



Planning & Urban Design Rationale

**3400 Dufferin Street &
8 Jane Osler Boulevard**
City of Toronto

Prepared For
Dufferin 401 Properties Limited

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This Planning and Urban Design Rationale report has been prepared in support of an application by Dufferin - 401 to amend the Toronto Official Plan, the Dufferin Street Secondary Plan (OPA 294), Former City of North York Zoning By-law 7625, as amended, and City-wide Zoning By-law 569-2013, as amended, in order to permit a mixed-use development site located on the west side of Dufferin Street south of Highway 401 and north of Jane Osler Boulevard.

The proposal will provide for three new buildings including a 29-storey residential tower, a 29-storey mixed-use residential tower and a 9-storey mixed-use building. The proposal will provide new residential dwelling units and non-residential uses organized around a new public road network which connects with the approved network to the north.





1

Introduction

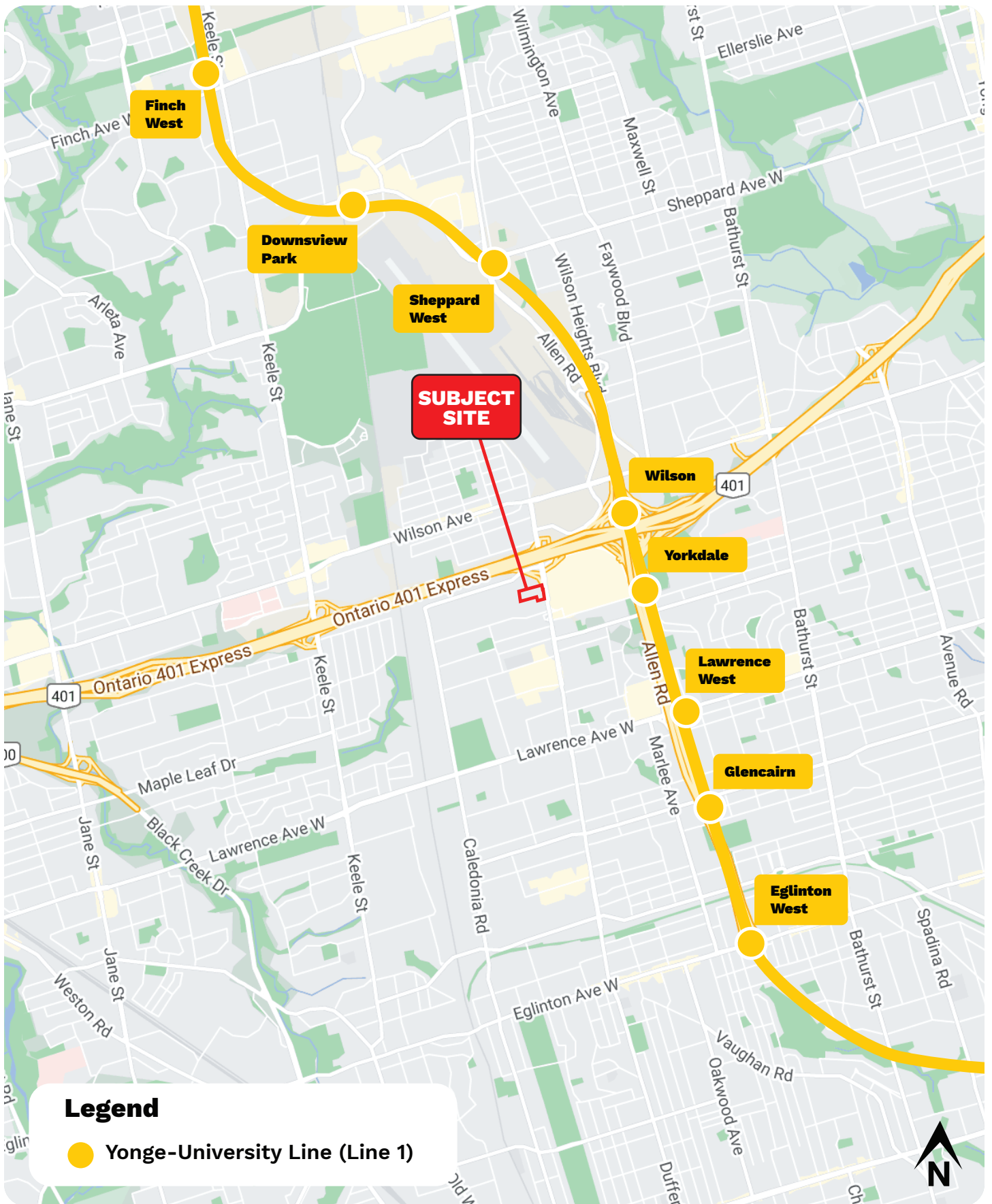


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Dufferin - 401 to amend the the Toronto Official Plan, the Dufferin Street Secondary Plan (OPA 294), Former City of North York Zoning By-law 7625, as amended, and City-wide Zoning By-law 569-2013, as amended, in order to permit a mixed-use development on a 1.68 hectare site located on the west side of Dufferin Street south of Highway 401 and north of Jane Osler Boulevard (see **Figure 1 – Location Map**).

The proposal will provide for three new buildings including a 29-storey residential tower, a 29-storey mixed-use residential tower and a 9-storey mixed-use building. The proposal will provide new residential dwelling units and non-residential uses organized around a new public road network which connects with the approved network to the north. The redevelopment will provide for a total gross floor area of approximately 60,818 square metres, including approximately 1,366 square metres of non-residential gross floor area and a total residential unit count of 834 residential units.

From a land use planning perspective, the proposal is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, and meets the intent of the Dufferin Street Secondary Plan, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including higher order public transit. In this regard, the subject site is located on an Avenue in the City's Official Plan and is within an area that would meet the definition of a major transit station area under the Growth Plan, given that it is within approximately 766 metres of the northern entrance to the Yorkville Subway Station (an approximate 15-minute walk on the sidewalk network and an approximately 9- to 10- minute walk utilizing the Yorkdale Mall).

From a built form and urban design perspective the proposed development will result in an improved public realm and high quality landscaping along Dufferin Street, as well as along the new public road. The proposed buildings will complement the planned and existing context and appropriately frame the surrounding streets with a design which adequately limits light, view and privacy impacts on surrounding streets and properties.

For the foregoing reasons, it is our opinion that the proposed development represents good land use planning and urban design and reflects an opportunity to provide new residential and community commercial uses to a neighbourhood that is well served by existing public transit. The proposed building has been designed to mitigate unacceptable built form impacts and add architecturally distinct buildings to the skyline in this area of North York. As such, we recommend approval of the rezoning application.



2

Site & Surroundings

2.1 Subject Site

The subject site is located on the west side of Dufferin Street, approximately 210 metres south of Highway 401 (see **Figures 2** and **3**), at the signalized intersection that services Yorkdale Mall. The subject site is 'L'-shaped with an area of approximately 1.67 hectares (16,680 square metres) with a frontage of approximately 109 metres on Dufferin Street and approximately 40.4 metres on Jane Osler Boulevard. It is municipally known as 3400 Dufferin Street.

The subject site is currently comprised of a 1- to 2-storey building which is occupied by the Midtown Honda dealership and service centre and associated surface parking lot. The portion of the subject site at 8 Jane Osler Boulevard is currently occupied by a 2-storey single detached dwelling. Access to the dealership is via the signalized intersection on Dufferin Street.



8 Jane Osler Boulevard



Subject Site looking southwest



Subject Site look west along north property line

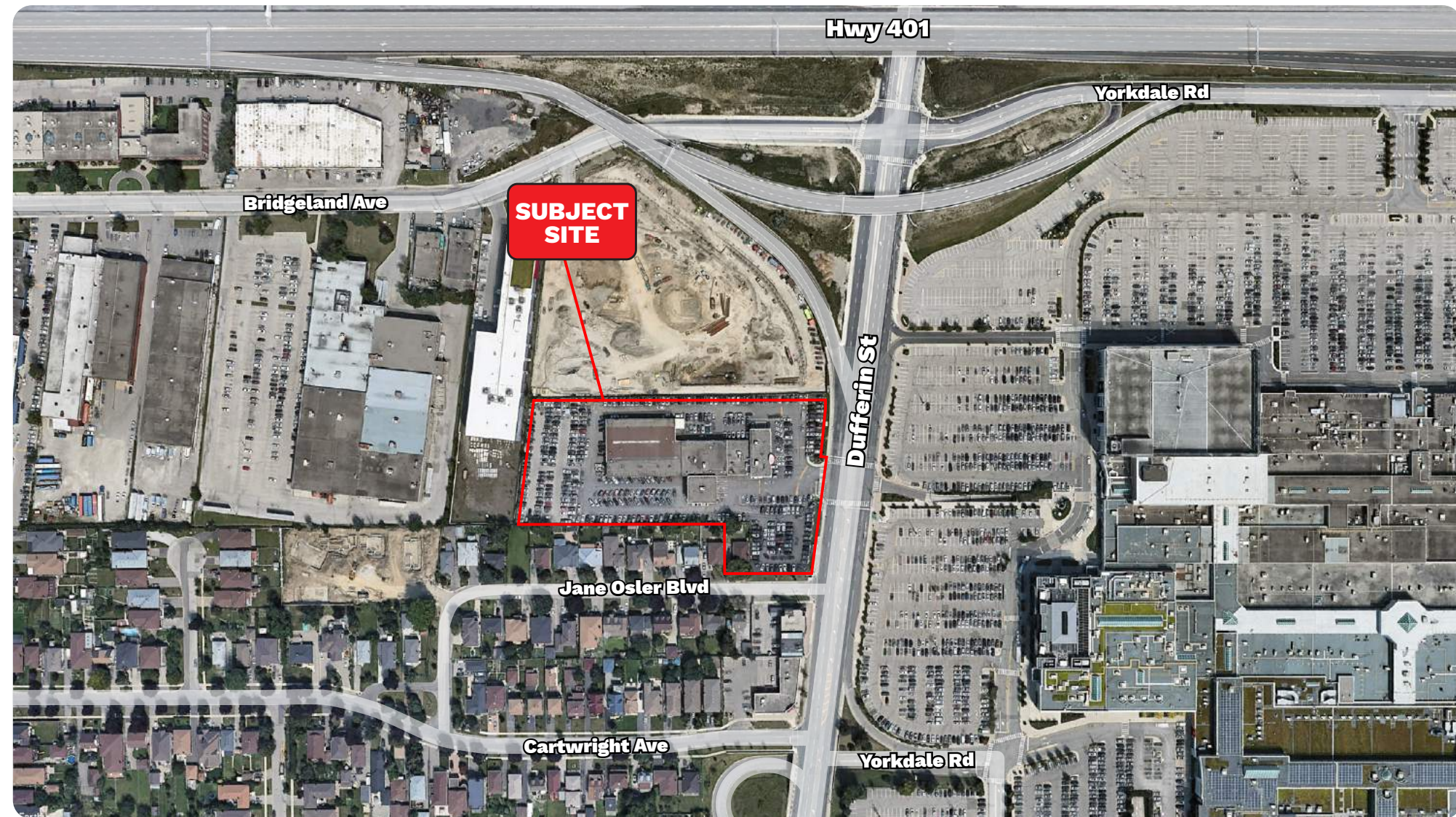


Figure 2 - Aerial Photo - Site Context



Subject Site looking east



Subject Site looking north from Jane Osler Boulevard

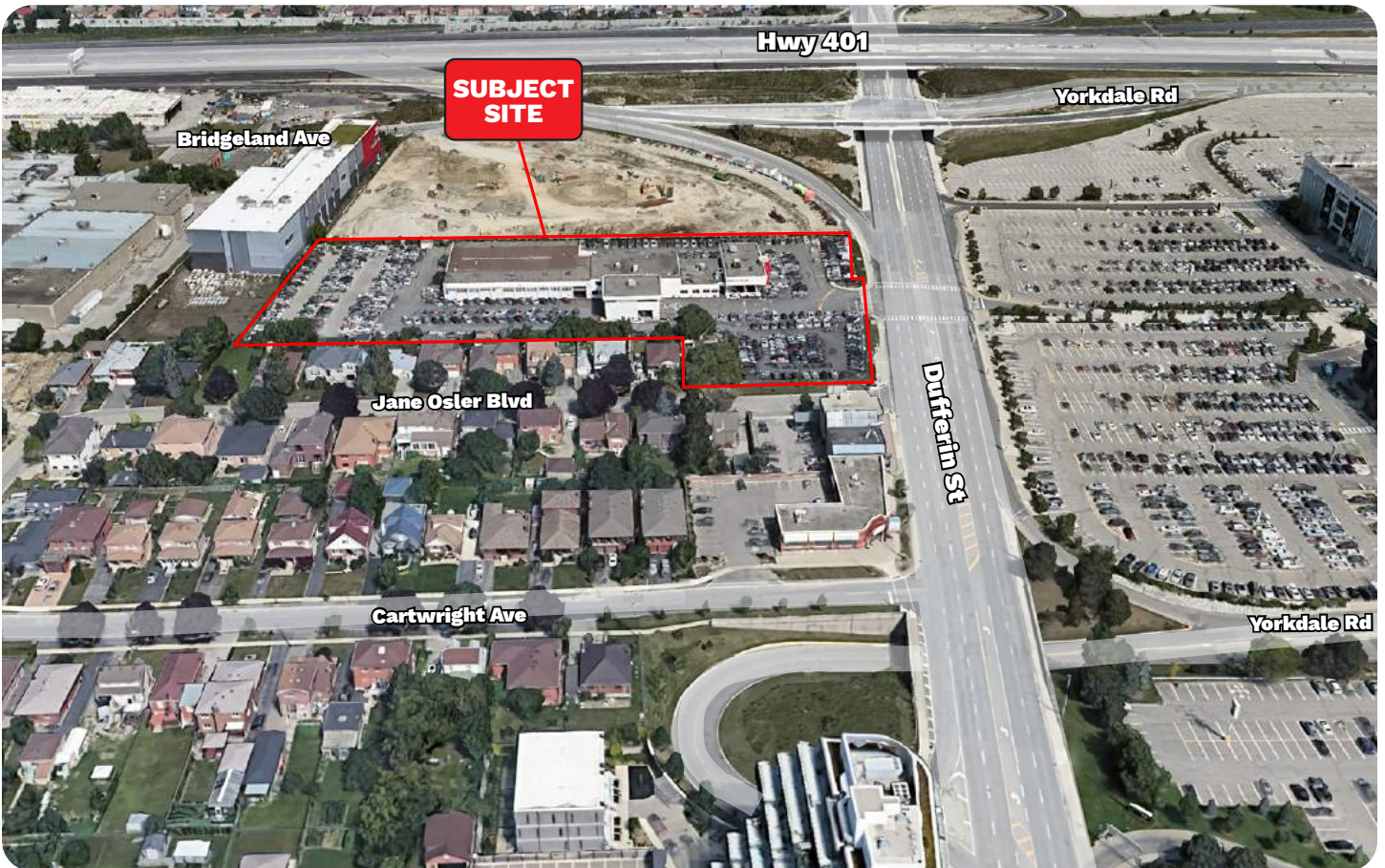


Figure 3 - Surrounding Context Aerial

2.2 Area Context

The subject site is located within the Yorkdale Neighbourhood, an area generally bounded by Wilson Avenue to the north, Allen Road to the east, Lawrence Avenue West to the south and the Metrolinx Barrie GO Transit Rail Corridor to the west. The area west of Dufferin Street is generally characterized by employment uses (with a focus on light industrial, warehouse, showroom, retail, and recreational and entertainment uses), with pockets of residential uses north of Orfus Road as well as north of Highway 401.

The area east of Dufferin Street is predominantly residential in character, with the exception of three large retail centres including Yorkdale Shopping Centre, which occupies the lands between Allen Road, Highway 401, Dufferin Street and Yorkdale Road; the Lawrence Allen Centre at Lawrence Avenue West and Allen Road; and large format commercial plazas located north of Highway 401, west of Allen Road between Wilson Avenue and Billy Bishop Way (SmartCentres Downsview and Shops at Wilson Station).

Dufferin Street is characterized by a number of strip-style and pad-style retail plazas, automobile sales and service establishments, automobile oriented restaurants and other such uses. The lots on the east side of the street generally are smaller and shallower, while the lots on the west side of the street (including the subject site) are generally larger and deeper.

Recent development approvals along the Dufferin Street corridor between Lawrence Avenue and Highway 401 have begun to establish a more urban context for the corridor (see **Figure 3**, Surrounding Context Aerial).

2.3 Surroundings

To the immediate north of the subject site is an approximate 2.0 hectare parcel of land which is subject to an active development application that was recently approved by the Ontario Planning Tribunal (OLT) in April 2020 (3450 Dufferin Street). The Tribunal approval permitted the development of three towers with heights of 23, 27 and 29 storeys as well as a new public park in the southwest corner of the site. In addition to the towers and park, a new public road is proposed along the west boundary of the site, as well as a curvilinear road that borders the park and connects south into the subject site. To the north of 3450 Dufferin Street is Ontario Highway 401, the most significant piece of transportation infrastructure in the City of Toronto which offers access to other major highways and corridors across city. Further north of the highway is Winston Park, a low-rise detached neighborhood on the west side of Dufferin Street, and a cluster of big box stores on the southeast corner of Dufferin Street and Wilson Street. Business within the power centre include a Costco, LCBO and Home Depot.



3450 Dufferin looking northwest from Dufferin Street



3450 Dufferin looking southeast from Bridgeland Avenue

To the immediate west of the subject site are lands that can be generally characterized as light industrial employment uses which include a combination of warehousing, storage, manufacturing and distribution uses. Immediately abutting the subject site is a 3- to 4-storey rectangular building that is occupied by Access Storage Yorkdale-Bridgeland (55 Bridgeland Avenue). The building itself is set back approximately 2.5 metres from its east lot line, which abuts the subject site, and contains approximately 10 interspersed windows on the east facade. The south extent of the property contains additional outdoor storage uses that abut the subject site.

To the east of Access Storage, fronting onto Bridgeland Avenue, are smaller scale light industrial buildings that contain automotive uses (Active Green + Ross Tire and Automotive Centre, 71 and 73 Bridgeland Avenue). Further east is an industrial building with a large footprint that contains both commercial offices as well as a shipping dock associated with a security systems wholesaler (Tyco Security Products, 95 Bridgeland Avenue). Along the north side of Bridgeland Avenue is a light industrial plaza that contains a variety of uses including a tire distribution centre, a lighting and flooring wholesaler, as well as a food distribution and manufacturing business (100 Bridgeland Avenue). Additional lands to the west along Bridgeland Avenue are characterized by light industrial and outdoor storage uses that continue west for approximately 930 metres.



55 Bridgeland Avenue



71 and 73 Bridgeland Avenue



100 Bridgeland Avenue



95 Bridgeland Avenue

To the southwest of the subject site are three single-detached dwellings that front onto Jane Osler Boulevard. Before Jane Osler Boulevard turns south to connect with Cartwright Avenue, there is a small scale townhouse infill development, which is currently under construction and which backs onto the light industrial areas to the north (2–16 Allegrezza Crescent). Additional low-rise residential land uses continue to the southwest of the subject site consisting of both original single-detached bungalows and newer renovated dwellings that extend west until Paul David Street. The detached dwellings are generously set back from their front lot lines and contain an individual driveway access.

To the immediate south of the subject site are 8 single-detached dwellings that front onto Jane Osler Boulevard (10 – 24 Jane Osler Boulevard). The dwellings range from 1- to 2-storeys and are consistently set back from their front lot lines by approximately 5.0 to 6.0 metres. Each dwelling has an individual driveway access, generous front yard landscaping as well as private rear yards which abut the subject site. A single lot to the west of these 9 dwellings, separating 24 and 28 Jane Osler Boulevard, is a vacant parcel that is owned by the applicant. Further south, additional single-detached dwellings are located on the south side of Jane Osler Boulevard and continue south until Bentworth Avenue to the south. On the east end of the block bound by Jane Osler Boulevard and Cartwright Avenue is two low-rise commercial-retail plazas that are built to their front lot line (3350 and 3338 Dufferin Street). The plazas contain a mix of commercial and retail services including a supplement store, a jewelry store, a pet salon and an attorney's office. Surface parking is located at the rear of both buildings and accessed off Jane Osler Boulevard and Cartwright Avenue respectively.



2 – 16 Allegrezza Crescent



10 Jane Osler Boulevard



Vacant Parcel of land (Subject Site)



3350 Dufferin Street looking west



3338 Dufferin Street looking north



Rear parking of 3350 and 3338 Dufferin Street

To the south of the commercial plazas is a partial clover leaf road interchange that runs beneath Dufferin Street to allow vehicles traveling north and south access into the Yorkdale Shopping Centre to the east. Further south along the west side of Dufferin Street, at the northwest corner of Dufferin Street and McAdam Avenue, is a recently constructed 9-storey residential apartment building with a curvilinear frontage that addresses Dufferin Street and transitions to the low-rise neighbourhood to the west through stepping (16 McAdam Avenue).



Clover Leaf interchange accessing Yorkdale Shopping Mall



16 McAdam looking west from Dufferin Street

To the immediate east of the subject site is the Yorkdale Shopping Centre, the largest shopping mall in the city of Toronto. The shopping mall is generally bound by Dufferin Street in the West and Yorkdale Road that wraps the mall to the north, east and South. More generally speaking, the mall is also bound by Highway 401 to the north, Allen Road to the east, and residential uses to the south located along the north side of Glen Belle Crescent and Alcester Court. The Yorkdale Shopping Centre is surrounded by significant areas of surface parking on the north and west frontages of the property that total approximately 620,000 square metres.

A development application was submitted to amend the Official Plan and Zoning By-law to allow for a long-term, mixed use plan for the entire Yorkdale Shopping Centre site. The application was subsequently appealed to the OMB and is still under review. The original application included three conceptual block master plan options that comprised of a range of retail, office, hotel and residential uses with a maximum proposed total future gross floor area of 682,670 square metres and 2.29 FSI and an internal private above and below grade street network. The application has been revised into a single concept with expanded parkland and the inclusion of a public road. The proposal continues to propose a range of uses, including affordable housing which is intended to occur in a phased manner over the next 20+ years. To the general southeast of the subject site and south of the Yorkdale Shopping Centre is another low rise neighborhood that is predominantly characterized by single-detached dwellings.



Yorkdale Shopping Mall looking east from Dufferin Street



Yorkdale Shopping Mall looking east from Dufferin Street



3338 Dufferin Street looking north

2.4 Transportation Context

The subject site is well served by the local public road network including local surface transit routes and both the Yorkdale Subway Station, the northern entrance of which is located approximately 766 metres to the east, and the Lawrence West Subway Station, which is located approximately 1.0 kilometre south of the subject site. Currently, transit service on Dufferin Street meets the definition of "frequent transit", as defined by the 2019 Growth Plan. Should dedicated bus only lanes be implemented (as discussed further below), and the existing level of service and bus frequency remain in place, certain bus routes could meet the definition of "higher order transit", as defined by the 2019 Growth Plan.

Roads

Dufferin Street, a north-south public roadway, is classified as a Major Arterial. Dufferin Street, between Lawrence Avenue West and Highway 401, has a four-lane cross section, with two lanes traveling in either direction, and has a planned right-of-way width of 30 metres. Dufferin Street also includes a dedicated lay-by lane for southbound TTC vehicles adjacent to the north of the subject site adjacent to 3180 Dufferin Street and a lay-by lane to the south of the subject site. Dufferin Street also has sidewalks and transit stops on either side of the street. Parking is prohibited on the street.

Public Transportation

The subject site has excellent access to bus and rapid transit services, given its location in proximity to both the Yorkdale Subway Station and the Lawrence West Subway Station. It is also well served by the following TTC surface transit routes (see **Figure 4**, TTC Transit Map).

