heavy lines on Diagram 1, attached to By-law ### [NTD: City Clerk to provide By-law #];

- C. Despite regulation 40.10.40.40(1), the total **gross floor area** of all **buildings** and **structures** on the **lot** must not exceed 18,600 square metres.
- D. Despite regulation 40.5.40.10(1), for the purpose of this exception, the height of a **building** or **structure** is measured from the Canadian Geodetic Datum elevation of 156.58 metres.
- E. Despite section 40.10.40.10(1) and 40.5.40.10(4), no portion of any **building** or **structure** may exceed the maximum height in metres specified by the numbers following the letters “HT” on Diagram 2 of By-law [NTD: City Clerk to provide By-law #];
- F. Despite Sections 40.5.40.10, 40.5.40.70, 40.10.40.60, and 40.10.40.70.(1), the following **building** elements and **structures** are permitted to extend into required **building setbacks** shown on Diagram 2 of By-law [NTD: City Clerk to provide By-law #] as follows:
- i. Architectural features, awnings, balconies, balustrades, bay windows, canopies, chimneys, cornices, eaves, fences, finials, guardrails, lighting fixtures, landscape and public art features, ornamental elements, parapets, precast inlaid brick panels; planters, trellises, railings, retaining walls, stairs and stair enclosures, screens, window sills, wind mitigation screens and features, wheel chair ramps, and underground garage ramps and their associated structures;
- G. Despite Sections 40.5.40.10 and 40.10.40.60, the following **building** elements and **structures** are permitted to extend above the heights shown on Diagram 2 of By-law [NTD: City Clerk to provide By-law #] as follows:
- i. Architectural features, air intake and handling units, awnings, balconies, bicycle racks, bollards, canopies, chimneys, communication equipment, cooling tower, cornices, eaves, elevator enclosures and overruns, fences, flues, green roof, guardrails, insulation and roof surface materials, landscape and public art features, lighting fixtures, mechanical penthouses, ornamental elements, parapets, pipes, planters, platforms, railings, retaining walls, screens, stacks, stairs, stair enclosures, terraces, trellises, underground garage ramps and their associated structures, vents, walkways, wheel chair ramps, wind protection, window sills, and window washing equipment; and
 - ii. Elements or structures on any portion of a roof used for outside or open air recreation, including required residential **amenity space**;
- H. Despite Section 40.10.40.70(2), the required minimum **building setbacks** are shown in metres on Diagram 2 of By-law [NTD: City Clerk to provide By-law #];

- I. Despite Table 200.5.10.1 and Section 900.11.10(2), **parking spaces** must be provided on the **lot** as follows:
- i. A minimum of 0.1 **parking spaces** for each bachelor **dwelling unit**;
 - ii. A minimum of 0.3 **parking spaces** for each one-bedroom **dwelling unit**;
 - iii. A minimum of 0.75 **parking spaces** for each two-bedroom **dwelling unit**;
 - iv. A minimum of 0.4 **parking spaces** for each three-bedroom **dwelling unit**;
 - v. a minimum of 0.12 visitor **parking spaces** per **dwelling unit**;
- J. One Type “G” **loading space** must be provided and maintained on the **lot**;
- K. One Type “B” **loading space** must be provided and maintained on the **lot**;
- L. Despite any existing or future consent, severance, partition or division of the lot, the provisions of By-law ### [NTD: **City Clerks to provide By-law #**], shall apply to the **lot**, as identified on Diagram 1, as if no consent, severance, partition or division occurred.

Prevailing By-laws and Prevailing Sections:

- M. None of the following Prevailing Sections from City of Toronto By-law No. 438-86 shall apply to the **lot**:
- i. Section 12(2)118
 - ii. Section 12(2)119
 - iii. Section 12(2)269
 - iv. Section 12(2)270(a)
- N. None of the Prevailing Sections from City of Toronto By-law 458-2005 shall apply to the **lot**.

ENACTED AND PASSED this ___day of _____, A.D. 2020.

JOHN TORY
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk