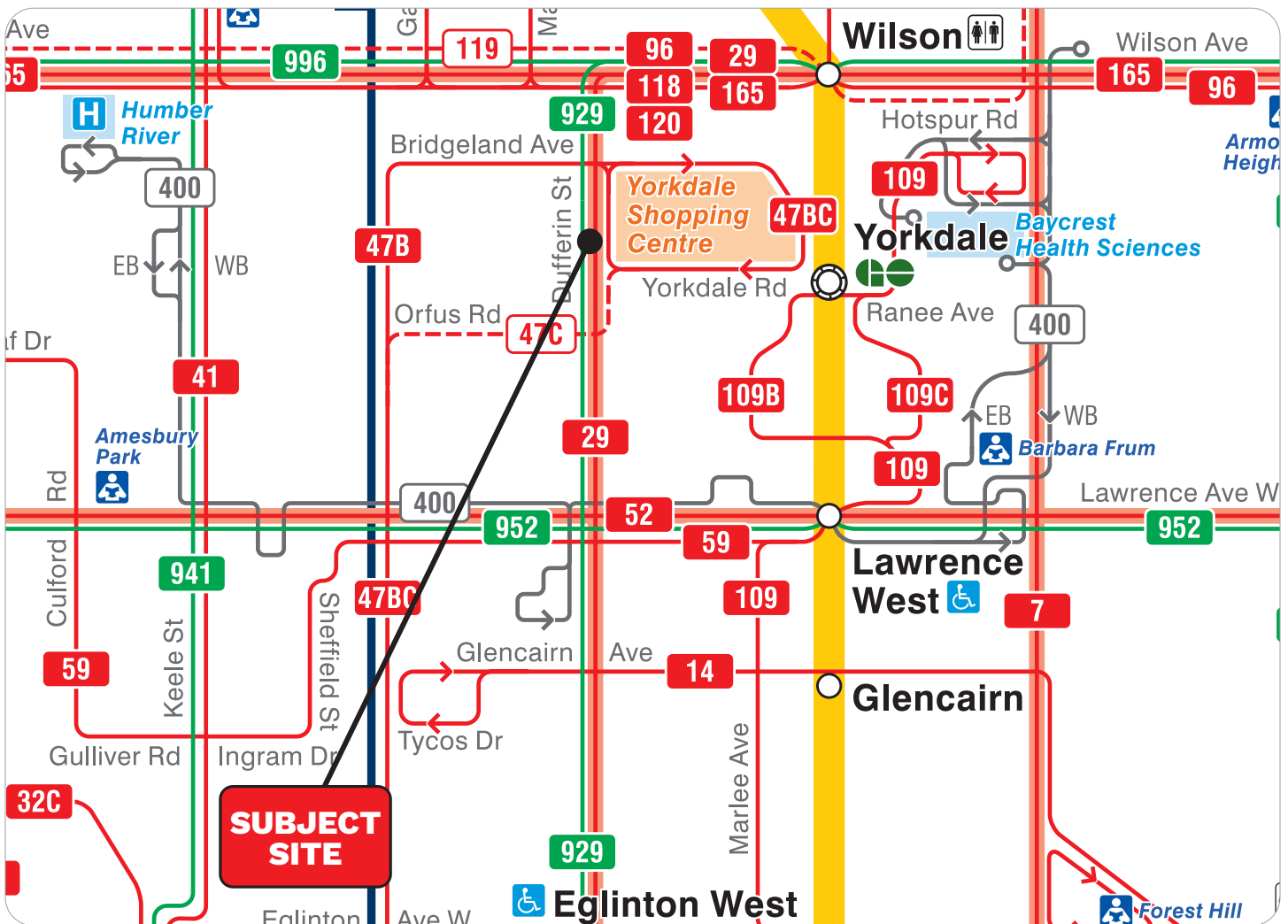


Figure 4 - TTC Transit Map

Planned Public Transportation Improvements

With regard to planned transit improvements within the vicinity of the subject site, the TTC released its 5-Year Service Plan and 10-Year Outlook (the "Service Plan") on December 4, 2019. One of the key recommendations in the Service Plan is to prioritize surface transit routes over the next five years by exploring the implementation of exclusive bus lanes on Toronto's busiest bus corridors in order to improve reliability and speed. Over the next five years, the TTC has committed to exploring opportunities on Eglinton Avenue East, Dufferin Street, Jane Street, Steeles Avenue West and Finch Avenue (see **Figure 5**, Proposed Enhanced Priority Corridors). At the June 17, 2020 TTC Board meeting, the Board approved a motion requesting staff to identify transit priority measures on all five bus priority corridors in the TTC's 5-year implementation plan, including Dufferin Street.

With respect to the Dufferin Street bus transit corridor, the Bus Lane Plan envisions an 11.2-kilometre corridor which would run between Wilson Avenue and the Dufferin Gate Loop. In proximity to the subject site, the report proposes a lane configuration comprised of 2 bus lanes, 2 general purpose lanes, and one two-way left-turn lane. On July 28, 2020, City Council approved the recommendations of the report, and approved amendments to the Municipal Code to authorize the implementation of Reserved Bus Lanes on the Eglinton East corridor and conduct further study and public consultation on the other corridors.

- 29 Dufferin Bus Route:

This route operates between Wilson Station on the Yonge-University-Spadina Line (Line 1) and Exhibition Place. The bus generally travels in a north-south direction and makes stops at major intersections along Dufferin Street. The bus connects to Dufferin Station on the Bloor-Danforth Line (Line 2), providing a direct line of access to both Downtown Toronto and the Etobicoke Centre. In the vicinity of the subject site, the route has a southbound stop at the northwest corner of Dufferin Street and Jane Osler Boulevard and a northbound stop immediately across the street. Both of these stops are within 50 metres of the subject site. It is noted that this route forms part of the 10-minute network and operates at minimum 10-minute or better service, all day, every day.

- 52 Lawrence West Bus Route:

This route operates between Lawrence Station on Line 1 and the area of The Westway and Martin Grove Road and Lester B. Pearson International Airport. The route generally operates in an east-west direction and makes stops at major intersections along Lawrence Avenue West and Dixon Road. The bus connects to both the Lawrence and Lawrence West Stations on Line 1, connects to GO Train service at the Weston GO Transit Station and connects to Union-Pearson Express Service at both the Weston GO Transit Station and Lester B. Pearson International Airport. In the vicinity of the subject site, the route has eastbound and westbound stops at Dufferin Street and Lawrence Avenue West, approximately 1.2 kilometres south of the site. This route also forms part of the 10-minute network and operates at minimum 10-minute or better service, all day, every day.

- 929 Dufferin Express:

The 929 Dufferin Express bus route operates between Wilson Station on Line 1 Yonge-University and Dufferin Gate Loop near Liberty Village and runs in a north-south direction. The route also serves Dufferin Station on Line 2 Bloor-Danforth. Although not identified as a 10-minute or better service, this route operates at increased frequencies less than 10-minutes during peak commuting hours.

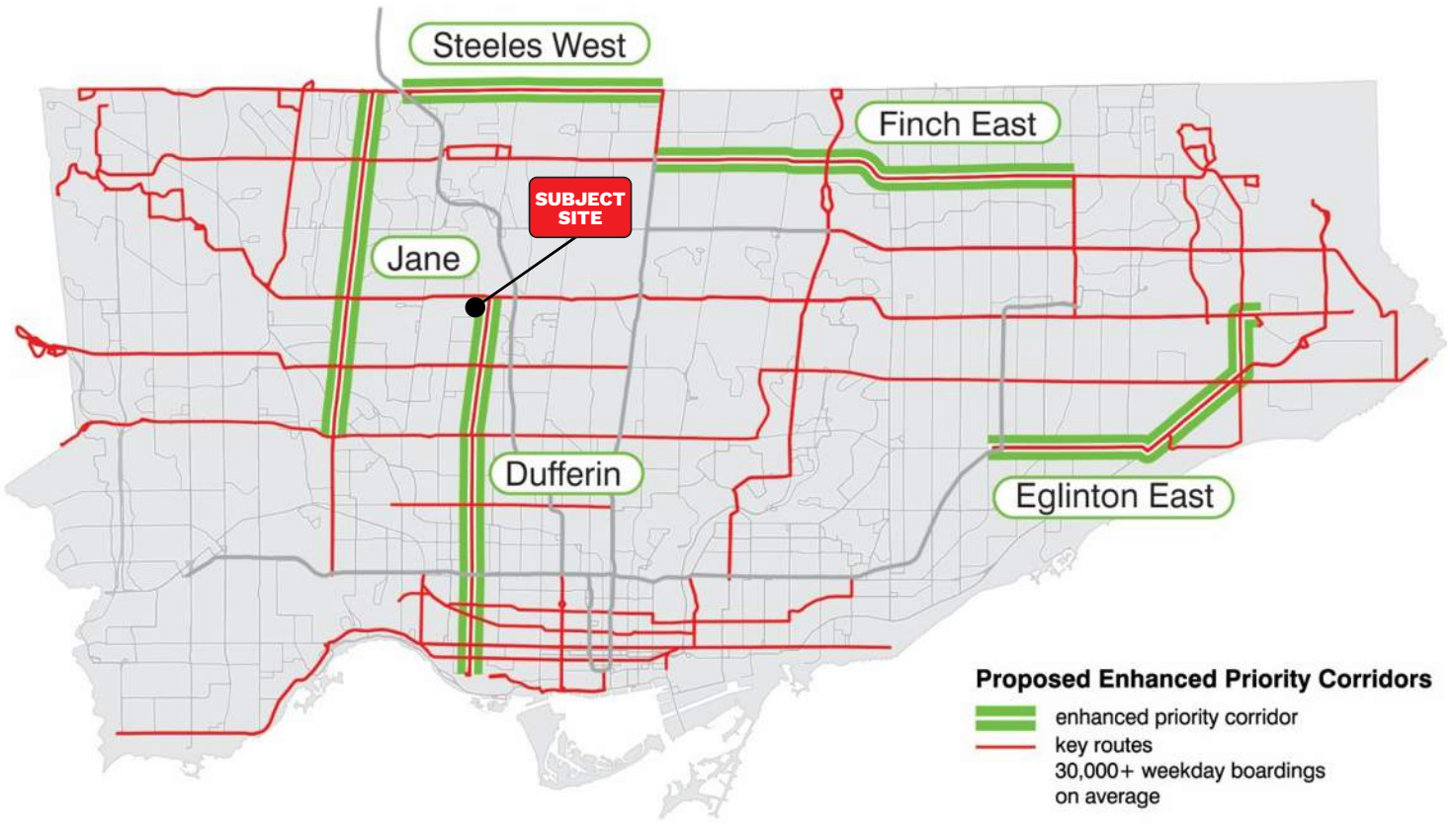


Figure 5 - Proposed Enhanced Priority Corridors



Proposal

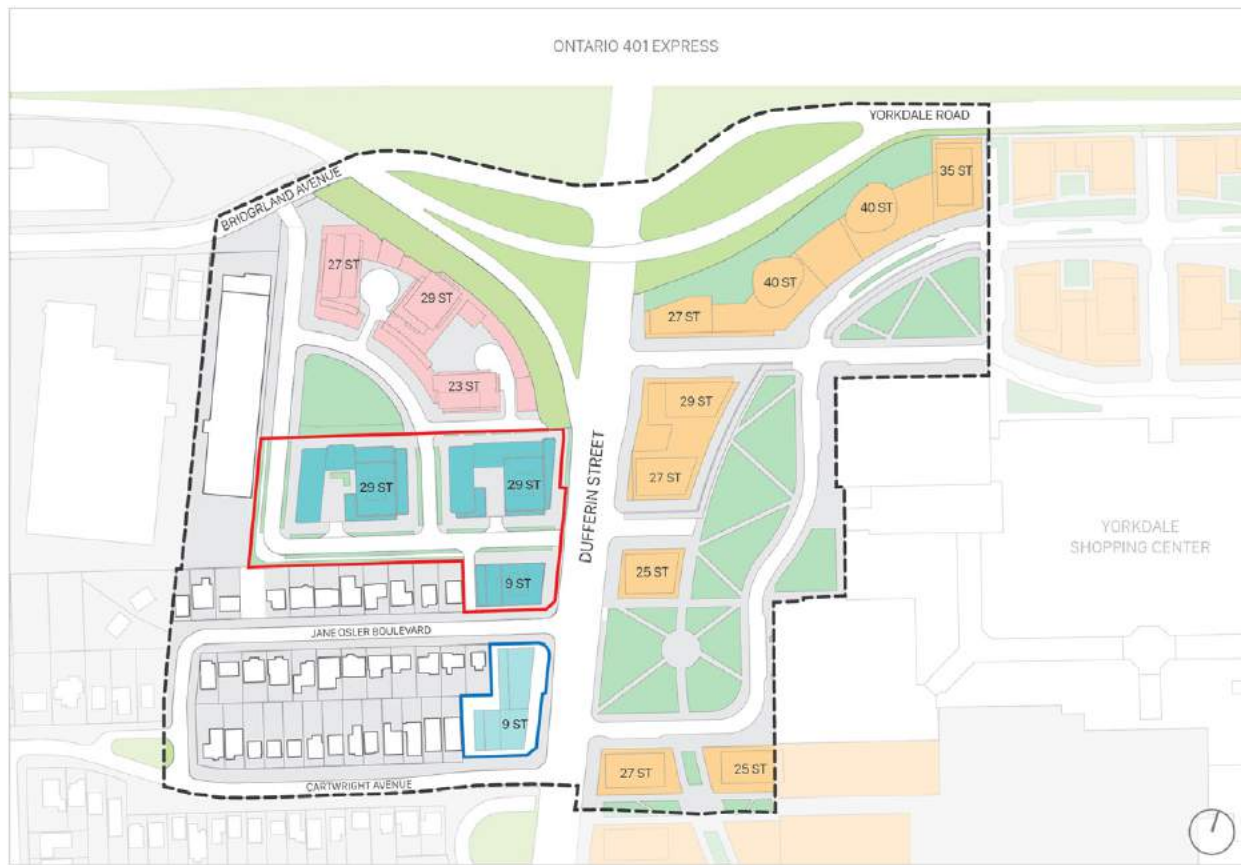
3.1 Description of Proposal

The proposal contemplates the comprehensive redevelopment of the subject site with three buildings; two traditional podium-point towers and a stepped mid-rise building, herein referred to as Buildings A, B and C respectively. The proposal is organized around a series of new municipal roads that will intersect with proposed development application to the north at 3450 Dufferin Street.

The proposed tall buildings are 29-storeys in height (91.5 metres, exclusive of a 6.0 metre mechanical penthouse), inclusive of a 6- to 7-storey podium element. The mid-rise building proposes a height of 9-storeys (30.3 metres, exclusive of a 6.0 metre mechanical penthouse) and is located at the southeast corner of the subject site, with frontage on Dufferin Street. The proposal will have a total gross floor area ("GFA") of approximately 60,818 square metres with an average net density of 5.53 FSI and a gross density of 3.65 FSI. A total of 834 residential units are proposed which contain a mix of bedroom types, including 59% one-bedroom 31% two-bedroom units, and 10% three-bedroom units.

Site Organization

As stated above, the proposal is structured around a new public road network that will create a series development blocks for the site, while establishing continued connectivity to the north with the OLT-approved development at 3450 Dufferin Street. Blocks A and B occupy the majority of the subject site with a total area of approximately 8,143 square metres. Block A addresses Dufferin Street to the east as well as two new public roads along its south and west frontages. Block B is located to the west at the rear of the site while Block C is located in the southeast corner of the site and fronts onto Dufferin Street. The primary east west connection across the site is a new public road (Public Road A) that extends west before turning north and running along the western property line and connecting with the proposed public road associated with 3450 Dufferin Street redevelopment. An additional public road (Public Road B) is proposed in between Blocks A and B and connects with the approved public road that will run generally to the northwest alongside the approved public park associated with the 3450 Dufferin Street application.



LEGEND

- STUDY AREA — SUBJECT SITE ■ PROPOSED DEVELOPMENT ■ UNDER CONSTRUCTION DEVELOPMENT ■ UNDER REVIEW DEVELOPMENT
- POTENTIAL SOFT SITE ■ POTENTIAL FUTURE DEVELOPMENT

Figure 6 - Simplified Block Plan



Figure 7 - Site Plan (Provided by gh3)

Block A – Building A

Block A is located on the east side of the subject site and has a frontage of approximately 55.7 metres on Dufferin Street. The block consists of a 29-storey building with a total height of 91.5 metres (97.5 including mechanical penthouse). The building will frame Dufferin Street with good proportion and incorporates a 6- to 8-storey podium. The podium of Building A is 'U'-shaped with frontages on Dufferin Street to the east, a shared private driveway to the north, Public Road B to the west and Public Road A to the south.

At grade, the majority of the podium is occupied by 1,149 square metres of retail uses that are accessible from the east and north frontages of Building A. The west portion of the podium is occupied by grade-related units that front onto the proposed Public Road B. The 'U'-shape of the podium element establishes an internalized courtyard for drop/off pick up activities as well as access to loading and the two levels of underground parking. Also located at-grade is an indoor amenity space at the southwest corner of the building, two secure long-term bicycle parking areas and the primary lobby entrance which fronts onto the Public Road A.

In terms of setbacks, the ground floor is setback 5.0 metres from the east lot line, 6.0 metres from the north lot line, 3.0 metres from Public Road B to the west and 3.0 metres from Public Road A to the south. Along the east frontage of Building A is a cumulative 12.0 metre public realm that will include a dedicated cycling track, a planted boulevard, a 2.6 metre sidewalk and an additional 5.0 metre setback which will complement the pedestrian realm adjacent to the retail uses at grade.

Above grade, the second floor transitions to entirely residential uses, with the exception of the area above the retail uses which is afforded a double height ceiling. Residential uses are proposed on Levels 3 to 7, upon which the building transitions to a 796 square metre floor plate. A street wall height of 6 storeys (21.0 metres) is provided on the east side of the podium. The western half of Building A will consist of a 6-storey (21.0 metre) element that fronts Public Road B and as well as a 7-storey and 8-storey element (24.0 metres and 27.3 metres) that front the shared private driveway to the north. A stepped 4-storey element is also provided on the southwest corner of the podium fronting Public Road A that is accommodated by a 3.0 metre and 6.8 metre setbacks.

At Level 7, a 287 square metre indoor amenity space is provided at the north edge of the podium that directly connects to a 540 square metre outdoor amenity area that sits atop the 6-storey podium element. The remainder of Level 7 is occupied by residential units on the east half of the podium.

Level 8 transitions to the tower element of Building A which consists of residential uses that abut a 227 square metre indoor amenity area on the north portion of the floor plate. The indoor amenity area also connects to an outdoor amenity terrace of 231 square metres. Level 9 also consists of residential uses as well as a green roof that is positioned above the level 8 indoor amenity space. The residential uses continue up to Level 29, all of which have individual private balconies.

Block B – Building B

Block B is located on the west side of the subject site and has three frontages onto proposed Public Roads A and B. Similar to Block A, Block B also consists of an identical 29-storey building with a height of 91.5 metres which incorporates a 6- to 8-storey podium which utilizes the same 'U'-shape. The ground floor frontages are occupied by grade-related residential uses that range from one to three-bedroom units. These residential units have direct frontage and access via the new public roads. Also located at-grade on the south extent of the podium is a centralized lobby that fronts Public Road A. Notably, the units that face north will overlook the new public park and will facilitate 'eyes on the street' to create an enjoyable pedestrian environment. Similar to Building A, the loading and access into the underground garage and loading will be provided off of a single curb cut off Public Road A to the south. Also, within the podium at-grade is an 89 square metre indoor amenity space and long-term resident bicycle parking.

In terms of at-grade setbacks, the podium is set back 3.0 metres from Public Road B to the east and 6.0 metres from the public park to the north. The podium is also set back 3.0 metres from Public Road A to the west. The west, east and north setbacks will accommodate front yard walkways and grade related patios for residents.

Above grade the podium consists of residential units ranging from one to three bedrooms, the majority of which contain private balconies. The residential uses continue until Level 6 and utilize the entire 'U'-shaped floorplate. At Level 7, residential uses are contained within in a rectilinear floorplate as the building transitions into its tower form. Level 7 contains an indoor amenity space of 277 square metres at the north portion of the podium which directly abuts a 584 square metre outdoor amenity space that is sited above the 6-storey podium element that overlooks Public Road A to the west. A 257 square metre green roof is also present on the east side of the podium above the 6-storey streetwall facing Public Road B.

At Level 8, Building B transitions to a 796 square metre floor plate consisting of entirely residential uses each with private balconies oriented to the east and the west. The north extent of Level 8 also includes an indoor amenity space totaling 227 square metres that also abuts an outdoor amenity space of 224 square metres that sits atop the Level 7 indoor amenity space below. Residential uses continue for the remainder of the tower up to Level 29 with a 204 square metre green roof located above the Level 8 amenity space.

Block C – Building C

Block C is located in the southeast corner of the subject site and has a frontage of approximately 31.2 metres on Dufferin Street and approximately 48.0 metres on Jane Osler Blvd to the south. Block C consists of a single mid-rise building that is 9-storeys in height totaling 30.3 metres (36.3 including MPH), and will transition to the west utilizing a series of stepped elements. At grade, Building C will be setback 5.0 metres from the front lot line (west), 3.0 metres to the north, 3.0 metres to the south and 7.5 metres to the west. Building C will establish a 6-storey street wall, similar to Building A to the north, with a height of 21.0 metres.

At ground Level, Building C will contain a 288 square metre retail space that fronts directly on to Dufferin Street as well as a lobby space that fronts Public Road A. Long-term bicycle parking is also located on the north portion of the ground level. At the rear (west) of the building is a single Type 'G' loading space, a drop off area as well as a ramp into the 2-level underground parking garage.

On Levels 2 and 3, Building C will transition to residential uses with primary windows along all building facades and will include a centralized locker storage space for units. At Level 4 the building will step back from the west by 6.2 metres, providing a 158 square metre green roof. Also located on Level 4 is an indoor amenity space of 67 square metres. Levels 5 and 6 will have identical floorplates that include residential units ranging from one to three-bedroom units as well as an additional indoor amenity space. Building C will step back again at Levels 7 by 8.9 metres allowing for a 228 square metre outdoor amenity terrace that abuts a 127 square metre indoor amenity area. Also located on Level 7 is four residential units, two of which face east and have access to large private terraces overlooking Dufferin Street. Finally, Levels 8 and 9 will consist of six residential units per floor. A 6.0 metre mechanical penthouse is provided above Level 9.

Unit Count and Amenity Space

The proposal will provide for a range and mix of unit types, sizes, and typologies including grade-related units. Building A will have a proposed unit mix of 219 1-bedroom units, 129 2-bedroom units, and 40 3-bedroom units, for a total of 388 units. Building B will have a proposed unit mix of 224 1-bedroom units, 109 2-bedroom units, and 38 3-bedroom units, for a total of 371 units. Building C will have a proposed unit mix of 47-bedroom units, 20 2-bedroom units, and 8 3-bedroom units, for a total of 75 units. In total, the proposal will provide 834 units consisting of 490 1-bedroom units (59%), 258 2-bedroom units (31%) and 86 3-bedroom units (10%).

With respect to amenity space, each building will have access to its own private indoor and outdoor amenity space provided for through a combination of rooftop terraces and indoor areas. The proposed development provides for a total of 1,726 square metres of indoor amenity space, comprised of 787 square metres for Block A, 746 square metres for Block B and 193 square metres for Block C. Based on the proposed number of residential units, this represents a ratio of 1.8 square metres per unit for Block A, 1.7 square metres per unit for Block B and 5.9 square metres per unit for Block C. A total of 1,748 square metres of outdoor amenity space is proposed overall, comprised of 789 square metres for Block A, 770 square metres for Block B and 189 square metres for Block C. Based on the proposed number of residential units, this represents a ratio of 2.1 square metres per unit for Block A, 2.3 square metres per unit for Block B and 7.3 square metres per unit for Block C.

On a development-wide basis, a total of 4.71 square metres per unit if amenity spaces is proposed, comprised of 2.0 square metres per unit for indoor amenity and 2.68 square metres for outdoor amenity.

Access, Parking, Loading and Servicing

The primary access to the subject site is via Public Road A which extends west from Dufferin Street and connects to Bridgeland Avenue in the north through the approved public road along the western property boundary of 3450 Dufferin Street. Both Blocks A and B are accessed from Public Road A via single curb cuts that connect into internalized drop off/pick up areas for residents. These internal vehicle courts also provide access to underground parking garages and loading spaces. Block C is also accessed from Public Road A.

n terms of parking, all buildings will have two levels of below grade parking. Building A will provide a total of 170 parking spaces, comprised of 131 resident parking spaces and 39 visitor parking spaces; Building B will provide a total of 164 parking spaces comprised of 127 resident parking spaces and 37 visitor parking spaces and Building C will provide a total of 43 parking spaces, comprised of 42 resident parking spaces, 1 visitor parking spaces. The overall parking ratios will result in 0.25 spaces per units for residents.

With respect to loading a total of 5 loading spaces will be provided across the subject site. Building A will provide 1 Type 'G' loading space and 1 Type 'C' loading space; Building B will provide 1 Type 'B" loading space and 1 Type 'B' loading space; and Building C will provide 1 Type 'C' loading space.

Privately Owned Publicly Accessible Open Space

In addition to indoor and outdoor amenity space, residents will have access to a POPS of approximately 233 square metres to the immediate north of Building B and contiguous with the approved public park that is located to the north.

3.2 Key Statistics

Table 1 - Statistics

Total Site Area Total Road Dedication	4,061 m²
Building Height <i>Height (Block A)</i> <i>Height (Block B)</i> <i>Height (Block C)</i>	91.5 metres (97.5 including MPH) 91.5 metres (97.5 including MPH) 30.3 metres (36.3 including MPH)
Block A Total GFA <i>Residential GFA</i> <i>Non-Residential GFA</i>	27,843 m² 29,947 m ² 0 m ²
Block B Total GFA <i>Block B Residential GFA</i> <i>Non-Residential GFA</i>	26,967 m² 25,890 m ² 1,078 m ²
Block C Total GFA <i>Block B Residential GFA</i> <i>Block C Non-Residential GFA</i>	5,739 m² 5,451 m ² 288 m ²
Combined Gross Density	3.65 FSI
Combined Net Density Block A Block B Block C	5.7 FSI 6.9 FSI 6.6 FSI 3.1 FSI
Combined Total Units	834 Units
Block A Units <i>1-Bedroom</i> <i>2-Bedroom</i> <i>3-Bedroom</i>	388 Units 219 Units (57%) 129 Units (33%) 40 Units (10%)
Block B Units <i>1-Bedroom</i> <i>2-Bedroom</i> <i>3-Bedroom</i>	371 Units 224 Units (61%) 109 Units (28%) 38 Units (10%)
Block C Units <i>1-Bedroom</i> <i>2-Bedroom</i> <i>3-Bedroom</i>	75 Units 47 Units (63%) 20 Units (27%) 8 Units (10%)
Total Indoor Amenity Space Total Indoor Amenity Space	1,726 m² 1,748 m²

Block A Amenity Space Block A Indoor Amenity Space Block A Outdoor Amenity Space	592 m ² 789 m ²
Block B Amenity Space Block B Indoor Amenity Space Block B Outdoor Amenity Space	746 m ² 770 m ²
Block C Amenity Space Block B Indoor Amenity Space Block B Outdoor Amenity Space	193 m ² 186 m ²
Combined Vehicular Parking	377 Spaces
Block A Vehicular Parking <i>Residential</i> <i>Retail/Residential Visitor</i>	131 Residential Car Parking Spaces 39 Visitor Car Parking Spaces
Block B Vehicular Parking <i>Residential</i> <i>Visitor</i>	127 Spaces 37 Spaces
Block C Vehicular Parking <i>Residential</i> <i>Visitor</i>	42 Spaces 1 Spaces
Combined Bicycle Parking <i>Residential</i> <i>Visitor</i>	670 Spaces 608 Spaces 62 Spaces
Loading Block A Block B Block C	Block A - 1 Type 'G' and 1 Type 'C' Block B - 1 Type 'G' and 1 Type 'B' Block A - 1 Type 'C'

3.3 Required Approvals

The proposal requires an amendment to the City of Toronto Official Plan to redesignate the portion of the subject site municipally known as 8 Jane Osler Boulevard from *Neighbourhoods* to *Mixed Use Areas*. The balance of the subject site is designated *Mixed Use Areas* and the proposed land use is permitted. The proposal requires an amendment to the Dufferin Street Secondary Plan (OPA 294) to amend Site and Area Specific Policy 12.3 with respect to an increase the permitted height and density and other specific policies, as necessary.

The proposal also requires an amendment to Former City of North York Zoning By-law 7625, as amended, in order to increase the permitted height and density and to revise other development standards as necessary to

accommodate the proposal. An amendment to City-wide Zoning By-law 569-2013, as amended, is also required in order to bring the subject site into that By-law as it is currently shown as a 'hole' in By-law 569-2013. The amendment will increase the permitted height and density and revise other development standards as necessary to accommodate the proposal.

Draft Plan of Subdivision and Site Plan Approval applications are also required and are being submitted concurrently with the above noted applications.



Policy & Regulatory Context

4.1 Overview

As set out below, it is our opinion that proposed redevelopment of the subject site is supportive of the policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan and the Dufferin Street Secondary Plan, all of which promote and encourage intensification within the built-up urban areas, particularly in areas that are well served by municipal infrastructure, including in proximity to frequent transit service.

4.2 The Planning Act R.S.O. 1990 c. P.13

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 (the "Planning Act") sets out matters of provincial interest to which Councils shall have regard, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposal are: the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the appropriate location of growth and development; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

- a. shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and
- b. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

Section 51(24) of the Planning Act specifies that, in considering a draft plan of subdivision, regard shall be had to, among other matters, the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

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

The above criteria, which pertain to an application for Draft Plan of Subdivision, are addressed in Section 5.8 of this Report.

4.3 Provincial Policy Statement (2020)

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

The 2020 PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

Part IV of the 2020 PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

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

One of the key policy directions expressed by the 2020 PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains several policies that promote intensification, redevelopment, and compact built form, particularly in areas well served by public transit.

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

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

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

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

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

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

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

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

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

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development and, in particular, the requested Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision are consistent with the 2020 PPS, specifically, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.4 Growth Plan for the Greater Golden Horseshoe (2019)

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

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

The Guiding Principles which are important for the successful realization of the 2019 Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal 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; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

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

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

“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... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change”.

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

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

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

In this regard, the subject site is within a “major transit station area” as defined by the Growth Plan and is also serviced by “frequent transit”. The Growth Plan defines “major transit station area” as “the area including and around any existing or planned higher order transit station within a settlement area, and as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk”. The subject site is located within an approximately 766 metre radius from the northern entrance to Yorkdale Subway Station. Furthermore, “higher order transit” is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. “Frequent transit” service is defined as “a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week”. Pursuant to this definition, the 29 Dufferin bus route is a frequent transit surface route, as it is part of the TTC’s 10-Minute Network, which provides service operating every 10 minutes or better, all day, every day.

In June 2020, the City Planning Division initiated the Growth Plan Conformity and Municipal Comprehensive Review which includes the delineation of approximately 180 potential Major Transit Station Areas (“MTSAs”) and protected Major Transit Station Areas (“PMTSAs”) to meet Provincial minimum intensification targets. The subject site falls within the delineated boundaries of the Yorkdale PMTSA, which was identified by the City in draft Official Plan Amendment No. 524. In this respect, the subject site is located within walking distance of a higher-order transit station. The subject site is located approximately 766 metres northwest of Yorkdale Subway Station.

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

With respect to forecasted growth, Schedule 3 of the Growth Plan, as amended by Growth Plan Amendment No. 1, forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. The 2016 Census data indicates that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City's population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census under coverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051.

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

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

The Growth Plan includes a number of policies applying to "major transit station areas". In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 will be identified in official plans and that planning will be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 identifies Line 1 York-University subway line as "existing higher order transit" (see **Figure 8** – Growth Plan Schedule 5).

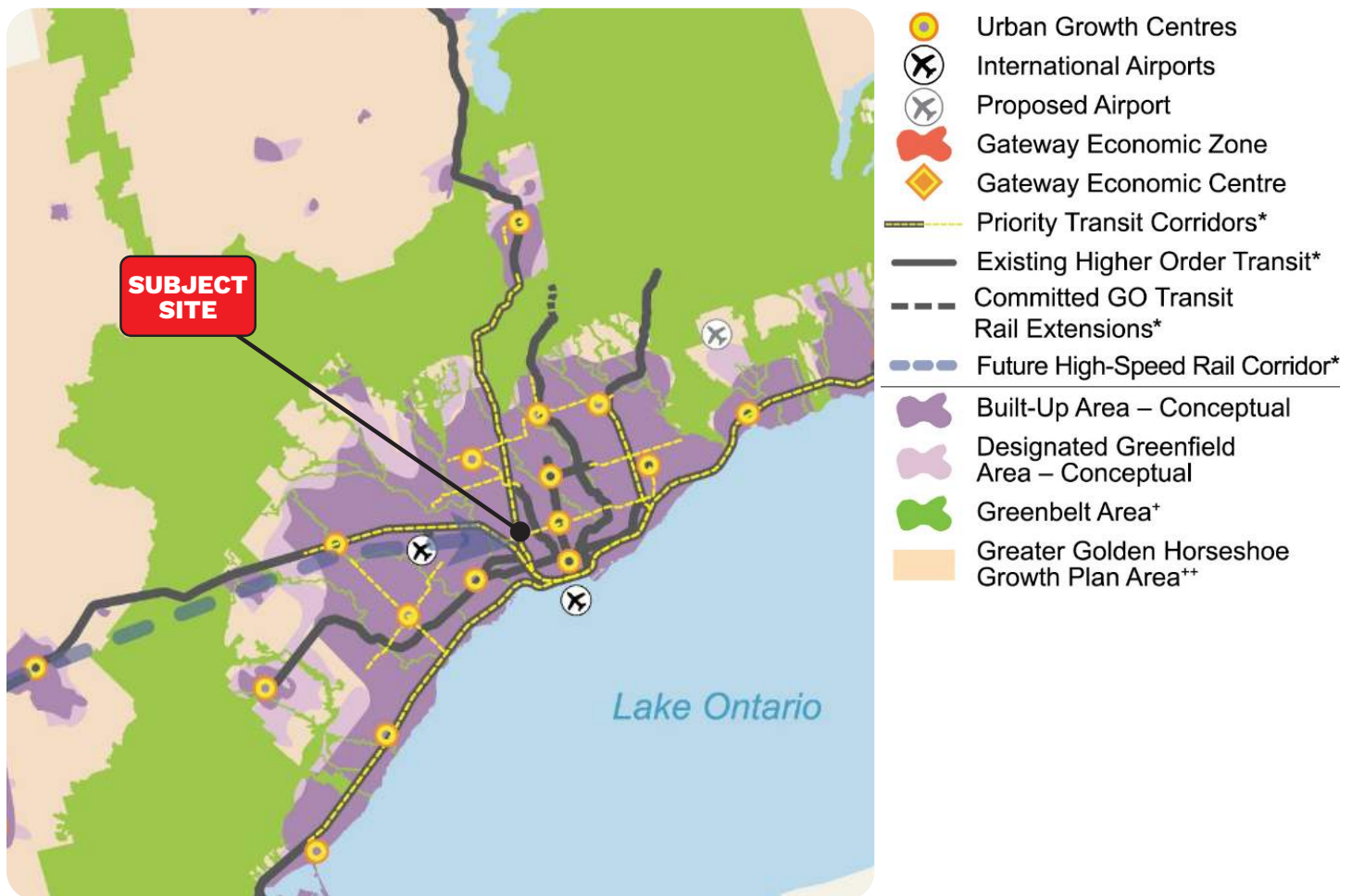


Figure 8 - Growth Plan Schedule 5

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

Policy 2.2.4(3)(a) goes on to require that major transit station areas on subway lines be planned for a minimum density target of 200 residents and jobs combined per hectare. Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. In this regard, the Yorkdale PMTSA has a proposed density of 200 people and jobs per hectare.

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

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

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets of the Growth Plan by, among other matters, identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents; and establishing targets for affordable ownership housing and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6.1, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

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

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

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

4.5 City of Toronto Official Plan

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

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

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

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

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development and, in particular, the requested Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision conform with the Growth Plan and specifically the policies supporting the development of “complete communities” and the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, in particular “major transit station areas”.

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

More recently, City Council adopted OPA 479, amending Section 3.1.1 (Public Realm) of the Official Plan, and OPA 480, amending Sections 3.1.2 (Built Form) and 3.1.3 (Built Form – Tall Buildings, which is to be retitled Built Form – Building Types). The OPAs were submitted to the Minister of Municipal Affairs and Housing for approval pursuant to Section 26 of the Planning Act and were approved on September 11, 2020. OPA 479 was approved by the Province without modification while OPA 480 was approved by the Province with one modification. The policy amendments, as introduced in OPAs 479 and 480 have been reflected below.

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

Growth Management Policies

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

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

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

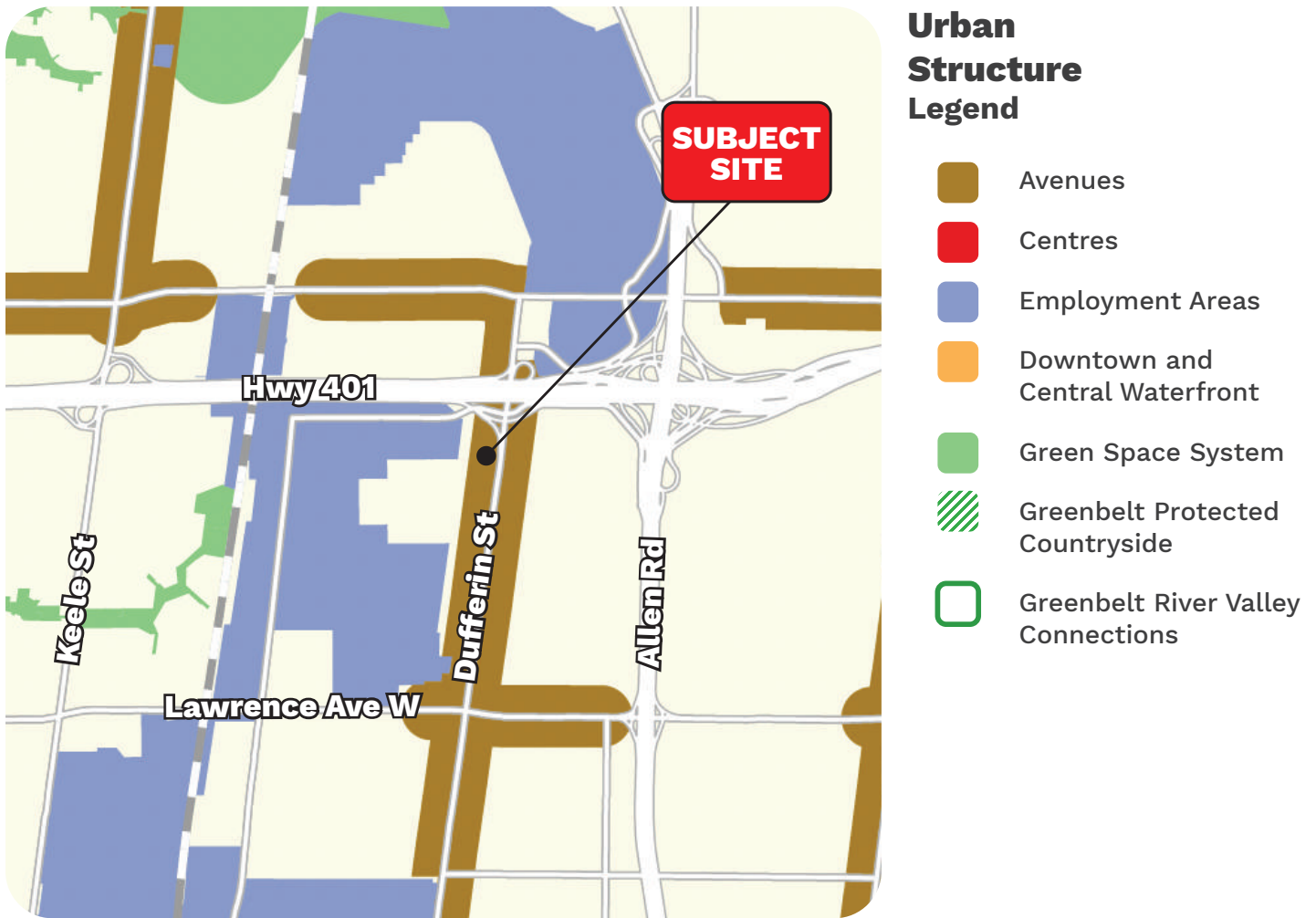


Figure 9 - Toronto Official Plan Map 2 - Urban Structure

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

The growth management policies of the Plan direct growth to identified areas on Map 2 (Urban Structure), which include Centres, Avenues, Employment Areas and the Downtown and Central Waterfront, where transit services and other infrastructure are available. On Map 2 (Urban Structure), the subject site is located within the Avenues identification applying to Dufferin Street (see Figure 9, Urban Structure).

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

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

are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas... The mixed use Avenues will emphasize residential growth ..." (Our emphasis).

Policy 2.2(1) provides that a better urban environment, a competitive local economy and a more socially cohesive and equitable city will be created through the integration and coordination of transportation planning and land use planning by:

- attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure;
- developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and
- increasing access to opportunities throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity

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

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

Policy 2.2(6) provides that the City will work with its partners to maintain and enhance bus and streetcar services to deliver safe, accessible, seamlessly connected, convenient, frequent, reliable, fast, affordable and comfortable transit service to all parts of the city through such measures as reducing delays and traffic interference on transit routes across the city, including those shown on Map 5, through the introduction of transit priority guidelines and transit priority measures such as:

- Transit signal priority or other signal timing changes;
- High-occupancy vehicles lanes;
- Partially or fully exclusive transit lanes;
- Restrictions for non-transit vehicles;
- Consolidating, restricting or limiting driveways;
- Limiting or removing on-street parking during part or all of the day; and
- Transit queue-jump lanes where appropriate;

Under Section 2.2.3 ("Avenues: Reurbanizing Arterial Corridors"), the Plan states that reurbanization along Avenues can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Policy 2.2.3(1) provides that the reurbanization of Avenues will be achieved through the preparation of "Avenue Studies" for particular segments of designated Avenues. In this regard, the Official Plan notes that there is no "one size fits all" program for reurbanizing the Avenues and that the priorities for future Avenue Studies will be Avenues characterized by one- or two-storey commercial buildings, vacant and underutilized lands and large areas of surface parking.

In accordance with Policy 2.2.3(1), the City of Toronto undertook the Dufferin Avenue Study for lands on both sides of Dufferin Street, generally between Lawrence Avenue West and Highway 401, including the subject site. The Avenue Study ultimately resulted in the adoption of the Dufferin Street Secondary Plan (see Section 4.6 below).

With respect to land use compatibility, Policy 2.2.4(5) directs that sensitive land uses, including residential uses, where permitted or proposed within the influence area of major facilities (including transportation infrastructure, corridors and rail facilities), should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from Employment Areas and/or major facilities as necessary to:

- prevent or mitigate adverse effects from noise, vibration and emissions, including dust and odour;
- minimize risk to public health and safety;
- prevent or mitigate negative impacts and minimize the risk of complaints;
- ensure compliance with environmental approvals; and
- permit Employment Areas to be developed for their intended purpose.

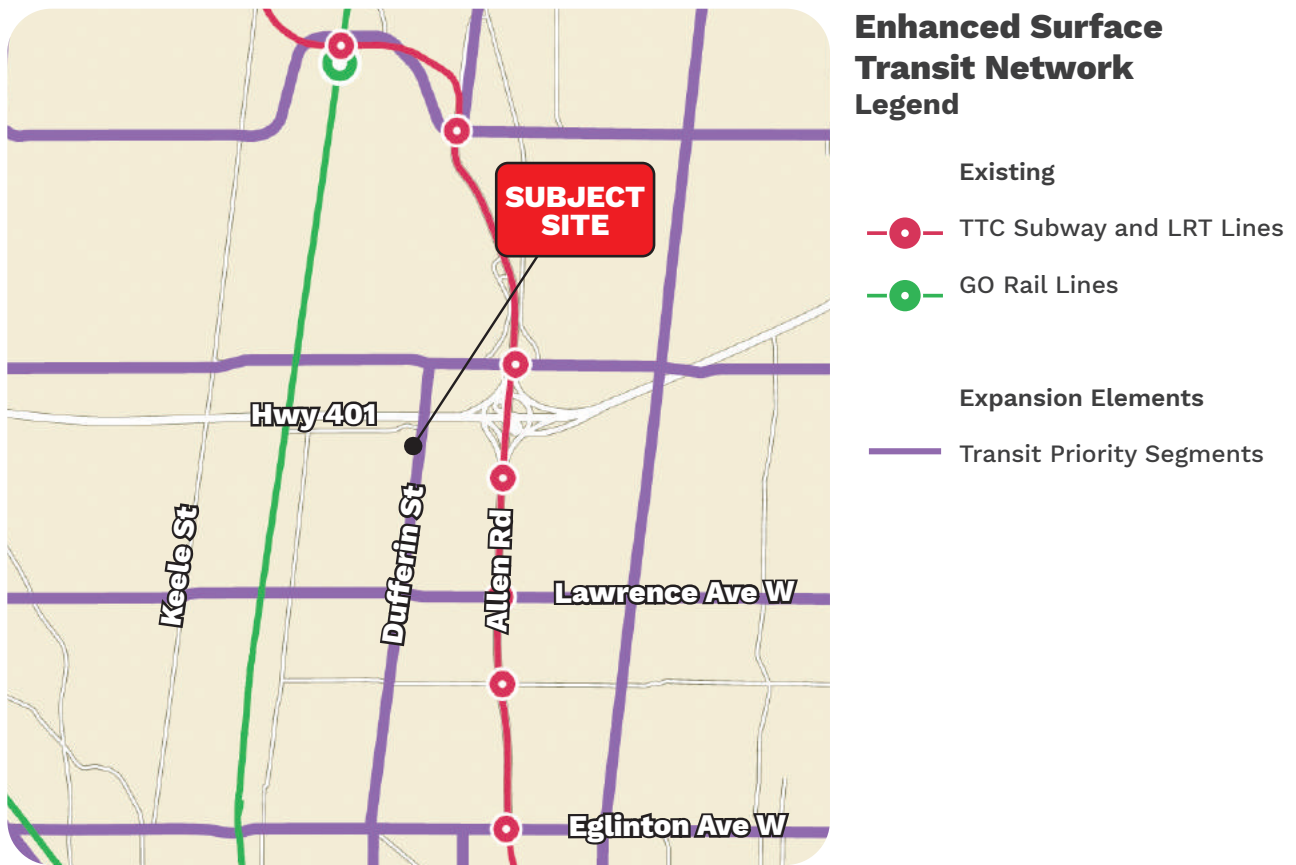


Figure 10 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

The Healthy Neighbourhood policies in Section 2.3.1 provide that, by focusing most new residential development in the *Centres*, along the *Avenues*, and in other strategic locations, the shape and feel of established neighbourhoods can be preserved. The introductory text notes that established neighbourhoods will benefit from directing growth to the *Downtown*, the *Centres* and the *Avenues* by enjoying better transit service, greater housing choices, increased shopping opportunities, an improved pedestrian environment and other advantages that these growth areas provide.

From a transportation perspective, Map 5 of the Plan identifies Dufferin Street as an expansion element of the City's Surface Transit Priority Network (see **Figure 10**, Surface Transit Priority Network).

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

“The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City’s road, rapid transit and inter-regional rail networks. The plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking,

cycling, and transit use and support the goal of reducing car dependency throughout the City... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in ‘next generation’ terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.”

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

Policy 2.4(8) further provides that, for sites in areas that are well serviced by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

Land Use Designation Policies

The Land Use Plan (Map 17) designates the large majority of the subject site as *Mixed Use Areas*, with the portion of the subject site at 8 Jane Osler Boulevard as *Neighbourhoods* (see **Figure 11**, Land Use Plan). As discussed in Section 5.2 of this Report, it is our opinion that the proposed redesignation of one single-detached residential lot is appropriate and will assist in the intensification of an underutilized site to support the achievement of a complete community.

The lands to the north of the subject site area also designated *Mixed Use Areas*, as are the lands to the east, along the east side of Dufferin Street and on both sides of the corridor down to Lawrence Avenue West. The lands to the south, on the north and south sides of Jane Osler Boulevard, Cartwright Avenue, McAdam Avenue and Bentworth Avenue, generally east of Paul David Street are designated *Neighbourhoods*. Land to the immediate west are designated *Core Employment Areas*.

The Healthy Neighbourhoods policies in Section 2.3.1 provide that, by focusing most new residential development in the *Downtown*, the *Centres*, along the Avenues, and in other strategic locations, the shape and feel of neighbourhoods can be preserved. However, the explanatory text states that these neighbourhoods will not stay frozen in time and that some physical change will occur over time as "enhancements, additions and infill housing occurs on individual sites". Policy 2.3.1(1) states that *Neighbourhoods* are considered to be physically stable areas and that developments within *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns.

Policy 4.1(1) states that *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys, as well as parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses.

Policy 4.1(5) states that development within established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including the following elements:

- patterns of streets, blocks and lanes, parks and public building sites;
- prevailing size and configuration of lots;
- prevailing heights, massing, scale, density and dwelling type of nearby residential properties;

- prevailing building type(s);
- prevailing location, design and elevations relative to the grade of driveways and garages;
- prevailing setbacks of buildings from the street or streets;
- prevailing setbacks of buildings from the street or streets;
- prevailing patterns of rear and side yard setbacks and landscaped open space;
- continuation of special landscape or built-form features that contribute to the unique physical character of the geographic neighbourhood; and
- conservation of heritage buildings, structures and landscapes

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings. The introductory text in Section 4.5 states that the intent of *Mixed Use Areas* is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreational, and cultural activities, and parks and open spaces. In particular, the intent is that:

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

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

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands on the *Avenues* and other lands designated *Mixed Use Areas*;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;

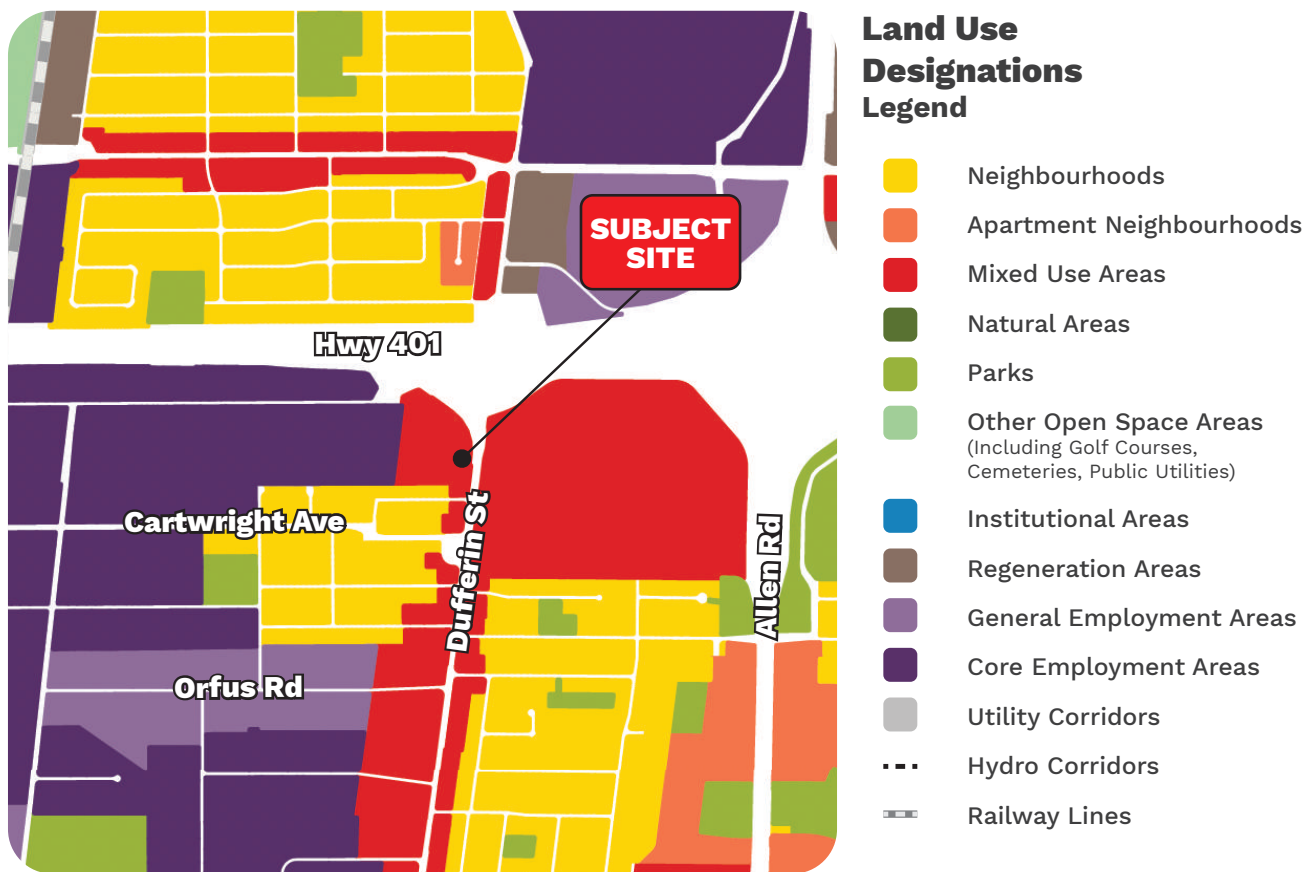


Figure 11 - Toronto Official Plan Map 17 - Land Use

- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
 - providing an attractive, comfortable and safe pedestrian environment;
 - having access to schools, parks, community centres, libraries and childcare;
 - taking advantage of nearby transit services;
 - providing good site access and circulation and an adequate supply of parking for residents and visitors;
 - locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
 - providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.
- Given the proximity to lands designated *Neighbourhoods* south of proposed Public Street A and west of the proposed 9-storey building, Policy 2.3.1(3) is relevant. It provides that developments within *Mixed Use Areas* adjacent to *Neighbourhoods* will:
- be compatible with those *Neighbourhoods*;
 - provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan, through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
 - maintain adequate light and privacy for residents in those *Neighbourhoods*;
 - orient and screen lighting and amenity areas so as to minimize impacts upon adjacent land in those *Neighbourhoods*;
 - locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent lands in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and
 - attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Public Realm Policies

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

Section 3.1.1, as amended by Official Plan Amendment No. 479 (approved on September 11, 2020), sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) indicates that the public realm is comprised of all public and private spaces to which the public has access.

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

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

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

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

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

Policy 3.1.1(15) directs that new and existing city blocks and development lots within them will be designed to:

- expand and enhance the public realm network;
- have an appropriate size and configuration for the proposed land use and scale of development and intended form of buildings and open space;
- promote street-oriented development with buildings fronting onto and having access from street and park edges;
- provide adequate room within the development lot or block for parking and servicing needs; and
- Identify opportunities for and provide for the integration of green infrastructure.

Policy 3.1.1(16) states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority of all development.

Built Form Policies

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

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

Section 3.1.2, as amended by Official Plan Amendment No. 480 (approved on September 11, 2020 with modifications), provides principles that speak to the relationship between the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure each new building will promote and achieve the overall objectives of the Plan.

Policy 3.1.2(1) provides that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

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

Policy 3.1.2(2) directs that development will provide accessible open space, where appropriate, while Policy 3.1.2(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2(4) requires development to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by, among other things:

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

Policy 3.1.2(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:

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

Policy 3.1.2(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.2(7) states that transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s).

Policy 3.1.2(9) directs that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the facade to:

- ensure fit with adjacent building facades;
- contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- break up long facades in a manner that respects and reinforces the existing and planned context; and
- ensure grade relationships that provide direct access and views into and from the public realm.

Policy 3.1.2(10) requires that development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- improvements to adjacent boulevards and sidewalks including sustainable design elements, which may include one or more of the following: landscaping, permeable paving materials, street furniture and bicycle parking facilities, among others;
- coordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings;
- landscaped open space within the development site; and
- safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible.

Policy 3.1.2(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year.

Policy 3.1.2(13) provides that outdoor amenity spaces should:

- be located at or above grade;
- have access to daylight and access to direct sunlight, where possible;
- provide comfortable wind, shadow and noise conditions;
- be located away from and physically separated from loading and servicing areas;

- have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- accommodate existing and mature tree growth; and
- promote use in all seasons.

Section 3.1.3 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise, and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

The Official Plan states that tall buildings are the most intensive form of growth and come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. Tall buildings play a role in achieving residential and office growth ambitions across the city. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allow for the appropriate design criteria to be met.

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

For the tower portion, Policy 3.1.3(10) directs that it should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.

Policy 3.1.3(11) indicates that the objectives in Policy 3.1.3(10) should be achieved by:

- stepping back the tower from the base building;

- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floor plates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

Policy 3.13(12) directs that the top portion of a tall building should be designed to: integrate roof top mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

Housing Policies

The Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). A full range of housing includes:

“... ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.”

Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

Given the proposed redesignation of the lot at 8 Jane Osler Boulevard from *Neighbourhoods* to *Mixed Use Areas*, the applicable housing policies are addressed in the Housing Issues Letter which has been prepared by Bousfields Inc.

Parks and Open Spaces Policies

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

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

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

Policy 3.2.3(4) provides that all development will be subject to the dedication of 5 per cent of lands for parks purposes for residential development and 2 per cent for all other uses unless the alternative parkland dedication rate applies. The alternative parkland dedication rate is outlined in Policy 3.2.3(5).

Policy 3.2.3(5) of the Official Plan directs that the calculation of the required parkland dedication under the alternative rate will not exceed 15 per cent of the development site, net of any conveyances for public road purposes, for sites between 1 to 5 hectares in size.

Policy 3.2.3(7) provides that where on-site parkland dedication is not feasible, an off-site parkland dedication that is accessible to the area where the development site is located may be substituted for an on-site dedication, provided that the off-site dedication is a good physical substitute for any on-site dedication; the value of the off-site dedication is equal to the value of the on-site dedication that would otherwise be required; and both the City and the applicant agree to the substitution.

Retail Policies

The Official Plan includes policies which support a strong and diverse retail sector by permitting a broad range of shopping opportunities for local residents and employees in a variety of settings and supporting retail opportunities in a form that promotes pedestrian and transit use (Policy 3.5.3(1)).

Implementation Policies

Policy 5.3.2(1) provides that, while implementation plans, strategies and guidelines express Council policy, such documents are not part of the Plan unless the Plan has been specifically amended to include them and do not have the status of Official Plan policies adopted under the *Planning Act*. This policy is relevant with respect to the status of the guidelines addressed in Sections 4.8 to 4.10 below.

4.6 Dufferin Street Secondary Plan

The Dufferin Street Avenue Study was endorsed by City Council in August 2014, ultimately resulting in the adoption of the Dufferin Street Secondary Plan. The Dufferin Avenue Study analysis and public consultation process resulted in the 'preferred option' being mid-rise buildings, consistent with the intent of the *Avenues*, recommended as the dominant built form for new buildings within the entire Study Area, with the exception of the Yorkdale Mall lands and Tall Building locations. The Avenue Study recommendations were implemented through the Dufferin Street Secondary Plan. Official Plan Amendment No. 294 (OPA 294), the Dufferin Street Secondary Plan, was adopted by City on December 10, 2015, which implemented the vision of the Avenue Study.

Following adoption of OPA 294 by Council, the amendment was appealed in its entirety to the OLT by several landowners, including RioCan. OLT-led mediation resulted in a number of settlements. An OLT Decision issued on November 15, 2019 resulted in approval of OPA 294, subject to a number of modifications. Remaining appeals to OPA 294 are with respect to the policies pertaining to Block 14, and the property municipally known as 3130 Dufferin Street. As well, certain policies regarding separation distances to *Employment Areas* remain under appeal as well. As such, the Dufferin Street Secondary Plan is now largely approved and is in full force and effect.

The Dufferin Street Secondary Plan applies to Dufferin Street from Bridgeland Avenue to just south of Lawrence Avenue West and includes the subject site. The vision for the Dufferin Street Secondary Plan, expected to occur over a 20-year time horizon, is to encourage an intensified, transit-oriented urban form of development that promotes a vibrant pedestrian realm and experience.

Block Policies (Block 1)

Map 36-2 (Specific Block Policies Plan) divides the Secondary Plan area into 14 blocks, each of which are subject to a number of specific block policies. The majority of the subject site is identified as the southerly half of Block 1. Block 1 is bounded by Bridgeland Avenue and the Dufferin Street off ramp from Highway 401 to the north, Dufferin Street to the east, the northerly property boundaries of the lots on the north side of Jane Osler Boulevard to the south and a new north-south public road (the Bridgeland Extension) to the west.

Section 12.3 (along with other site-specific policies) was incorporated into the OLT-approved version of the Dufferin Street Secondary Plan, as was Site-Specific Plan Map 36-12 (see **Figure 12**) and Conditional Site-Specific Plan Map 36-15 (see **Figure 13**), in order to permit the OLT settlement, notwithstanding certain policies of the Secondary Plan. An application to amend Site-Specific Plan Map 36-15 and the policies contained in Section 12.3 to permit the proposed redevelopment on the subject site.

Policy 12.3.1 provides that a new public park will be provided as shown on Map 36-15 and will not exceed 10% of the site area, excluding public streets.

Policy 12.3.2 provides that, notwithstanding Sections 3.4.1 and 11.10, minimum above-grade building setbacks shall be provided as shown on Parcels A and B of the Map 36-15. The policy further notes that, below grade structures are permitted anywhere on the site, with the exception of under public parks and public streets, provided they begin at a minimum depth of 1.5 metres. An exception to the prohibition on underground structures below public streets may be considered if and when a zoning by-law amendment application is made, with sufficient justification, to allow a two-way underground driveway beneath the public street connecting below-grade parking garages and/or loading facilities between Parcels A and B.

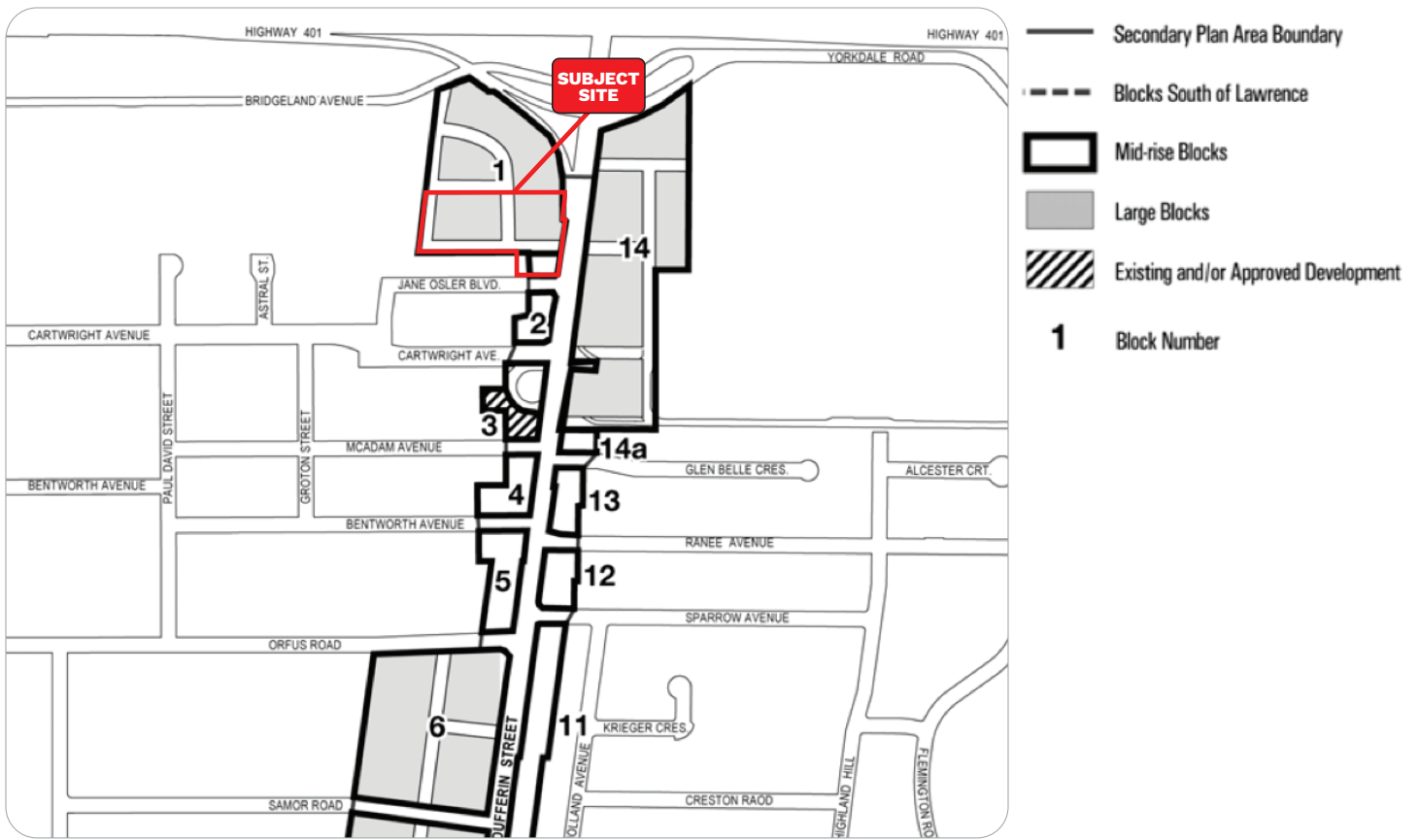


Figure 12 - Dufferin Street Secondary Plan Map 36-2

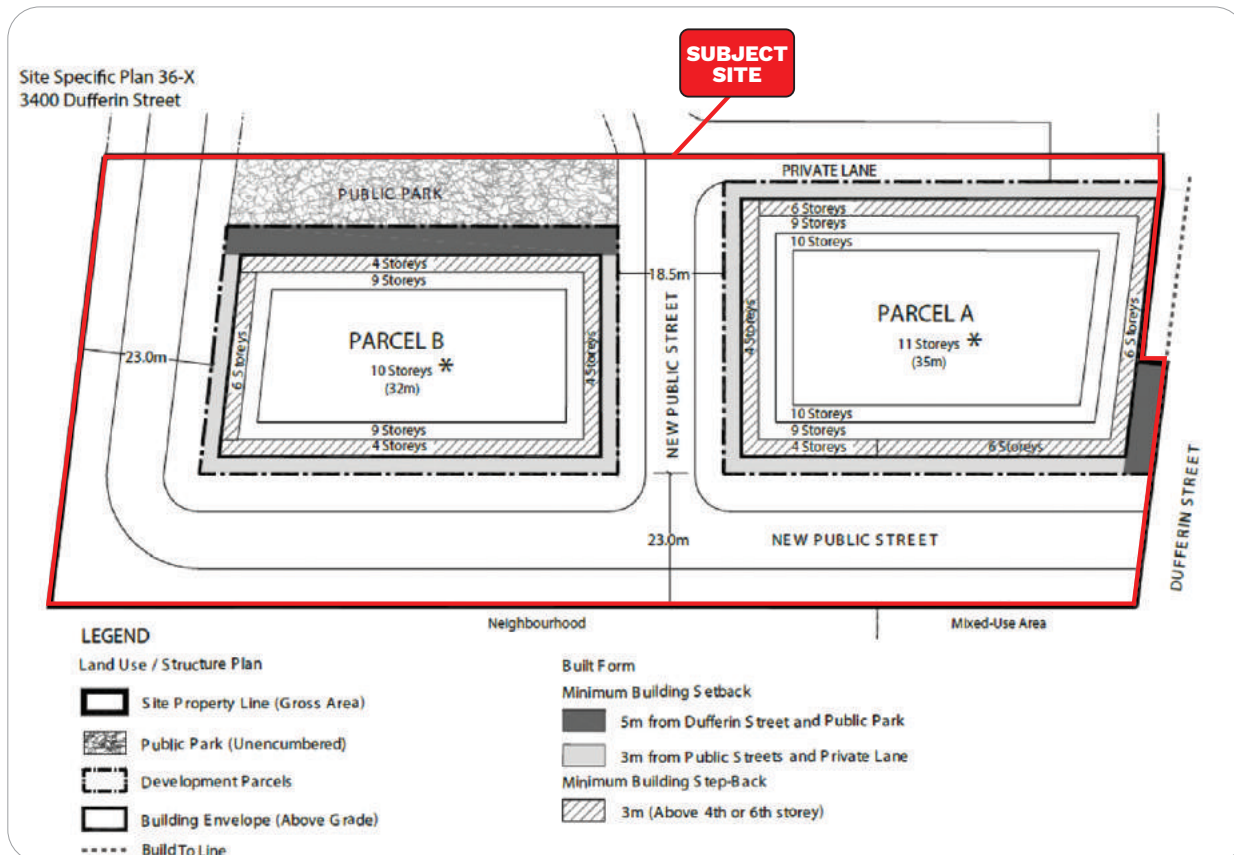


Figure 13 - Dufferin Street Secondary Plan Map 36-15 (Site Specific Plan)

4.7 Zoning By-law

Policy 12.3.5.1 directs that, notwithstanding Sections 3.7.1 and 3.7.2, Map 36-2 and Map 36-10, angular planes are to be extended at a 45-degree angle from the Build-to line shown on Map 36-15 to be measured at a height of 24 metres and are to be extended at a 45 degree angle measured at ground level from the nearest property line of *Neighbourhoods* designated property (12.3.5.2).

With respect to gross floor area, Policy 12.3.6 provides that, notwithstanding Section 5 and Map 36-11, a maximum total gross floor area (GFA) of 41, 906 square metres is permitted in the area shown on Map 36-15, calculated in accordance with the applicable gross floor area definition in Zoning By-law 569-2013, as amended.

Policy 12.3.7 states that Despite Section 7.1.1, the requirements from the Dufferin Street Transportation Master Plan will be reviewed and refined through the development process for the Site and may include the use of Travel Demand Management policies and practices such as those provided in Section 7.5.

Policy 12.3.8 provides that, an Official Plan Amendment is not required to alter the location or alignment of public streets and private lanes from those shown on Map 36-15.

Policy 12.3.9 provides that, despite Sections 9.1, 11.2 and Map 36-10, the redevelopment of the Site, including the location of new public streets and the new public park, will be generally as shown on Map 36-15.

Policy 12.3.10 notes that An Official Plan Amendment for the removal of the temporary access as per Map 36-16 and in conformity with policy 12.3.9 shall not be required.

Policy 12.3.11 states that despite Sections 11.7 and 11.8, the permitted location and built form of development shown on Map 36-15 is recognized as having appropriate and meaningful regard for relevant Council adopted Urban Design Guidelines.

With respect to housing, Policy 10.2.1 provides that, in order to support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be provided to meet the different and changing household needs over time.

Policy 10.2.3 indicates that development of new affordable and mid-range rental housing and new affordable ownership housing is encouraged with new residential development to contribute to the full range of housing. Policy 10.2.5 states that new buildings which include residential uses are encouraged to provide interior and exterior amenity areas that can accommodate a range of programming to support the needs of a variety of households.

The in-force Zoning By-law applying to the subject site is the Former City of North York Zoning By-law 7625, as amended. The new City-wide Zoning By-law 569-2013, enacted by City Council on May 9, 2013, does not apply to the subject site.

Under North York Zoning By-law 7625, the subject site is currently zoned MC(H) (Industrial-Commercial Zone – Holding), with the portion of the lot at 8 Jane Osler Boulevard zoned R5 (One-Family Detached Fifth Density Zone) (see **Figure 14**, Zoning Map).

The MC zoning permits a wide range of industrial and commercial uses, including retail stores, office uses, financial institutions, restaurants, veterinary clinics, commercial educational facilities, cinemas, galleries, fitness centres, manufacturing, warehouses, motor vehicle uses (sales, lease, servicing, body shop, etc.), workshops, communications and broadcasting, laboratories, contractors establishments, industrial sales and service, information processing, laundry, transportation terminals, institutional uses and public uses.

Regulations for the MC zone include a maximum density of 1.0 times the lot area, a minimum front yard setback of 9.0 metres, a minimum exterior side yard setback of 7.5 metres, a minimum interior side yard setback of 3 metres and a minimum rear yard setback of 7.5 metres. There are no maximum height provisions in the MC zone that apply to this site.

The Holding Zone (H) includes maximum limits for retail stores and personal service shops, as well as office uses. Retail stores and personal service shops, whether accessory or as a main use, are limited to the lesser of a floor space index of 0.5 or a combined gross floor area of 5,000 square metres on a lot. Office uses are limited to the lesser of a floor space index of 0.5, or a combined total gross floor area of 5,000 square metres. These limits can be exceeded by way of an application to lift the (H) symbol, based on completion of a transportation impact study, among other matters.

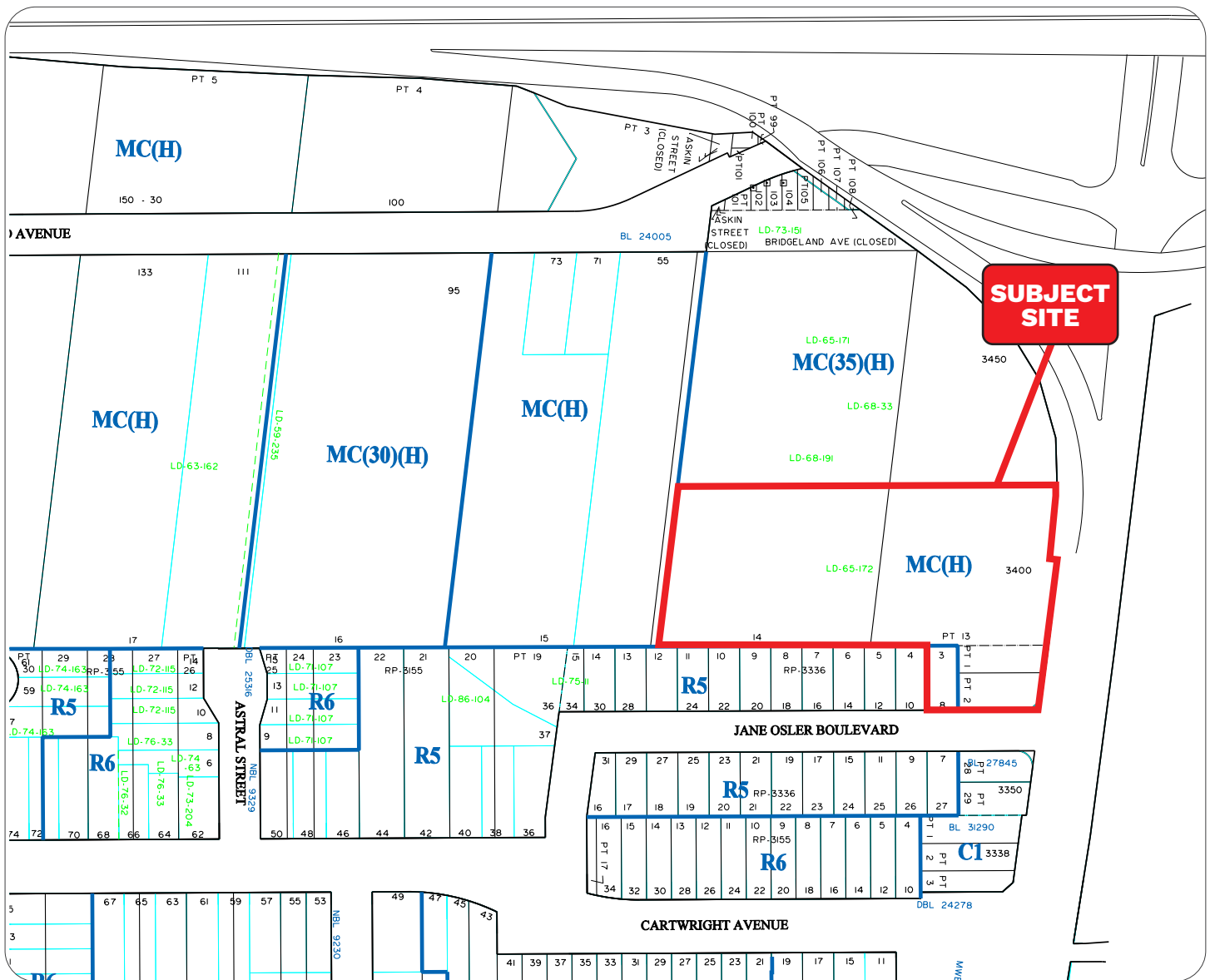


Figure 14 - North York Zoning By-law Map

The R5 Zone permits a range of uses, including single-detached dwellings and accessory buildings, home occupations, as well as numerous institutional and recreational uses, such as parks, places of worship, schools, public libraries, community centres, and museums.

Regulations for the R5 Zone include a minimum lot frontage of 15 metres and a minimum lot area of 550 square metres if the subject site is served by the municipal water supply and sanitary system. The zoning

also permits a minimum front yard setback of 7.5 metres, side yard setback of 1.8 metres, rear yard setback of 9.5 metres, and lot coverage maximum of 30%. A building height maximum of 8.8 metres and two-storeys is permitted. The subject site is also subject to height limits as shown on the Airport Hazard Map (Schedule 'D'), which permit a maximum structure height of 45.72 metres on the subject site (see **Figure 15**, Airport Hazard Map).

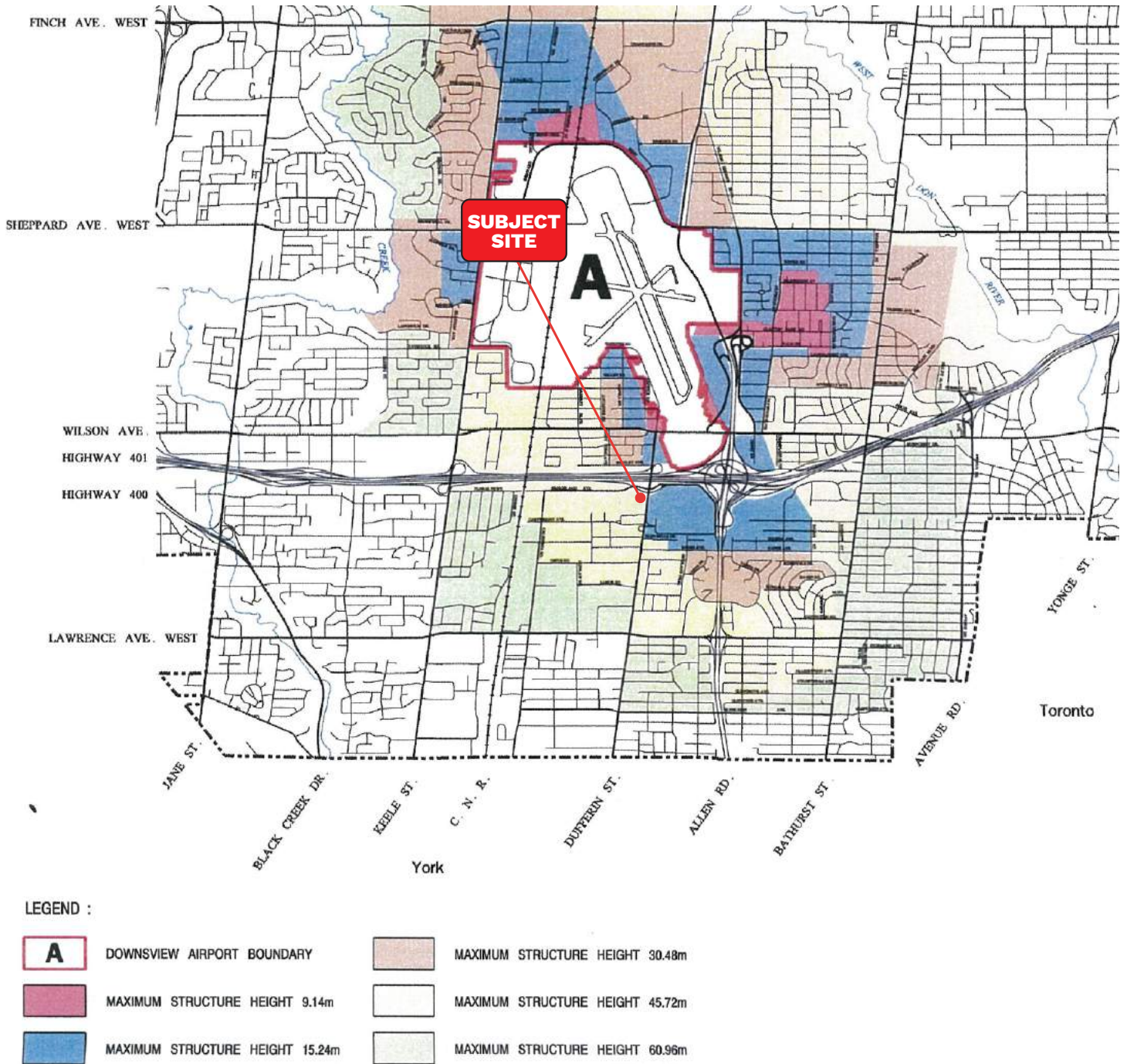


Figure 15 - Airport Hazard Map

4.8 Urban Design Guidelines

Dufferin Street Urban Design Guidelines (November 2015)

City Council adopted the Dufferin Street Urban Design Guidelines (the "Guidelines") at its meeting on December 9 and 10, 2015, and directed staff to use the guidelines in evaluation of all new and current development proposals and public initiatives in the area. The Urban Design Guidelines are complemented by Transportation and Infrastructure Master Plans, which were also adopted at Council's December 2015 meeting.

The Guidelines provide direction with respect to streets and blocks, parks and open spaces, general built form (including setbacks, maximum height and angular plane guidelines) and site-specific built form. The Guidelines apply to the same area as the Dufferin Street Secondary Plan. The Guidelines note that the subject site is located within Block 1, which consists of two development parcels (north and south).

In this regard, Policy 12.3 of the Secondary Plan notes that all of the elements shown on the Site Specific Plan (Map 36-15) are deemed to have appropriate and meaningful regard for relevant Council adopted Urban Design Guidelines.

Streets and Blocks

Section 3.1 provides guidelines on streets and blocks within the Secondary Plan Area. A finer grid-form network of local streets is desirable for a number of reasons, including safety, visibility, legibility, and better street access and address to individual buildings. The Guidelines note that New public streets shown in all redevelopments are to align and coordinate between development parcels.

Parks

Section 4.2 provides guidelines relating to parks and notes that parks should be located on each of the larger blocks. All parks will front onto public streets. Parks should be visible and accessible from adjacent public streets, and be of a usable shape, topography and size that reflect their intended use. Public parks and open spaces should be considered as a network, provide appropriate space for recreational needs and ensure good visibility, access and safety.

Streetscape

Section 4.4 indicates that a 5.0 metre boulevard setback is recommended for larger blocks on the west side of Dufferin Street to allow for the Dufferin Street Promenade. The promenade consists of a generous public walkway, double row tree planting to allow for a continuous tree canopy and space for outdoor spill-out retail uses to animate the street edge. No below grade uses or structures are recommended within the setback to ensure adequate space and soil volumes for tree growth. Furthermore, street trees should be planted on both sides of all streets.

Grade Related Uses

Section 5.1 indicates that, in much of the area retail is encouraged at-grade, but not required, with the exception of specific areas shown on Figure 12 of the guidelines. In areas where retail is not secured, other ground floor uses with transparent windows and doors should be provided to provide outlook and animation onto the street edge.

Setbacks

Section 5.2 and Figure 13 (Recommended Mandatory Minimum Setbacks) recommend provision of the following:

- a minimum 3.0 metre setback for all new development on local streets, existing or proposed;
- a 5.0 metre setback on all larger blocks that front on Dufferin Street between Lawrence Avenue West and Orfus Road and all existing east-west local streets (Orfus Road, Samor Road and Apex Road);
- a minimum 14.0 metre setback adjacent to the Dufferin Street off-ramp (as required by the Ministry of Transportation); and
- a minimum 7.0 metre setback to implement the Dufferin Landscape Gateway on Blocks 1 and 14 at the northern end of the Secondary Plan Area.

Height

Figure 15 (Maximum Building Height) shows Block 1 with a height of 30 metres (9 storeys) along Dufferin Street, a height of 27 metres (8 storeys) for the rear portion of the site, and a no build zone along the rear and side (west) lot line. Section 5.4 of the Guidelines notes that buildings with greater heights are recommended closer to the Dufferin Street frontage and buildings of lower height are recommended for transition to the rear of the larger and deeper blocks. They further note that mid-rise buildings are appropriate for the entire Dufferin Street Secondary Plan Area, with the exception of Block 14.

The Guidelines indicate that mid-rise buildings should be: 30.0 metres (approximately 9 storeys) on Dufferin Street north of Lawrence Avenue West and that the maximum height will extend around the corners, to a distance of 30 metres (the length of a typical mid-rise block) where the building will step down to meet the 6-storey mid-rise height of the local side street; and 20.0 metres (approximately 6 storeys) for buildings fronting onto side streets, existing and proposed, which have a 20 metre right-of-way. A minimum 4.5 metre ground floor height is recommended to facilitate retail uses at-grade and provide sufficient clearance for loading areas.

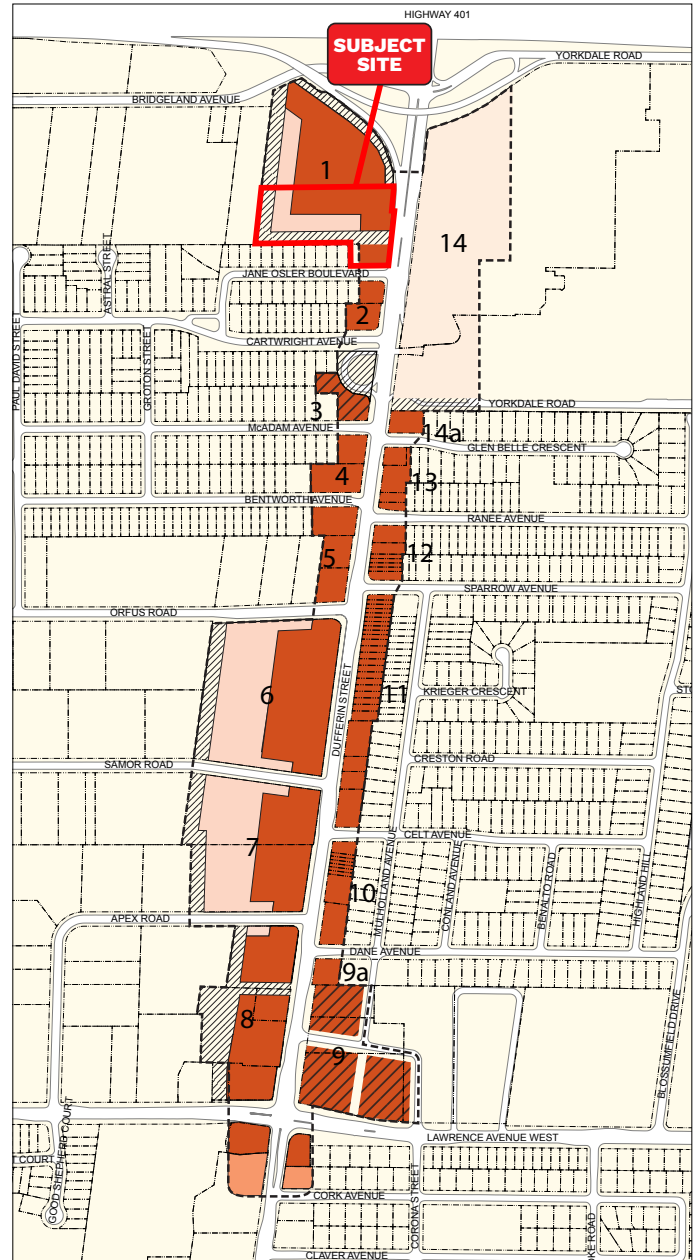


Fig. 15. Maximum Building Height (excluding Tall Buildings)

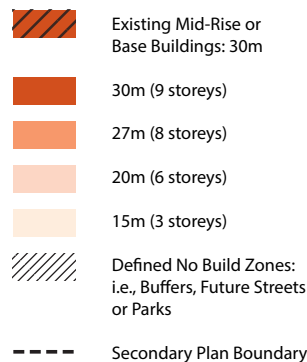


Figure 16 - Maximum Building Heights

Street Proportion

Section 5.5 relates to front angular planes and indicates that front angular planes are to be extended at a 45-degree angle from the front property line, beginning at a height 80 percent of the width of the adjacent right-of-way. The Guidelines note that development fronting Dufferin Street should adhere to front angular planes and a street wall height of 6 storeys and development fronting existing collector and local 20 metre streets should adhere to front angular planes and a street wall height of 4 storeys, in order to maintain good street proportion, sunlight access, sky view and a consistent street wall character on local streets.

Stepbacks

Section 5.6 relates to stepbacks and notes that all mid-rise buildings that front Dufferin Street should provide a stepback of 3.0 metres at a height of no more than 20.0 metres (approximately 6 storeys), and that all mid-rise buildings that front 20 metre rights-of-way should provide a stepback of 3.0 metres at a height of no more than 16.0 metres (4 to 5 storeys), and no less than 10.5 metres (approximately three storeys).

Employment Areas

Section 5.8 speaks to the transition to Neighbourhood Areas and notes that all new buildings in the Dufferin Street Secondary Plan Area will be subject to rear angular plane performance standards as defined in the Avenues and Mid-Rise Building Performance Standards. These planes will apply to both mid-rise buildings and the bases of tall buildings, as well as to establish the height and location of tall buildings.

The Guidelines further note that, rear angular planes for deep properties (over 44.6m in depth) backing onto *Neighbourhoods* will extend at a 45-degree angle from the rear property line with a 7.5m rear setback requirement from the residential zone. Rear angular planes for shallow properties backing onto *Neighbourhoods*, will extend at a 45 degree angle, beginning 10.5m above the ground and 7.5m from the rear property line.

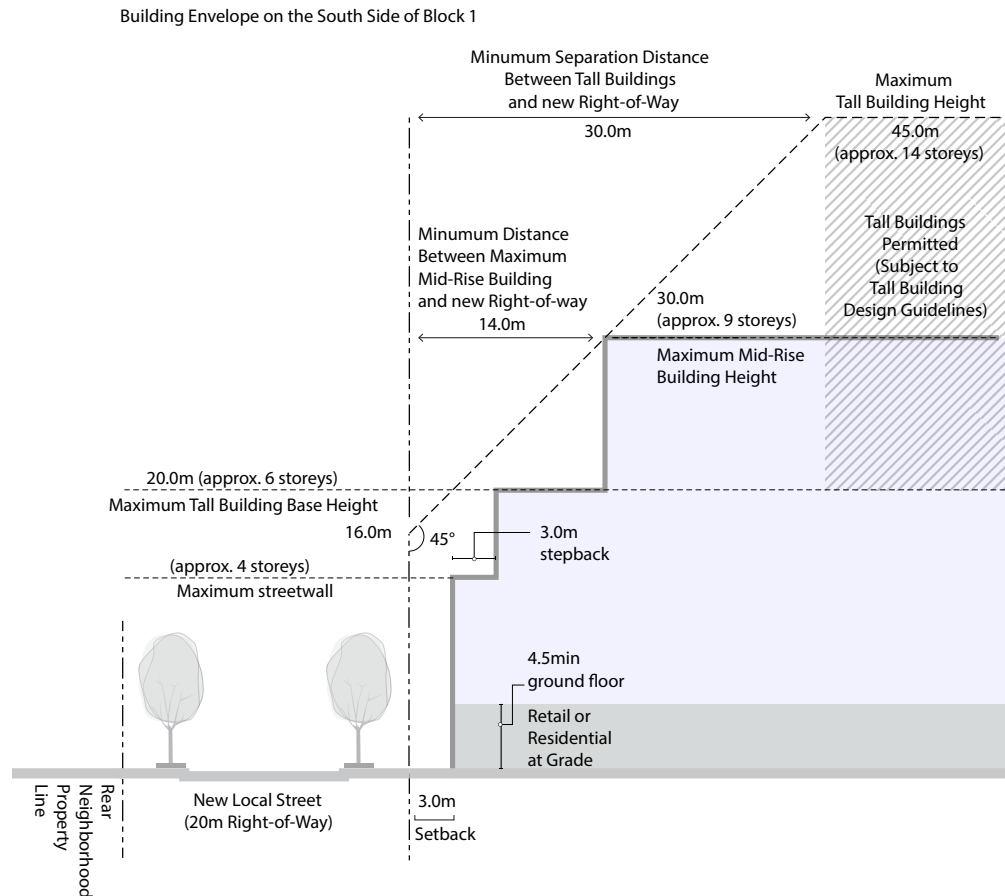


Figure 17 - Transition in Scale to adjacent Neighbourhood using rear Angular Planes in Block 1

Block 1

Section 6.2 provides guidance relating to Large Blocks (1, 6, 7, 8 and 14) and notes that the Large Blocks represent 76% of the total potential redevelopment area. Section 6.2.1 relates to Block 1 specifically. Figure 25 shows a Block Structure Plan for Block 1. The applicable guidelines are:

Streets and Blocks

- Introduce a perimeter 'L' shaped public street from Bridgeland Avenue to Dufferin Street. The location of the street is recommended in connecting to the existing street network and assisting with the transition to adjacent land uses.
- The east west street segment may be extended west in the future to improve connectivity within the *Employment Areas*.
- Introduce additional internal local streets to divide the larger site into smaller development blocks for a connected grid of streets and to provide access and address to the public park and the remainder of the buildings within the block.
- Private streets are to be designed to function and appear as public streets, integrating into the public realm and meeting design objectives of public streets.

Parks and Open Spaces

- Introduce a new public park as a central focal point of the block. The new park should have at least two frontages on a public right-of-way.
- Setback development fronting on a public park 5m from the park to allow for landscaping, amenity and walkways to enhance and animate the park edge without limiting park function.
- Introduce privately owned publicly accessible open spaces such as mid-block walkways to encourage pedestrian activity and access through the site and to the park.
- Public Art is encouraged for landscaped open spaces and street boulevards. Implementation, placement and funding should be coordinated through a Public Art Program for the block.
- Implement the western portion of the Dufferin Street Landscape Gateway. This defining open space feature will occupy the minimum 14.0m setback from the property line and Dufferin Street off-ramp from Highway 401 as required by the Ministry of

Transportation. Immediately south of the point where the ramp meets Dufferin Street, the setback can be reduced to 7.0m and continue to form part of the Landscape Gateway. A lighted pedestrian pathway is recommended within this space, linking the Dufferin Street sidewalk with the Bridgeland Avenue sidewalk.

Built Form and Height

- All new buildings should be appropriately set back to transition towards the adjacent *Neighbourhoods* and *Employment Area*.
- All new buildings that address new public streets within the block shall be set back a minimum of 3.0m from the public right-of-way. Below grade uses or structures are discouraged within the setback to accommodate landscape improvements.
- A standard front angular plane will be applied to buildings fronting on the proposed new east-west street in Block 1. Buildings directly fronting on the new street will be limited to 20.0m in height, but the angular plane will permit 30.0m mid-rise buildings beginning at a distance of 14.0m from the new right-of-way (34.0m from the existing Neighbourhood to the south).
- New development should be primarily of midrise buildings and should follow the City of Toronto Mid Rise Building Performance Standards.
- The maximum height for all mid-rise buildings is 30.0m (9 storeys) from grade, except for those fronting on the new side streets where it is recommended that height be limited to 20.0m (6 storeys) in height. This maximum 9 storey height will extend around the corners of the new public road, to a distance of 30m (the length of a typical midrise block) where the building will step down to meet the 20.0m (6 storeys) midrise height of the public street.
- Tall buildings are permitted in parts of Block given that all setbacks, transitions, and guidelines are met and follow the City of Toronto Tall Building Design Guidelines
- The maximum height for all tall buildings is 45.0m (14 to 15 storeys) from grade. The maximum height for the base building is 6 storeys.
- Tall buildings should be at least 50.0m from the adjacent *Neighbourhoods* to provide an appropriate built form transition.

The proposal has been evaluated against the Guidelines in Section 5.6 of this report.

Tall Building Guidelines

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

The City-wide Guidelines include sections related to site context, site organization, tall building design and pedestrian realm. Among other matters, the Guidelines recommend a minimum separation distance of 25 metres between towers (excluding balconies), a minimum setback of 12.5 metres from side and rear property lines or centre line of an abutting lane, and a maximum residential tower floor plate of 750 square metres. A tower stepback of 3 metres is specified above the face of the base building, including balconies.

The relevant Design Guidelines are addressed in Section 5.6 of this report.

Avenues and Mid-Rise Building Guidelines

At its meeting on July 6, 7 and 8, 2010, City Council adopted a staff recommendation to utilize the Performance Standards for Mid-Rise Buildings proposed in the "Avenues & Mid-Rise Buildings Study" (May 2010) when evaluating proposals for mid-rise buildings on Avenues for a monitoring period of approximately two years.

The July 2010 Council decision directed that, prior to the end of the monitoring period, staff was to report back to the Planning and Growth Management Committee on the effectiveness of the Performance Standards and potential implementation measures. On November 13, 2013, Council adopted a staff recommendation to extend the monitoring period to the end of 2014 to allow staff to complete consultations on the effectiveness of the Mid-Rise Building Performance Standards. It also directed the Chief Planner to report to the Planning and Growth Management Committee at the conclusion of the monitoring period regarding any modifications to the Performance Standards.

On March 11, 2016, City Planning staff issued a report on Mid-Rise Building Performance Standards Monitoring, followed by an addendum report on April 20, 2016. On June 7, 2016, City Council approved the revised Mid-Rise Building Performance Standards Addendum attached to the April 20, 2016 report, directing City staff to use the addendum in conjunction with the 2010 Performance Standards to evaluate development applications where mid-rise buildings are proposed.

Section 3 of the Mid-Rise Building Guidelines provides a series of Performance Standards that are intended to guide the design of midrise buildings along Avenues. The Performance Standards are guided by the objective to create healthy, liveable, and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods.

The subject site is located along an *Avenue*, as identified in the Official Plan. The proposed development has been assessed against the performance standards contained in the Mid-Rise Building Guidelines given its proposed mid-rise building typology.

Key Performance Standards include:

- buildings are moderate in height – no taller than the right-of-way is wide (a 1:1 ratio);
- buildings provide an appropriate transition in scale to nearby *Neighbourhoods* and *Employment Areas*, taking into account a 45-degree angular plane;
- a continuous street wall is provided, up to 6 storeys in height; and
- ground floors of buildings provide uses that enliven sidewalks and create safe pedestrian conditions.

The Performance Standards recognize that exceptions may sometimes be warranted and that, at times, a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance.

The proposed development is evaluated in the context of the Mid-Rise Building Guidelines in Section 5.6 of this report.

4.9 Growing Up Guidelines (2020)

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

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

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

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units. In this regard, the proposal provides approximately 34% two-bedroom units and 13% three-bedroom units.

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

4.10 Pet-Friendly Design Guidelines

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

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

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

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

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

A photograph of two women in a professional setting, possibly a meeting or collaborative work environment. They are looking down at a document or screen. The image is overlaid with a semi-transparent blue filter. A large white circle containing the number '5' is positioned on the left side of the image.

5

Planning & Urban Design Analysis

5.1 Intensification

Residential/mixed-use intensification on the subject site is appropriate and desirable, and is supportive of policy directions articulated in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019) and the City of Toronto Official Plan all of which promote intensification on sites well-served by municipal infrastructure, including higher order transit and frequent public transit. The proposal represents a compatible form of residential intensification that is appropriate for the subject site and its surrounding context and the subject site is an ideal candidate for intensification given its size, frontage along a major street, proximity to built form of similar scale, access to frequent transit service and proximity to community services and facilities.

The subject site is located in an area that is very well served by existing frequent transit and existing higher-order transit. In this regard, the subject site forms part of a “major transit station area” as defined by the 2019 Growth Plan, being located within a 500 metre to 800 metre radius distance of the Yorkville Subway Stations. Specifically, the subject site is located approximately 766 metres from the Yorkville Subway Station. The subject site also has access to “frequent transit service” via several bus routes which operate 7 days a week at intervals of 15 minutes or better. These include the 29 Dufferin Bus, which provides which operates between Wilson Station on the Yonge-University-Spadina Line (Line 1) and Exhibition place, and to Dufferin Station on the Bloor-Danforth Line, the 52 Lawrence West Bus, which operates between Lawrence Station on Line 1 and the area of The Westway and Martin Grove Road and Lester B Pearson International Airport, connecting both the Lawrence and Lawrence West Stations on Line 1, GO and the 929 Dufferin Express bus.

The Growth Plan directs that the boundaries of “major transit station areas” are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. As noted in Section 4.9 above, the City of Toronto recently delineated the boundaries of several “Protected Major Transit Station Areas” (“PMTSA’s”) through Official Plan Amendment 570 (“OPA 570”). At the time this Report was written, OPA 570 had not yet received final approval from the Minister of Municipal Affairs and Housing. The subject site falls within the boundaries of the Yorkdale PMTSA, which applies a minimum density target of 2.0 FSI to the subject site, and prescribes a minimum population and employment targets of 200 residents and jobs combined per hectare.

Accordingly, the subject site is within a “strategic growth area” as defined by the Growth Plan. Strategic growth areas are intended to be a focus for accommodating intensification and higher-density residential uses in a more compact built form, and “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” (our emphasis). In our opinion, the proposed intensification of the subject is appropriate and has been achieved in a compact built form.

Residential intensification on the subject site can take advantage of and provide population support to the wide range of shops, services, restaurants, recreational facilities and cultural facilities available in the area, including the Dufferin Street mixed-use corridor and Yorkdale Mall. The location of the subject site relative to employment, recreational, retail and entertainment uses means that walking and cycling are viable alternative modes of transportation.

The introduction of new housing and retail uses will help support economic development and competitiveness by integrating uses within mixed use buildings, in proximity to transit, and creating a lively and active development with ‘round-the-clock’ uses. Further, intensification will support transit ridership and contribute to the achievement of population and job forecasts for the City as set out in the Growth Plan and the Official Plan.

In our opinion, the subject site is underutilized in its current form, consisting of a car dealership surrounded by surface parking areas. Furthermore, it is our opinion that the existing built form and the as-of-right zoning, as prescribed in the Dufferin Street Secondary Plan and Official Plan permissions on the subject site represent an underutilization of land and infrastructure. The proposed mixed-use intensification on the subject site will efficiently utilize land and infrastructure providing new housing and retail space in a transit-supportive built form.

The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. Mixed-use intensification on the subject site would support transit ridership and allow residents and employees to take advantage of the wide array community facilities and services, while providing support for existing retail and commercial uses in the area. It will consequently promote the ongoing redevelopment of this portion along Dufferin Street. In addition, residential intensification on the subject site will support population growth that will

contribute to the achievement of forecasts in the Growth Plan and the Official Plan. From a housing delivery perspective, the proposal will support the Provincial and City policy objectives to provide housing choices by expanding the range of housing types and densities through residential intensification.

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

5.2 Land Use

In our opinion, the proposed high-density residential uses and grade related retail is appropriate and desirable from a land use planning perspective. While an amendment to the City of Toronto Official Plan is required to redesignate the lot at 8 Jane Osler Boulevard from *Neighbourhoods* to *Mixed Use Areas*, the proposal as a whole will establish transit-supportive intensification on an underutilized parcel of land that provides housing options that are conveniently located to numerous amenities and transit opportunities. It is our opinion that the requested redesignation is appropriate and desirable from a land use policy perspective.

Policy 5.3.1(3) of the Official Plan sets out specific considerations to be addressed when considering Official Plan Amendments, such as the proposed redesignation of 8 Jane Osler Boulevard from *Neighbourhoods* to *Mixed Use Areas*, specifically:

- Official Plan Amendments that are not consistent with the general intent of the Official Plan will be discouraged;
- Any development permitted pursuant to the Official Plan Amendment will be "compatible with its physical context"; and
- Any development permitted pursuant to the Official Plan Amendment "will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in a manner contrary to the neighbourhood protection policies of this Plan."

As well, the policy notes that, in the consideration of a site-specific Official Plan Amendment, at the earliest point in the process, the planning review will examine whether the application should be considered within

the immediate planning context or whether a broader review and possible area specific policy or general policy change are appropriate.

The analysis set out below addresses each of these considerations in turn.

- In our opinion, the proposed Official Plan Amendment is consistent with the general intent of the Official Plan. From a high-level policy perspective, the Official Plan promotes growth and intensification throughout the City in order to achieve a variety of planning objectives (as summarized in Section 5.1 above). While specific "neighbourhood protection" policies apply to the portion of subject site at 8 Jane Osler Boulevard given its current *Neighbourhoods* designation, the Official Plan recognizes that there is a need to balance and reconcile these policy directions (see below).
- In our opinion, the proposed development permitted pursuant to the Official Plan Amendment will be "compatible with its physical context". In this regard, the subject site is located along an *Avenue*, in an area that has been identified for growth, with mid and tall buildings envisioned in the immediate vicinity.
- In our opinion, the proposed development permitted pursuant to the Official Plan Amendment will not impact nearby *Neighbourhoods* in a manner contrary to the "neighbourhood protection" policies of the Official Plan. As previously stated, the existing area character has evolved over time to accommodate a diverse mix of buildings and, as a result of this varied character, it is our opinion that the inclusion of the lot at 8 Jane Osler Boulevard would not detract from the character of the adjacent lands given it is the most easterly block and given the podium of the proposed 9-storey building will relate to the low-rise character to the west through a combination of setbacks and materiality, and appropriate setbacks and facing conditions which will not impact the *Neighbourhoods* in a negative manner.

While 8 Jane Osler Boulevard is proposed for a *Mixed Use Areas* redesignation and interfaces with an existing *Neighbourhoods* designation to the east, the development will provide for appropriate separation and setbacks and only directly interfaces with the property boundary of one single-detached dwelling (at 10 Jane Osler Boulevard).

Based on the foregoing, the proposal conforms with the "neighbourhood protection" policies in Section 2.3.1 of the Official Plan, which require consideration of compatibility, transition, maintenance of adequate light and privacy, minimizing impacts from lighting, amenity areas and service areas and attenuating traffic and

parking impacts. These potential built form impacts are addressed in further detail below.

- Finally, it is our opinion that a broader review or general policy change is not required. A Site and Area Specific Policy (SASP) is proposed for the subject site, such a policy could be introduced if considered desirable.

As noted above, the Official Plan recognizes that there may at times be a need to balance and reconcile potentially conflicting policy directions. Policy 5.6(1) (1.1) directs that Official Plan policies should not be read in isolation or to the exclusion of other relevant policies in the Plan and goes on to say that the goal of the Official Plan is to “appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City”.

The significant majority of the subject site is designated *Mixed Use Areas*, which seeks the achievement of complete communities which, among other things, feature a diverse mix of land uses and a range and mix of housing options within compact built forms, and which support convenient access to transit. The *Mixed Use Areas* designation is one of the four Official Plan’s land use designations that are intended to receive most of Toronto’s increase in jobs and population. The Plan envisions that development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community and will provide for new jobs and homes for Toronto’s growing population on underutilized lands in along Avenues and elsewhere in the city. The proposed development is comprised of commercial/retail and residential uses and will help maintain a vibrant and attractive pedestrian environment while accommodating more residents in the neighbourhood.

The objective of the Official Plan in intensifying *Mixed Use Areas* is that of reurbanization. It is anticipated that residents will be able to live, work, shop and play in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and night. The proposal will support the achievement of a complete community. It is anticipated that the proposed mix of uses will reinforce the mixed use character of Dufferin Street. The proposed mixed-use building satisfies the criteria for development in *Mixed Use Areas* by creating a high quality development, comprised of a number of buildings, in an area that has access to community services and facilities and is able to take advantage of excellent access to transit services.

The majority of the subject site is currently occupied by a car dealership. The proposed mix of uses on the subject site will implement the overall planning objectives of the *Mixed Use Areas* designation in the Official Plan. It will provide grade-related uses that will contribute to the animation and vitality of the pedestrian realm along all street frontages and promote the pedestrian and commercial character of Dufferin Street. The proposed residential uses internal to the subject site will contribute to the residential streetscape along the new public streets and will assist in providing for an appropriate interface with the approved public park to the north. The proposed residential units will also add population, which will promote transit ridership and support retail and service commercial facilities in the vicinity of the subject site.

Housing

The proposed development conforms with and promotes the achievement of the Official Plan’s housing policies. The proposal will include 834 dwelling units, adding new housing options to the Mimico community. In total, the proposal contains 490 one-bedroom units (59 %), 258 two-bedroom units (31 %) and 86 three-bedroom units (10 %). The mix of units is consistent with the objectives of the Growing Up Guidelines by providing housing for a wide variety of residents and, in particular, addressing the lack of variety in the available housing mix and the lack of units appropriate for family accommodation.

Furthermore, the proposal has regard for Policy 3.2.1(2) that provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan. Finally, Policy 3.2.1(6) is met given the existing rental units are currently occupied at lease rates which qualify them as luxury units and, therefore, are not required to be replaced.

Lastly, the proposed ground floor commercial uses will animate Dufferin Street and portions of Jane Osler Boulevard and the proposed public street frontages, contributing to an active pedestrian realm. The proposed retail uses along the Dufferin Street frontage also support policies of the Secondary Plan.

With respect to the residential lot at 8 Jane Osler Boulevard, a Housing Issues Letter has been prepared by Bousfields Inc.

5.3 Site Organization

In our opinion, the proposed site organization generally meets the intent of Section 12.3 and Map 36-15 of the Dufferin Street Secondary Plan, particularly policies 12.3.8, 12.3.9 and 12.3.11, which set out the site organization elements.

In this respect, Map 36-15 illustrates the following elements on the subject site:

1. Half of a new north-south street with a right-of-way width of 18.5 metres located generally between Parcel A and Parcel B.
2. A new east-west street that with a right-of-way width of 23.0 metres, extending from the west side Dufferin Street and connecting to block to the north.

Road Network

As noted in Section 3.0, the proposal is structured around a new public road network that will create a series of development blocks for the site, while establishing continued connectivity within Block 1. In accordance with the Dufferin Street Secondary Plan, the proposal introduces an 'L'-shaped perimeter road that is comprised of both north-south and east-west components, connecting with the approved public road to the north (at 3450 Dufferin Street), ultimately linking Bridgeland Avenue and Dufferin Street (Public Road A). A second public road (Public Road B) is proposed to intersect Blocks A and B on the subject site, connecting to the approved public road to the north (at 3450 Dufferin Street), which is curvilinear in nature and which runs along the approved public park associated with 3450 Dufferin Street.

In accordance with Policy 7.2.1 of the Secondary Plan, the new street system will divide the block into smaller parcels to ensure permeability for pedestrians, cycling and vehicular circulation. Public Road A has been designed as a 23.0-metre right-of-way and Public Road B has been designed as an 18.5-metre right-of-way. As noted previously, Appendix 1 to the Secondary Plan provides certain details of the proposed new road segments. While the Appendix indicates a right-of-way width of 23 metres for both of the above-noted streets envisioned for Block 1, the Secondary Plan does not specify that the 23.0 metre right-of-way width is a required minimum.

In applying these policies to the development proposal for subject site, consideration has been given to the planned context that has been established for the lands to the north. In this regard, the OLT approval for 3450 Dufferin Street, which was recently approved in April 2020, establishes a new public road network that will connect to the subject site for a comprehensive development block on this portion of the corridor.

In our opinion, the proposed street network is consistent with the street network established in the Secondary Plan and the network that is approved to the north. The continuous and consistent street widths for the internal Block 1 street network are in keeping with Policies 9.1.1 and 9.1.2 of the Secondary Plan, which encourage block master planning to ensure comprehensive and co-ordinated development.

Additionally, Policy 7.2.2 of the Secondary Plan notes that the exact location, alignment and design of each new street will be refined through the review and approval of the respective Block Master Plan and individual plans of subdivision. In our opinion, this policy provides flexibility with respect to the width (alignment and design/ width) of streets and reinforces a comprehensive block-wide approach to establishing the street network, which in the case of Block 1 has already been established by the 3450 Dufferin Street OLT Settlement.

Based on the foregoing, it is our opinion that both the proposed street network and associated right-of-way widths of the new streets are appropriate and conform with the Secondary Plan.

While the proposed development does not consider the provision of on-side parkland dedication as required by Policies 3.3.4, 9.1.4 and 12.3.1. A privately owned publicly accessible open space (POPS) of approximately 233 square metres has been proposed to the immediate south of the approved park and will be designed to complement the park programming through the development approvals process.

5.4 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for residential/mixed-use intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for a mid-rise building and for and tall buildings, and that the subject proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.3 of the Official Plan, given:

- its location within a Council adopted “protected major transit station area” and its location within 766 metres of the northern entrance to Yorkdale Station (Line 2);
- its proximity to a variety of surface transit options, including a frequent bus route with a minimum frequency of every 10 minutes or less during peak hours;
- its size (1.67 hectares) and corner lot configuration, with frontage of approximately 109 metres along Dufferin Street, approximately 40 metres on Jane Osler Boulevard and a depth of approximately 191 metres;
- its location along Dufferin Street, a Major Arterial road which has a planned right-of-way width of 30 metres and is identified as a Transit Priority Segment;
- its *Mixed Use Areas* land use designation;
- its proximity to – and compatibility and fit with – existing, proposed and anticipated tall buildings and mid-rise building context along Dufferin Street; and
- its lack of built form impacts on parks and open spaces and *Neighbourhoods* designated lands, having regard for the nature of the *Neighbourhoods* designated lands to the immediate south and west of the subject site.

With respect to the broad urban structure, the subject site is located in an area which has seen, and continues to see redevelopment and is in proximity to a number of built, under construction, approved and proposed tall buildings. In this respect, a number of buildings, with heights taller than 25 storeys have been approved or are under construction in the surrounding area and buildings with heights up to 29 storeys have been approved as demonstrated in **Table 2**:

Table 2 - Area Heights

Address	Height (Storeys)	Height (Metric)	Status
3401 Dufferin Street (Yorkdale)	29 storeys		Proposed
3450 Dufferin Street	29 storeys	93.4 metres	ZBA Approved
3400 Dufferin Street	29 storeys	91.5 metres	Proposed
3450 Dufferin Street	27 storeys	87.5 metres	ZBA Approved
770 Lawrence Avenue (Treviso)	29 storeys	84.5 metres	Built
3450 Dufferin Street	23 storeys	75.1 metres	ZBA Approved
3000 Dufferin Street (Building B)	23 storeys	70.9 metres	ZBA Approved
770 Lawrence Avenue (Treviso)	21 storeys	63 metres	Built
3130 Dufferin Street	17 storeys	61 metres	ZBA Approved
3280 Dufferin Street	14 storeys	50.4 metres	ZBA Proposed
770 Lawrence Avenue (Treviso)	15 storeys	49 metres	Built
3000 Dufferin Street (Building A)	12 storeys	39.05 metres	ZBA Approved
3140-3170 Dufferin Street (Block 7 south)	9 storeys with 10 and 11 storey pop-ups	44.05 metres	OPA Approved ZBA Proposed
3140-3170 Dufferin Street (Block 7 south)	8 storeys with 9 storey pop-up	37.4 metres	OPA Approved ZBA Proposed
3400 Dufferin Street	9 storeys	36.3 metres	Proposed
3180 Dufferin Street (Block 7 north)	9 storeys 10 storey pop-up	30 metres, 33.55 metres	Proposed
16 McAdam Avenue	9 storeys	26.7 metres	Built
3180 Dufferin Street (Block 7 north)	7 storeys	24.8 metres	Proposed

In our opinion, the proposed building will fit harmoniously within its context and positively contribute to the emerging pattern and distribution of heights in the Dufferin Street Secondary Plan area, and specifically, in this quadrant of Highway 401 and Dufferin Street. From an urban structure perspective, the pattern of heights in the Yorkdale Neighbourhood varies considerably. There are established low-rise residential *Neighbourhoods* generally located east of the Dufferin Street corridor and north of Lawrence Avenue, a low-rise *Employment Area* west of the Dufferin Street corridor, and *Mixed-Use Areas* that include existing low-rise buildings, and existing and proposed taller buildings, particularly at the northeast corner of Lawrence Avenue West and Dufferin Street, where the *Mixed Use Areas* designation and lot depths are greater.

In accordance with the planned direction as set out in the Secondary Plan, the emerging urban structure along the Dufferin Street corridor includes a predominantly mid-rise form within the central section of the Dufferin corridor, with tall buildings at the north and south ends of the corridor, near Highway 401 and Lawrence Avenue West, respectively.

Moreover, while we note that the heights in the proposed development are greater than the Dufferin Street Secondary Plan, it is our opinion that the proposed heights are appropriate within the broader context of the Dufferin Street *Avenue* in recognition of the existing and approved building heights up to 29 storeys, and the planned built form context set out in the Secondary Plan (see **Figure 18**, Height Map).

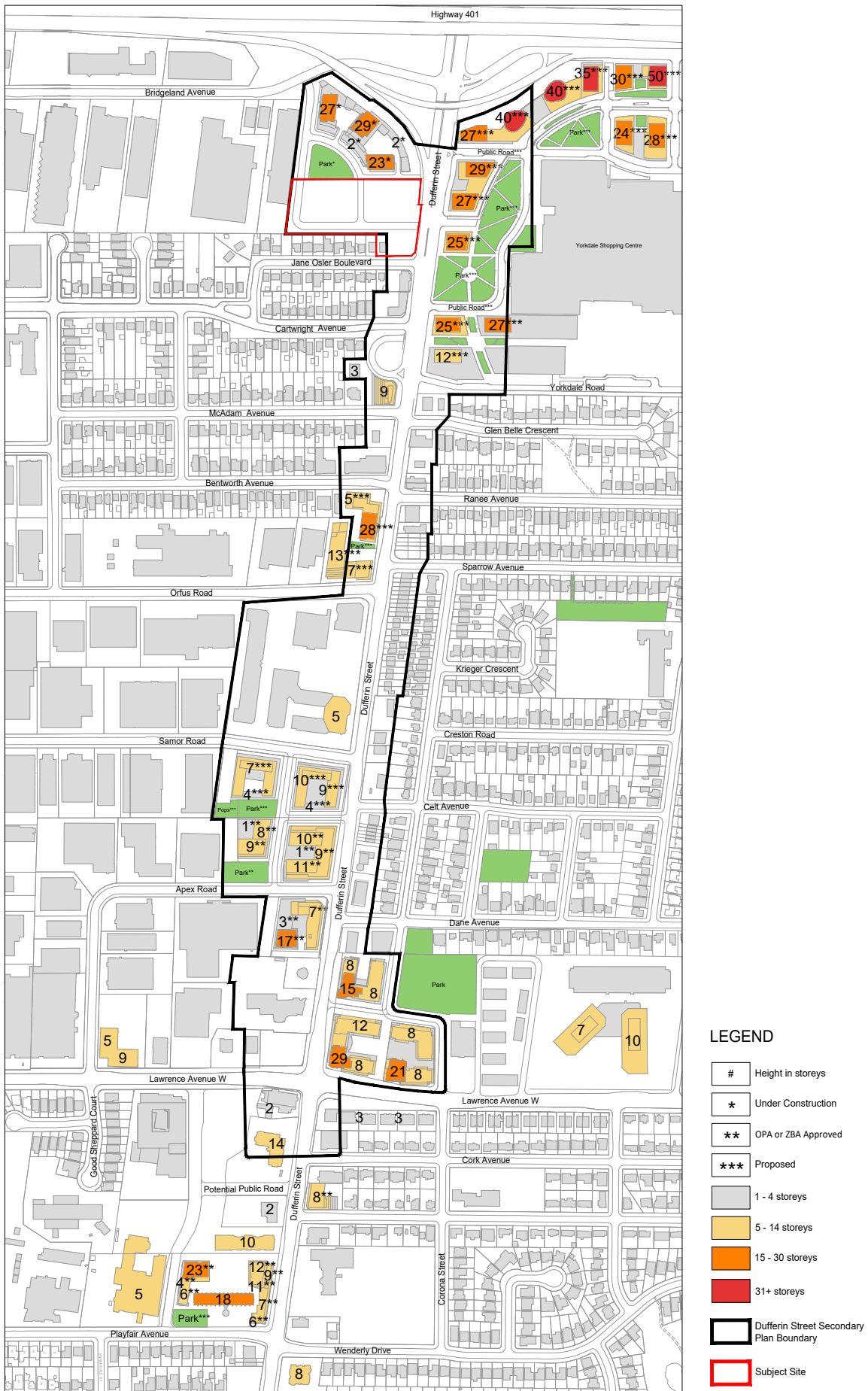


Figure 18 - Height Map

The subject site, which is located at the north end of the Dufferin Street corridor, proposes two traditional podium-point towers of 29-storeys (91.5 metres, exclusive of a 6.0 metre mechanical penthouse). The tower components are 21 storeys in height and sit atop a 4- to 8-storey podium. The proposal further includes an articulated 9-storey mid-rise building (30.3 metres, exclusive of a 6.0 metre mechanical penthouse) in the southeast quadrants of the subject site fronting onto Dufferin Street. The tallest building elements are located on the north side of the proposed future public road (Public Road A) and are significantly set back from the residential uses to the south which front onto Jane Osler Boulevard.

It is our opinion that although the proposed development does not conform to Map 36-15 of the Dufferin Street Secondary Plan or the height policies in Section 12.3, the height of the proposed buildings would fit harmoniously within the surrounding building height context, particularly within Block 1 of the Dufferin Street Secondary Plan Area. In this respect, it is our understanding that the approved mid-rise heights on the subject site, which are 10 and 11 storeys, were the culmination of discussions that ensued with respect to the achievement of tall buildings on the 3450 Dufferin Street site as part of the OLT Settlement and that tall buildings on the subject site were never considered nor analyzed.

Finally, from an impact perspective, we note that the proposed height will result in no unacceptable built form impacts with respect to light, view or privacy impacts, shadow impacts or wind impacts on nearby parks and open spaces or on *Neighborhoods*-designated lands.

From a massing perspective, the proposed development, including the mid-rise component and the podium/point-tower form buildings would fit harmoniously with the built form context in the surrounding area. The buildings have been designed at an appropriate scale, with base elements that define the adjacent streets and tower elements that are appropriately sized and located in relation to the subject site and the area context and are keeping with the built form principles set out in the Official Plan, the Dufferin Street Secondary Plan, the City-wide Tall Building Design Guidelines and the Mid-Rise Building Guidelines. The proposal has been designed to incorporate a carefully massed base with well-articulated towers, while being sensitive to the *Neighbourhoods*-designated properties to the immediate south as well as the surrounding public realm.

As described in Section 3.0 above, proposal has been designed to complement the approved development on the property to the north (3450 Dufferin Street) and enhance this portion of the Dufferin Street corridor with carefully massed blocks and tower elements that are generously stepped-back above.

Block A, which is the easternmost block with frontage on Dufferin Street, will include a 'U' shaped podium with a height ranging from 4- to 8-storeys (15.0 and 27.3 metres, respectively). On the ground floor, the building has been designed to provide an inviting public realm with a setback of 5.0 metres from the east lot line, 6.0 metres from the north lot line and 3.0 metres from Public Road B to the west and Public Road A to the south. The podium height has been designed to adhere to the angular plane provisions along Dufferin Street and falls well below a 45-degree to be legible at street level. The building is further articulated at the southwest corner of the podium, along the portion fronting onto Public Road A with a stepped 4-storey element (by a 3.0 metre and 6.8 metres) to mitigate the view impacts from the street.

Above the 8-storey podium, the tower element is oriented north-south and is located in the southeast quadrant of Block A. The tower provides setbacks to the podium facades below of approximately 9.7 metres to the north, a range of 3.0 to 6.0 metres to the east and 3.0 metres to the south. To the west, the tower is flush with the podium below which is the façade internal to the courtyard.

Block B, located along the west side of Public Road B has a similar configuration to Block A. The building sits atop a 6- to 8-storey podium which is setback by 3.9 metres from Public Road B to the east at 6.0 metres from the public park to the north and 3.0 metres from Public Road A to the west and south. Above the 8-storey podium, the tower element is oriented north-south and is located in the southeast quadrant of Block B. The tower provides setbacks to the podium facades below of approximately 9.7 metres to the north, 7.3 metres to the east and 3.0 metres to the south. Similar to Block A, the tower is flush with the podium to the west, below which is the façade internal to the courtyard.

Both buildings have been designed with courtyard style with a base element to frame the adjacent streets and break up the massing and visual impact of the buildings. The 'U'-shaped podiums have incorporated stepping back and have been oriented to maximize sunlight penetration and usability of the outdoor amenity spaces. Furthermore, the buildings incorporate an inset balconies to minimize the potential view impacts on the public realm from the street. As well, for both buildings, setbacks have been incorporated along all façades around the podium in order to minimize impacts on the streetscape.

The typical tower floorplate size for both towers is 796 square metres (gross construction area), with an east-west dimension of 24.5 metres and a north-south dimension of 32.5 metres, representing slender rectangular point-tower forms. While the floorplate represents a modestly larger floorplate than the 750 square metre floor plate recommended by the Tall Building Design Guidelines, it is our opinion the the larger tower floor plates are appropriate given the size and configuration of the site, the location of the towers within the site itself, and the corner location of each development block, and based on the analysis of built form impacts (shadow, sky view and wind) as set out in Section 5.5 below. The tower floor plates are also well-articulated, which assists in reducing the visual bulk of the building and providing a fine grain and visually interesting façade.

As described in Section 3.0, the proposed development also includes a 9-storey mid-rise building (30.3 metres and 36.3 metres including the mechanical penthouse) at the southeast quadrant of the subject site, abutting the residential dwellings along Jane Osler Road. The building has been massed with terracing along the western façade to provide a transition to the *Neighbourhoods* designated properties to the west and respect the angular plane provisions. At grade, the building is setback 5.0 metres from the front lot line (west) and 3.0 metres to the north, south and west. The building will maintain a consistent 6-storey streetwall, similar to Building A the north, with a height of 21.0 metres. Above the 4th level, the building will stepback from the west by 6.2 metres, providing a 158 square metre green roof, a further 8.9 metre setback is incorporated above the 7th level.

In our opinion, the proposed density of 6.6 FSI is appropriate and desirable. First, it is important and appropriate from a planning policy perspective to optimize the use of land and infrastructure on the site given its location and its location within a major transit station area, along a segment of Dufferin Street classified as both an Avenue and a Transit Priority Segment, with frequent transit service, and its *Mixed Use Areas* designation in both the City of Toronto Official Plan and the Dufferin Street Secondary Plan.

Second, it is noted that neither the Official Plan nor the Downtown Secondary Plan generally include density limitations and specifically do not in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City." Accordingly, it

is reasonable to establish an appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

Within a policy context that promotes intensification, as is the case with the subject site, the optimization of density is in fact a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposed development has no unacceptable built form impacts, represents good urban design and is supported by hard and soft services, including new infrastructure, with no significant infrastructure capacity concerns.

While OPA 570 has not yet been approved by the Minister, the proposed density is consistent with the minimum density targets set out for station areas. In the Site and Area Specific Policy, the subject site is planned to have a minimum density of 2.0 FSI, which has been satisfied.

5.5 Built Form Impacts

In our opinion, the proposal will not result in any unacceptable built form impacts on surrounding streets, open spaces or properties and, in particular, on lands designated *Neighbourhoods*.

The Official Plan development criteria applying to *Mixed Use Areas* designations focus on potential built form impacts on adjacent lower scale *Neighbourhoods*. In particular, Policy 4.5.2(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or a stepping down of heights towards lower scale *Neighbourhoods*, while Policy 4.5.2(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.

In this respect, the subject site is located in an area with a varied mix of uses and immediately abuts *Neighbourhoods* designated lands to the south and west (from Block C). There are no lands designated *Neighbourhoods* designated lands to the north or east, or west of Block B. As discussed in Section 2.0 of this Report, this area contains a mix of building types and land uses, including single-detached and townhouse dwellings, mid-rise apartment buildings, commercial uses and employment uses. As such, when assessing the appropriateness of the proposed development and in reviewing the built form impacts of the proposed development on *Neighborhoods* designated lands, it is important to recognize the broader surrounding area and its variable existing and emerging structure.

The sidebar in Section 3.1.2 of the Official Plan, as amended by OPA 480, notes that appropriate transition in scale “can be achieved using a variety of measures – individually or in different combinations – including angular planes, stepping height limits, location and orientation of buildings, the use of setbacks and step-backs of building mass, and separation distances”. The use of a specific angular plane is not mandated by the Official Plan as a means to achieve transition. In our opinion, the proposal is appropriately massed on the subject site to mitigate built form impacts on adjacent areas. Given the size of the subject site, the adjacent land uses and built forms, the proposal deploys a combination of transition techniques including angular planes, building orientation, physical setbacks and stepbacks, and separation distance.

Light, View, Privacy

Light, view and Privacy (“LVP”) impacts are generally addressed through a combination of spatial separation, setbacks, building orientation, and mitigation measures between buildings.

The accepted standard for LVP impacts is based on the underlying zoning in Zoning By-law 569-2013, which the subject site will be brought into, and which specifies that, where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or a lane. For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines. The 25-metre separation distance addresses sky view from grade as well as LVP impacts.

Furthermore, the Official Plan development criteria applying to the *Mixed-Use Areas* designation have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. Policy 4.5.2(c) requires buildings to be located and massed to provide transition through appropriate setbacks and/or stepping down of heights towards lower scale *Neighbourhoods*. Accordingly, the proposal has been designed to provide for an appropriate height transition to the *Neighbourhoods*-designated properties on the north side of Jane Osler Boulevard, as described in Section 5.4 above.

In our opinion, the proposal meets the intent of the relevant LVP standards, based on the analysis set out below and the LVP impacts will be appropriately limited in given the proposed tower siting, orientation and setbacks.

With respect to the north-facing condition, the proposed buildings in Blocks A and B provide for a minimum setback to the podium faces of 6.0 metres, with tower setbacks of approximately 17.2 metres to the northern property line. For Block A, the lands to the north have been approved for a high-density development and the immediate facing condition of that site is a 23-storey building which is set back from the common property line of between 11.0 and 14.0 metres, resulting in a podium separation of 17.0 metres and a tower separation of 31.2 metres. For Block B, an approved public park is sited to the immediate north.

With respect to the east-facing condition, by virtue of the Dufferin Street right-of-way, which is planned for 30 metres, there would be no LVP concerns.

With respect to the west-facing condition for Block B, the lands to the west consist of low-rise light industrial uses and Public Road A, which is proposed with a 23.0 metre right-of-way width, would negate any LVP concerns. With respect to the west-facing condition for Block C, the lands to the immediate west are located in the *Neighbourhoods* designation, with a single-detached dwelling sited almost to the common property line. The podium of Building C is set back approximately 7.5 metres from the western property line and the proposed mid-rise building has been designed with terracing, providing stepbacks from the west above the 3rd and 6th storeys, to mitigate impact on the low-rise *Neighbourhood* to the west.

With respect to the south-facing condition for Block C, by virtue of the Jane Osler Boulevard right-of-way, which is approximately 20.0 metres, there would be no LVP concerns from the mid-rise building. Moreover, the immediate facing condition to the south is a 1-storey commercial building. With respect to the south-facing condition for Blocks A and B, Public Street A is proposed with a 23.0 metre right-of-way width. The proposed building on Block A does not have direct facing condition with the *Neighbourhoods* designation to the south, with the exception of the southwest corner of the podium, which is set back 3.0 metres from the street. The Block B podium provides a setback of 3.0 metres to the street and the tower is set back 6.0 metres to the street resulting in a separation distance of 29.0 metres, which is greater than the 20-metre Guideline recommendation for a tall building to a *Neighbourhood*.

Moreover, the *Neighbourhoods* designation is located to the south which means that there will be no impact from a shadow perspective, which is discussed further below.

With respect to on-site LVP impacts, Buildings A and B are separated by the proposed 18.5 metre right-of-way width for Public Road B and, in addition to the podium setbacks, provide for a podium facing condition of approximately 25.0 metres. The tower separation distance is over 66.0 metres. For Building C, the facing condition of the mid-rise building to the podium of Building A is 29.0 metres, and 32.0 metres to the tower.

Based on the foregoing analysis, it is our opinion that the proposed redevelopment will have no unacceptable impacts on light, view and privacy for existing and future buildings surrounding the subject site.

Sky View Impacts

In our opinion, the proposal would not have unacceptable impacts on sky view from the public realm, specifically from Dufferin Street, Public Road A and Public Road B. When viewed from the proposed streets, the podium elements for both Building A and Building B would define both street frontages at a mid-rise pedestrian scale through the use of setbacks, step-backs and the positioning of the tower elements above. Furthermore, the proposed 9-storey mid-rise building has incorporated significant stepping back on the 3rd level (6.19 metres), and on the 6th level (8.9 metres) to mitigate the sky view impacts on the *Neighbourhoods* designated properties to the east.

Shadow Impacts

With respect to sunlight and shadowing, Official Plan Policies 3.1.2(5), 3.2.3(3) and 4.5(2)(d) require that buildings are be located and massed to adequately limit shadowing on neighbouring streets, properties (particularly those designated *Neighborhoods* and *Parks*) and open spaces, having regard for the varied nature of such areas.

Accordingly, a shadow study has been prepared by gh3 to assess the incremental shadow impact produced by the proposed development during the spring and fall equinoxes (March 21st / September 21st) and the summer solstice (June 21) between the hours of 9:18 a.m. and 6:18 p.m.

As noted above, the lands to the immediate south and southwest of the subject site are designated *Neighbourhoods*, north of Jane Osler Boulevard. The study demonstrates that, at the spring and fall equinoxes, there would be some incremental shadow impact on the rear yard of 10 Jane Osler Boulevard beginning at 9:18am and moving east by 11:18am.

Similarly, during the summer solstice, there would be some incremental shadow impact on lands designated *Neighbourhoods* from 9:18am and moving east by 11:18am. Based on the foregoing analysis, it is our opinion that the incremental shadow impacts resulting from the proposed development are minimal and "adequately limited" with respect to shadowing on *Neighbourhoods* in accordance with the applicable Official Plan policies.

With respect to shadowing on parks and open spaces, there are no existing lands designated Parks in the vicinity of the subject site. However, we note that, as per the by-law approved with the OMB decision PL170021 (By-law No, 687-2020), there is an approved Park to the immediate north of the subject, associated with the approval at 3450 Dufferin Street. In this regard, with respecting to shadowing on the proposed park to the north, the proposed redevelopment would cast some shadow throughout the day at the equinoxes until 5:18pm, however between 2:18pm and 4:18pm, only a relatively small portion of the park would be shadowed.

At the summer solstice, the proposed park to the north would be in shadow between 9:18am and 2:18pm however between 1:18pm and 2:18pm, only a relatively small portion along the southeast corner of the park.

Overall, the shadow impacts cast by the Proposed Development are limited, transitional, and will allow for appropriate light, view and privacy for adjacent properties. The Proposed Development at 29 storeys and 9 storeys is an appropriate fit shadows that are adequately limited on neighbouring streets, properties, parks and open spaces.

Based on the foregoing analysis, it is our opinion that the new shadow impact from the proposed development on open spaces and designated *Neighbourhoods* would be "adequately limited" in accordance with the applicable Official Plan criterion and that the incremental shadowing on existing and designated *parks* and would not adversely affect their utility. We therefore conclude that the incremental shadow impacts from the proposed development are minor and acceptable

Wind Impact

A Pedestrian Level Wind Study was prepared SLR Consulting Ltd. in support of the proposal. The assessment was based on the local wind climate, the current design of the proposed development, the existing surrounding buildings, and screen-level modelling. The assessment of the pedestrian wind conditions expected around the proposed development is summarized as follows:

- The wind safety criteria is generally met in the Existing Configuration. The exceptions are at ten locations around the under-construction development at 3450 Dufferin Street.
- In the Proposed Configuration, the safety criterion is exceeded on-site at six locations at grade and at five locations on the amenity terraces. Recommendations are provided for the on-site areas. The wind safety criterion was also exceeded at three locations adjacent the future 3450 Dufferin Street development.
- Wind comfort conditions on-site are generally suitable for the intended use. Wind control measures are recommended for a few areas. Wind conditions on the proposed terraces are generally windier than desired for passive activities. Wind mitigation measures are recommended.
- Wind conditions along the surrounding sidewalks are generally similar between the Existing and Proposed Configurations.
- SLR will work with the design team to determine practice and effective wind control measures prior to the next planning submission

5.6 Urban Design

From an urban design perspective, it is our opinion that the proposed development is appropriate and desirable and will fit harmoniously within its existing and planned context, and represents a well-designed addition to the Dufferin Street corridor. The proposal will develop an underutilized property on an *Avenue* with a distinctive, high-quality addition to the area, while also providing improvements to the streetscape along Dufferin Street and the proposed public road network. The use of glazing on the ground floor will provide direct access and views into and from the public realm and the building setbacks will include new landscaping to create a comfortable and active pedestrian environment, and allow for the uses of the building to spill into the public realm.

At an urban scale, the proposed height, size and siting of the towers will result in an appropriate addition to the existing context, which is fluid and varied, and will provide appropriate tower separation distances to the existing buildings surrounding and adjacent to the subject site. The design of the buildings and provision of appropriate setbacks limits shadow, sky view and privacy impacts on the adjacent buildings and neighbourhoods. The proposal will also introduce a new public street, linking the subject site with the broader urban area.

The overall site layout and design, through elements including building proportion, streetwall heights, overall building heights, building typologies, setbacks, stepbacks, and site organization confirms with the urban design policies of the Official Plan and has appropriate regard for the relevant Design Guidelines including the Dufferin Street Urban Design Guidelines, the Tall Building Guidelines and the Mid-Rise Building Guidelines.

Official Plan

In our opinion, the proposed building designs and site organization conform with the applicable built form and urban design policies in the Toronto Official Plan, as amended, in particular, Policies 3.1.1(2), 3.1.1(6), 3.1.1(8), 3.1.1(13), 3.1.1(14), 3.1.1(15), 3.1.1(19), 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.2(6), 3.1.2(8), 3.1.2(9), 3.1.2(11), 3.1.2(13), 3.1.3(1), 3.1.3(4), 3.2.3(8), 3.1.3(9) and 4.5(2), as well as with the applicable built form and streetscape policies outlined in the Dufferin Street Secondary Plan. Specifically, the proposed development will:

- divide the subject site into three smaller development blocks that are appropriately sized and configured to accommodate street-oriented buildings that frame all streets;
- provide a comfortable, attractive and vibrant, safe and accessible setting for daily social interaction;
- provide a connected grid-like network of streets that offers travel options and provides connections with adjacent neighbourhoods;
- provide a street network that balances the needs and priorities of the various users, with sidewalks that are well designed and include tree planting;
- provide a massing that fits within the planned context, and frames the edges of the public realm with good street proportion;
- provide street wall heights and setbacks that fit harmoniously with the existing and planned context;

- locate the podium base buildings to be parallel to Dufferin Street, Jane Osler Boulevard and the proposed public streets;
- locate entrances to the buildings in predominant locations so that they are clearly visible and with direct access from public sidewalks and street frontages;
- create a visual connection between the ground floor uses of the building and the public realm through the use of glazing and window walls;
- provide coordinated landscape improvements and street greening along the frontages of Dufferin Street, Jane Osler Boulevard and the proposed public streets by providing new landscaped areas, with an emphasis of the Dufferin Landscaped Gateway;
- provide tower setbacks between the towers and the podium base buildings to minimize the visual impacts and create distinct building elements;
- include distinctive architectural materials and characteristics to distinguish the podium base buildings from the tower elements;
- locate and orient the towers appropriately in relation to the podium building and surrounding buildings to minimize shadow impacts;
- integrate the roof-top amenity area and mechanical systems into the design of the building;
- locate servicing, loading and vehicular parking away from the public realm to minimize their visual impact;
- screen service areas, ramps and garbage storage from the public realm by internalizing these functions within the development;
- provide all parking underground; and
- provide indoor and outdoor amenity space for residents, including private balconies where appropriate.
- provide access to the servicing and underground parking from the proposed east-west street for all development blocks, improving the safety and attractiveness of the Dufferin Street Promenade (R2);
- provide a right-of-way width of 23.0 metres for the proposed north-south and east-west street that runs along the western and southern property boundaries, and an 18.5 metre right-of-way for the proposed north-south street that bisects the block in accordance with Map 36-15 of the Secondary Plan (R3);
- locate the new public streets to align and coordinate between the subject site and the redevelopment lands to the north (R5);
- set back the building fronting Dufferin Street by 5.0 metres from the front property line (R14, R59);
- provide a double row of trees along Dufferin Street, where possible (R15);
- provide a building setback of 3.0 metres from new local streets (R32, R68, R69, R118);
- provide a POPS at ground level along the northern property line of Block B to add to the public realm network and provide a safe and comfortable mid block connection with active fronting residential uses and an appropriate building setback (R56, R57, R114)
- provide ground floor uses (retail, residential units, residential lobby, indoor amenity space) with transparency to provide outlook and animation onto the streets (R64);
- provide a mid-rise building along the Dufferin Street frontage in Block C with a 6-storey street wall and a lower height towards the rear of the site (R73);
- locate tall buildings in the northern extent of the Secondary Plan Area, separated by a minimum distance of 26 metres from the existing low-rise buildings (R75);
- provide a mid-rise height of 9 storeys (30.3 metres) along the Dufferin Street frontage (R81, R82), keeping with the 30-metre guideline;
- provide a ground floor height of 6.0 metres on all Blocks, in excess of the recommended 4.5 metres (R83);
- comply with front angular plane guidelines (R89, R90);
- comply with rear angular planes for Block C (R95, R96)
- provide a minimum setback of 3.0 metres along Dufferin Street in Block C, and provide the setback at a height of 21.0 metres (6-storeys), generally in keeping with the recommended of 20 metres/6-storeys (R92);

Dufferin Street Urban Design Guidelines

The proposed development has appropriate regard for the Dufferin Street Urban Design Guidelines, the development will:

- divide the large block into three development blocks with a new north-south and east-west street that runs along the western and southern property boundaries, in addition to a new north-south street that bisects the block in order to promote a connected grid of streets, provide smaller development blocks, and a high level of permeability for public circulation (R1);

- provide a minimum 23-metre setback from the *Employment Areas* for the Block B building (R97, R151);
- provide a building that steps down in scale toward to the *Employment Areas* for the Block B building (R98); and
- provide a network of new streets through the block, consisting of an 'L'-shaped perimeter public street from Bridgeland Avenue to Dufferin Street (R110) and an additional local street to divide the site into smaller development blocks (R111).

Tall Building Design Guidelines

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

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

- The proposed 29-storey buildings will fit within the existing and planned built form context through their siting and the provision of setbacks and architectural treatment.

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

- Sunlight and sky view are assessed in Section 5.5 above.

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

- The base buildings are oriented parallel to Dufferin Street, Jane Osler Boulevard and the proposed public streets, respectively, and will frame the streets with good proportion. Given the numerous street frontages of each block, the base buildings have been designed to fit within the existing and planned built form context and setbacks along all streets.

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

- The proposed development will establish an attractive and inviting pedestrian environment along all street frontages. At-grade entrances to the retail units are located along the Dufferin Street frontage and frontage of the proposed public street, and the residential lobby entrances are located at-grade along the proposed public street. All entrances will be clearly visible and directly accessible from the public sidewalk.

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

- All servicing areas have been integrated within the ground level of the base buildings away from the public realm and public view. Access to the "back-of-house" activities will be from a shared driveway, which runs along the easterly boundary of the site.

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

- Approximately 2,248 square metres of outdoor amenity space is proposed overall, comprised of 809 square metres for Block A, 889 square metres for Block B and 550 square metres for Block C. Based on the proposed number of residential units, this represents a ratio of 2.1 square metres per unit for Block A, 2.3 square metres per unit for Block B and 7.3 square metres per unit for Block C.

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

- The base buildings, which range in height from 4 to 8 storeys, have been designed to fit within the existing built form context, providing the lowest heights along Public Road A and adjacent to the *Neighbourhoods-* designated area to respond appropriately to its adjacencies.

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

- The base buildings are proposed to be lined with active street-related uses including retail units, residential units and the residential lobbies to activate and animate the public realm. Along all frontages, improvements to the public realm will be made through the incorporation of new paving and landscape elements.

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

- The proposed first floor height is 6.0 metres, in keeping with the guideline.

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

- The base buildings have been designed with a variety of high-quality materials that are complementary to the existing and approved buildings in the area. The base building elements provide glazing to allow for views into the retail units and residential lobbies from the public realm.

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

- The base buildings have been designed to provide a visual connection between the at-grade lobbies and retail units and the public realm, through the use of glazing of the ground floor.

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

- The floor plate size of the tower element, at 794 square metres (gross construction area), meets the general guideline of 750 square to mitigate shadow, overlook and privacy impact. See Section 5.5 for more detail.

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

- The proposed towers will provide appropriate separation from parks, open spaces, as well as the adjacent low-rise residential properties to the south. See Section 5.4 above for more details.

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

- The siting of the proposed towers will not preclude the redevelopment of adjacent properties. Setbacks from the side and rear property line have been provided. See Section 5.4 above.

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

- Both towers have been organized on the site designed in a north-south manner and will add an architecturally distinct residential buildings to the skyline.

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

- Inset balconies have been strategically located on all buildings and have been designed to maximize usability and comfort, while being sensitive to the impact on the proposed building mass and overlook conditions to the adjacent buildings.

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

- The mechanical penthouse on each building will be incorporated into the tower design and will be treated with complementary and coordinated materials.

Mid-Rise Building Guidelines

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

- The base buildings will provide for generous sidewalk conditions along all public frontages that will result in ample room for landscaping including unit pavers, various plantings and significant new plantings. The proposed development will incorporate retail units and residential lobbies at-grade which will animate the public realm and create a strong presence with direct access from the public sidewalk, with significant glazing on the street façades, promoting a high-quality streetscape. The POPS to the north of Building B will be coordinated to integrate with the approved public park to the north.

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

- The base buildings provides for a sidewalk zone that will safely and comfortably accommodate pedestrian movement. The buildings will provide setbacks of 5.0 metres on Dufferin Street and 2.0 metres on Public Roads A and B, which will result in a curb-to-building-face distance of approximately 12.0 metres on all street frontages.

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

- Wind effects are addressed in Section 5.5 above.

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

- This guideline has been addressed through the Pedestrian Level Wind Assessment prepared by SLR Consulting (see Section 5.5 above).

In our opinion, the design of the proposed development, specifically as it relates to the mid-rise building on Block C at the southeast corner of the subject site along Dufferin Street, is generally in keeping with the applicable guidelines set out in the city-wide "Avenues and Mid-Rise Buildings Study". The Guidelines do not technically apply to the buildings on Blocks A and B as they have been reviewed against the Tall Building Guidelines.

With respect to Block C, it is generally in keeping with the guidelines as set out below:

Performance Standard #1: Maximum Allowable Height recommends that the maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum height of 11 storeys (36 metres).

- The planned right-of-way width of Dufferin Street is 30 metres. The height of the building in Block C is 30.0 metres (36.0 metres including MPH), in keeping with the 30-metre right-of-way width (excluding mechanical penthouse).

Performance Standard #2: Minimum Building Height recommends that all new buildings on Avenues achieve a minimum height of 10.5 metres (3 storeys) at the street frontage.

- A 6-storey (21.0 metre) street wall height is proposed along the Dufferin Street frontage, and the proposed overall building height is 9 storeys, which satisfies this guideline.

Performance Standard #3: Minimum Ground Floor Height recommends that the ground floor height should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas.

- The proposed ground floor height is 6.0 metres, which exceeds the minimum guideline, and includes at-grade retail along Dufferin Street.

Performance Standard #4A: Front Façade Angular Plane recommends that the building envelope should allow for a minimum of 5 hours of sunlight on the Avenue sidewalks between March 21st and September 21st.

- The proposed building complies with a 45-degree angular plane taken from the front lot line at a height of 24 metres (80% of the right-of-way width of Dufferin Street).

- The building allows for 5 consecutive hours of sunlight on Dufferin Street in the morning (9:18 a.m. to 1:18 p.m.) in March/September.

Performance Standard #4B: Front Façade – Pedestrian Perception Stepback recommends that a stepback be provided to mitigate the perception of height and create a comfortable pedestrian conditions.

- A 3-metre stepback is provided above Level 6 along the Dufferin Street. The building steps up from 3- to 6- to 9-storeys from the west to the east to mitigate the perception of height.

Performance Standard #4C: Front Façade – Alignment recommends that the front street wall of a mid-rise building should be built to the front property lines or applicable setback line.

- The front building setback along the entire Dufferin Street frontage is proposed to be 5 metres.

Performance Standard #7A: Minimum Sidewalk Zones recommends that buildings set back at grade to provide a minimum sidewalk zone.

- The recommended minimum sidewalk zone on streets with rights-of-way widths of 20 to 30 metres is 4.8 metres.
- The sidewalk zone along Dufferin Street, distance between the curb and the front main wall of the building, is approximately 12.0 metres, exceeding the guideline.
- The sidewalk zone along proposed Public Streets A and B is approximately 9.0 metres, exceeding the guideline.
- The sidewalk zone along Jane Osler Boulevard is approximately 9.0 metres, exceeding the guideline.

Performance Standard #7B: Streetscapes recommends that Avenue streetscapes provide the highest level of urban design treatment to create a beautiful pedestrian environment and great places to shop, work and live.

- The proposed development will improve the streetscape along Dufferin Street. The base of the building will be set back 5 metres and will provide a 6-storey pedestrian-scale street wall.
- The retail entrances are proposed to be located along Dufferin Street.
- A portion of the retail will wrap the corner of both Jane Osler Boulevard and the proposed east-west public street, with the balance of the street frontages providing the residential lobby and screened service areas;

- The retail uses and residential lobby will provide animation along the interfacing streets promoting vibrancy and vitality.
- Wide sidewalk zones will enhance the streetscape character along all three streets.
- New street trees will also be provided.

Performance Standard #12: Balconies and Projections recommends that balconies and other projecting building elements should not negatively impact the public realm or prevent adherence with other Performance Standards.

- Block C includes inset balconies. There are no projecting balconies or other elements that would impact the public realm.

Performance Standard #13: Roofs and Roofscapes recommends that mechanical penthouses be located within the angular planes measured from the front and rear property lines.

- The proposed mechanical penthouse is located within the front angular plane prescribed by Policy 12.1.12 of the Dufferin Street Secondary Plan, measured from the Dufferin Street property line. Section 12.1 does not require an angular plane taken from the north-south street.

Performance Standard #15: Façade Design and Articulation recommends that buildings be designed with well-articulated and appropriately scaled façades.

- The ground floor along Dufferin Street, Jane Osler Boulevard and the proposed east-west public street will be articulated with retail entrances, the residential lobby, architectural articulation, glazing and signage. Along portions of Jane Osler Boulevard and the proposed east-west public street where internal loading activities occur, the ground floor will provide appropriate architectural articulation.

Performance Standard #16A: Vehicular Access recommends that vehicular access to on-site parking, loading and servicing facilities be provided from local streets and rear lanes, not from the Avenue.

- Vehicular access, parking, loading and servicing facilities are proposed to be accessed via the proposed east-west road.

Performance Standard #17: Loading & Servicing recommends that loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm and should be integrated within the interior of a building.

- The garbage, loading, servicing, parking and utility functions are located internal to the building.

5.7 Draft Plan of Subdivision

To facilitate the public road network envisioned in the Dufferin Street Secondary Plan, the subject site be divided into three development blocks and one public street block. Accordingly, a Draft Plan of Subdivision application is being submitted to facilitate the orderly delineation and conveyance of portions of the subject site to the City of Toronto, and to create the required development blocks. The size, purpose and ownership of each of the proposed blocks are provided below in **Table 1** below.

Table 3 - Draft Plan of Subdivision Statistics

Block	Purpose	Proposed Ownership	Size (ha)
1	Mixed-Use	Private	0.399 ha
2	Residential	Private	0.404 ha
3	Mixed-Use	Private	0.116 ha
4	New Public Road (widening)	Public	0.032 ha
Additional Lands	Additional Lands	Private	0.048 ha
Public Road	New Public Road	Public	0.669 ha

The following provides a review the proposed draft plan of subdivision against the criteria outlined in Section 5.1 of this Report, pursuant to Section 51(24) of the *Planning Act* R.S.O 1990:

- a. The plan of subdivision will address matters of provincial interest by facilitating transit-supportive intensification on the subject site, which in turn will contribute to the achievement of numerous provincial policy objectives, as outlined in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.
- b. The proposed Draft Plan of Subdivision is not premature. The subject site has been identified for redevelopment by the City of Toronto through the Dufferin Street Secondary Plan (OPA 294). Should the location or configuration of the proposed blocks be revised as a result of City comments, any required revisions to the block boundaries can be made through the review process. Moreover, the proposed subdivision is in the public interest, as it will enable the redevelopment and intensification of the subject site, the creation of new housing options, the provision of jobs as well as the creation a new public road network.

- c. The proposal conforms with the City of Toronto Official Plan, and specifically, conforms with the applicable *Mixed Use Areas* designation.
- d. The subject site is suitable for its intended purposes. The subject site is located in an area characterized by a mix of uses with low-rise residential uses, employment uses and planned mid- and high-density developments, interspersed with commercial and institutional uses, with adjacent surface transit. The proposal is contextually appropriate, given its location along a Major Arterial road on a site that is underutilized in its current form. The proposal responds appropriately to the existing built form context of the surrounding area and has appropriate regard for the relevant urban design guidelines.
 - d.1 Affordable housing units are not currently proposed;
- e. A new public streets network is proposed. A Transportation Impact Study has been prepared and submitted concurrently with this Report in support of the Official Plan and rezoning applications. It concludes that existing and proposed road network can readily accommodate the traffic generated by the proposed development.
- f. The dimensions and shapes of the proposed blocks are in keeping with the surrounding context and can appropriately accommodate the proposed buildings and the intended uses.
- g. There are no easements or restrictive covenants affecting the subject site.
- h. The subject site is not subject to flooding and is not in proximity to identified natural features.
- i. A Functional Servicing and Stormwater Management Report has been prepared and submitted in support of the Official Plan and rezoning applications. The report concludes that the existing utilities and municipal water, sanitary sewer and stormwater services are adequate and can accommodate the proposed redevelopment of the subject site.
- j. A Community Services and Facilities Study has been prepared and submitted in support of the Official Plan and rezoning applications. The report concludes that the subject site has great access to existing community and services facilities and that residents can be accommodated adequately.

- k. There is one block to be conveyed to the City through the approval processes of the Official Plan Amendment, rezoning and draft plan of subdivision applications; a future public road.
- l. The redevelopment the subject site will give consideration to the City of Toronto's sustainability policies with respect the efficient use and conservation of energy through the Site Plan Approval process.
- m. The interrelationship between the design of the proposed subdivision and site plan control matters will be addressed through the Site Plan Approval application, which has been submitted concurrently.

5.8 Transportation and Servicing

A Stormwater Management (SWM) Report was prepared by IBI Group in support of the development proposal. The Report has been submitted under a separate cover and provides detailed summaries of the studies undertaken by IBI Group with respect to storm drainage and stormwater management. The Report concludes that the proposed development is feasible from both a storm servicing and stormwater management perspective. The following conclusions and recommendations were made:

- **Quantity Control:** The total peak flow from the subdivision is calculated to be 124.9 L/s which is less than the allowable release rate of 125.1 L/s. By incorporating stormwater storage and an orifice control, each block will be attenuated on-site and released to the municipal storm sewer within the new municipal roadways at an appropriate discharge rate and thus, will meet the City's target for quantity control.
- **Quality Control:** The new municipal roadway will not satisfy the City's criteria for quality control due to the high percentage of impervious surface. It is therefore proposed that a Contech CDS® 5-C oil-grit separator (OGS) (or approved equal) be installed downstream of the orifice control. By installing a City approved quality control unit and City-approved stormwater quality treatment units for each development block and the municipal ROW, the City requirements for quality control will be satisfied.
- **Water Balance:** The new municipal roadways will be short of meeting the required water balance volume by 19.8 m³ (33.7 m³ – 13.9 m³) and will only achieve an aggregate depth of 2.1 mm. It is therefore proposed that each private development block (Blocks B, D, and E) be required to compensate for this shortfall on a pro-rated basis. Each private development block shall retain an additional 2.0 mm to compensate for the new municipal roadway. Additionally, through initial abstraction and graywater re-use (irrigation and toilet flushing), the overall subdivision will meet the City's target for water balance.

A Transportation Impact Study was prepared by BA Group in support of the development proposal. The transportation report concludes that the proposed development is expected to have an acceptable impact on the transportation network in the study area. The following conclusions were made:

- **Transportation Context:** The site is well located from a transportation perspective and is well supported by the area transit connections. The site is located within 1.2 kilometres (a 14-minute walk) of Yorkdale subway station, which provides high-order transit access to both the downtown core and across the City of Toronto. Additionally, the Transportation for Tomorrow Survey (TTS) confirmed that a high proportion of travel (41% to 48%) undertaken by residents living in the surrounding area is completed without an automobile.
- **Vehicle and Bicycle Parking Considerations:** A total of 290 parking spaces (207 resident and 83 visitor spaces) are proposed within the parking garage which meets the requirements of the recommended reduced parking standards. The proposed bicycle parking supply of 632 spaces exceeds the City of Toronto's Zoning By-Law 569-2013 minimum bicycle parking requirements. Overall, the proposed vehicular parking standards and supply will appropriately accommodate the parking needs of the residents and visitors to the proposed buildings.
- **Loading and Access:** Three Type 'G', one Type 'B', and 1 Type 'C' loading spaces are proposed to be provided on site. This supply meets the City of Toronto Zoning By-Law 569-2013 requirements for the site as well as the City of Toronto policy requirements for residential garbage collection for residential buildings. The proposed loading and related access facilities as well as site access arrangements for the planned development are functional and will appropriately support the building.

- Transportation Demand Management Plan: A comprehensive TDM plan will be implemented to support the use of transit and active transportation while discouraging single-occupant vehicle trips during peak hours. The TDM measures include the provision of bicycle parking, a bike repair station, local transit service information, and improved pedestrian connectivity.
- Vehicle Traffic Assessment: Site related traffic impacts are small and will not noticeably change operating conditions at the area intersections during the peak hours. The proposed residential development is forecast to generate in the order of 291 and 332 gross new two way multi-modal person trips during the morning and afternoon street peak hours. Specific allowances were made for traffic generated by 25 other developments in the area that have either been approved and are not yet built or are being actively reviewed by the City

5.9 Community Services and Facilities

A Community Services and Facilities Study ("CSF") was prepared by Bousfields Inc. to evaluate the availability of community services and facilities in the area (See **Appendix A** to this report).

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

As illustrated in the Demographic Profile, this area of the city has experienced limited population growth; however, the Yorkdale-Glen Park neighbourhood is comprised largely of working age residents and families with children. As a result, there is a higher demand for community services and facilities with this population in comparison with other groups. A high population of families with children may signal the need for additional daycare space or schools now as well as in the future. Likewise, the aging population, comprised of pre-retirement age individuals and seniors, indicates that special housing options and services will be required to allow the population to age in place. Notwithstanding, it is important that the residents of this area continue to have access to various community services and facilities, which will require continued investment in existing resources and the addition of new resources where appropriate.

There is one (1) public elementary school, one (1) public secondary school, four (4) catholic secondary schools, and one (1) catholic elementary school located within the Study Area. Three (3) out of the four (4) Catholic secondary schools are operating well above capacity, and the one catholic elementary school in the area is operating below capacity. The 10 projected catholic elementary school students will likely be able to be accommodated at St. Charles school, which is currently undersubscribed. The four (4) projected catholic secondary students may not be able to be accommodated at Dante Alighieri or Marshall McLuhan, as these schools are currently overutilized. Madonna, the female-only secondary school, has capacity to accommodate additional students whereas Chaminade, a male-only secondary school, may not be able to accommodate more students. Additionally, the TDSB elementary school in the catchment area may not be able to accommodate the projected 73 elementary students since the school is oversubscribed. The secondary school, John Polanyi Collegiate Institute, will likely be able to accommodate the projected 36 secondary school students since it is currently operating below capacity. It is noted that conclusions regarding local school capacities are based on the data provided by TDSB and TCDSB staff. The school boards will determine at a later date if students from the proposed development will/can attend the schools listed in this report.

There are a total of 13 childcare facilities (563 spaces) within the Study Area, 11 of which provide subsidized spaces when available. The proposal is expected to produce demand with an estimated 65 children requiring childcare. It is unknown how many vacant childcare spaces are available in the Study Area. As such, the projected number of children generated from the proposed development who will require child care (65 children) may not be able to be fully accommodated by the existing facilities within the Study Area, subject to age and care requirements. It is understood that there is increasing pressure on the childcare system across the City, and the development activity in the Study Area may result in a child care shortage in this area in the future.

With respect to other community services and facilities, there are three (3) public library branches located within or immediately adjacent to the Study Area, providing a range of programming; one (1) publicly funded recreation centre operated by the City of Toronto's Parks and Recreation Division (Glen Long Community Centre) and at least 19 human service organizations providing services to residents within the Study Area, some of which offer a variety of different services and programs



Conclusion

The proposed redevelopment presents an opportunity to provide a thoughtfully designed mixed-use development which appropriately provides for intensification of an underutilized site, strategically located in proximity to the Yorkdale Subway Station.

From a land use perspective, the proposal is supportive of numerous policy directions promoting intensification, particularly in locations which are well served by municipal infrastructure, including higher-order public transit. In this respect, the proposal will result in the redevelopment of a site within a "major transit station area" as defined by the Growth Plan. The proposal will create a desirable mixed-use development comprised of new residential units and jobs.

From a built form and urban design perspective, the proposed development will result in an improved public realm along Dufferin Street, Jane Osler Boulevard and the proposed public street frontages, with high quality landscaping and pedestrian connectivity. The buildings have been sited and designed so that the podium and the taller building elements appropriately frame the surrounding streets with a design which adequately limits light, view and privacy impacts on surrounding streets and properties.

In summary, it is our opinion that the proposal is an appropriate and desirable redevelopment of the site and represents good planning and urban design. Accordingly, we recommend approval of the requested Official Plan and Zoning By-law Amendment applications.

Appendix A

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**Community
Services &
Facilities
Study**



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This Community Services and Facilities (“CS&F”) Study was prepared by Bousfields Inc. to provide a review of the key community services and facilities that are available to residents in the vicinity of a 16,680 square metres (1.668 hectare) property municipally known as 3400 Dufferin Street & 8 Jane Osler Boulevard in the City of Toronto (the “subject site”). Key services include publicly funded schools, childcare facilities, libraries, community recreation centres, and human services organizations. The purposes of this report are to identify the range of existing CS&F resources that are available within the Study Area, as defined in Section 1.4 below, to evaluate the ability of these services to accommodate growth, to identify any existing priorities, and to determine the demand for new services resulting from the development proposal for the subject site.





1

Introduction

1.1 OVERVIEW

This Community Services and Facilities ("CS&F") Study was prepared by Bousfields Inc. to provide a review of the key community services and facilities that are available to residents in the vicinity of a 16,680 square metres (1.668 hectare) property municipally known as 3400 Dufferin Street & 8 Jane Osler Boulevard in the City of Toronto (the "subject site"). Key services include publicly funded schools, childcare facilities, libraries, community recreation centres, and human services organizations. The purposes of this report are to identify the range of existing CS&F resources that are available within the Study Area, as defined in Section 1.4 below, to evaluate the ability of these services to accommodate growth, to identify any existing priorities, and to determine the demand for new services resulting from the development proposal for the subject site.

1.2 PROPOSED DEVELOPMENT

The proposal contemplates the comprehensive redevelopment of the subject site with three buildings: two traditional podium-point towers and a stepped mid-rise building. The proposal is organized around a series of new municipal roads that will connect with the proposed development application to the north at 3450 Dufferin Street.

The proposed tall buildings are 29-storeys in height (91.5 metres, exclusive of a 6.0 metre mechanical penthouse), and are sited atop a 6- to 8-storey podium. The mid-rise building will have a height of 9-storeys (30.3 metres, exclusive of a 6.0 metre mechanical penthouse) and is located on the southeast corner of the site fronting Dufferin Street. The proposal will have a total gross floor area ("GFA") of 60,811 square metres with an overall density of 3.65 FSI. A total of 834 residential units are proposed, including 490 one-bedroom units, 258 two-bedroom units, and 86 three-bedroom units.

1.3 PURPOSE

The purpose of this report is to identify the range of existing resources and key services that are available within the Study Area, and to identify any opportunities, constraints, and issues that may exist, or that may arise in conjunction with the proposed development.

The information and analysis presented in this Report is based on the requirements of the modified Community Services and Facilities Scope of Work prepared by Dan Godin, a Planner at City Planning's Strategic Initiatives, Policy & Analysis Section on July 5, 2022.

The modifications to the City's typical Community Services and Facilities Scope of Work relate to closures, programming reductions, and capacity limitations at various facilities as a result of emergency orders made pursuant to the *Emergency Management and Civil Protection Act* to address the ongoing COVID-19 pandemic.

In this regard, Bousfields Inc. was not required to contact child care centres, libraries, community recreation centres, and human service agencies in the Study Area. Consequently, the limited information provided for these sectors in this CS&F Report was found online and may not accurately reflect considerations such as reduced programming, services, and capacity that will likely be in place as these facilities begin to reopen.

Given that the proposed development is still in the early stages of the planning approvals process, it is our opinion that any restrictions or limitations associated with the ongoing COVID-19 situation will have been scaled back by the time prospective residents move into the proposed development.

1.4 STUDY AREA

This report's Study Area, as determined in consultation with City staff, is generally defined by Highway 401 to the north, the York Beltline to the south, Allen Road to the east, and the CN Rail Line to the west. These boundaries generally correspond with the City of Toronto's established boundary for the Yorkdale-Glen Park Neighbourhood, with a slight overlap into a northern portion of the adjacent Briar Hill-Belgravia neighbourhood.

The Demographic Profile Section (Section 2.0) is based upon the boundaries of the Yorkdale-Glen Park Neighbourhood (**Figure A1**).



Figure A1 - Study Area

1.5 METHODOLOGY

This report includes an inventory of key publicly funded services and facilities in the Study Area including schools, childcare facilities, community centres, libraries, as well as details on other organizations that provide services to the public, including human (social) services organizations. This information has been collected from a variety of sources including the City of Toronto's website and other online resources. Data on enrolment, capacity, service boundaries, and types of programs has been included where available.

The demographic profile in Section 2 is based on the Neighbourhood Profile for the Yorkdale-Glen Park neighbourhood, as prepared by the City of Toronto. This profile includes data from the 2011 and 2016 Census, and the 2011 National Household Survey ("NHS") as provided by Statistics Canada. Sections 3 and 4 of this report are based on the Study Area boundaries identified previously.



2

Demographic Profile Area

2.1 YORKDALE-GLEN PARK NEIGHBOURHOOD

The subject site is located within the Yorkdale-Glen Park neighbourhood as defined by the City of Toronto. The following demographic profile is based on the Neighbourhood Profiles prepared by the City of Toronto for the Yorkdale-Glen Park Neighbourhood (**Figure A2**), using data from the 2011 and 2016 Census and the 2011 NHS.

2.2 POPULATION

Table A1 illustrates how the population distributions by age group have changed within the Yorkdale-Glen Park neighbourhood and the City of Toronto between 2011 and 2016. Between 2011 and 2016, the population of the Yorkdale-Glen Park neighbourhood increased by 117 persons, which represents a 0.8 percent increase in population. Comparatively, the population of the City of Toronto increased by 4.5 percent between 2011 and 2016. The neighbourhood's growth trajectory lags behind that of the City of Toronto as a whole.

In terms of age distribution, in 2016 the Yorkdale-Glen Park neighbourhood had a relatively similar distribution to the City as a whole, with both having similar proportions of Children, Youth and Pre-retirement residents. That being said, the Yorkdale-Glen Park neighbourhood differed from the City as a whole with respect to Working Age individuals (41 percent compared to 45 percent) and Seniors (19 percent compared to 16 percent), thereby suggesting an aging population. Between 2011 and 2016, within the Yorkdale-Glen Park neighbourhood, the proportion of children decreased slightly, while the proportion of Youth, and Working Age and Pre-retirement residents increased notably, and the proportion of seniors decreased significantly (23 percent to 19 percent).

Table A1 - Population by Age Group (2011 & 2016 Census)

Age Group	Yorkdale-Glen Park (2011)		Yorkdale-Glen Park (2016)		City of Toronto (2011)		City of Toronto (2016)	
	#	%	#	%	#	%	#	%
Children (0-14)	2140	15%	1,965	14%	400,860	15%	398,135	15%
Youth (15-24)	1,680	11%	1,835	13%	333,510	13%	340,270	12%
Working Age (25-54)	5,805	40%	5,785	41%	1,199,760	46%	1,229,555	45%
Pre-Retirement (55-64)	1,610	11%	1,780	13%	303,500	12%	336,670	12%
Seniors (65 +)	3,445	23%	2,665	19%	377,440	14%	426,945	16%
Total	14,680	100%	14,030	100%	2,615,070	100%	2,731,575	100%

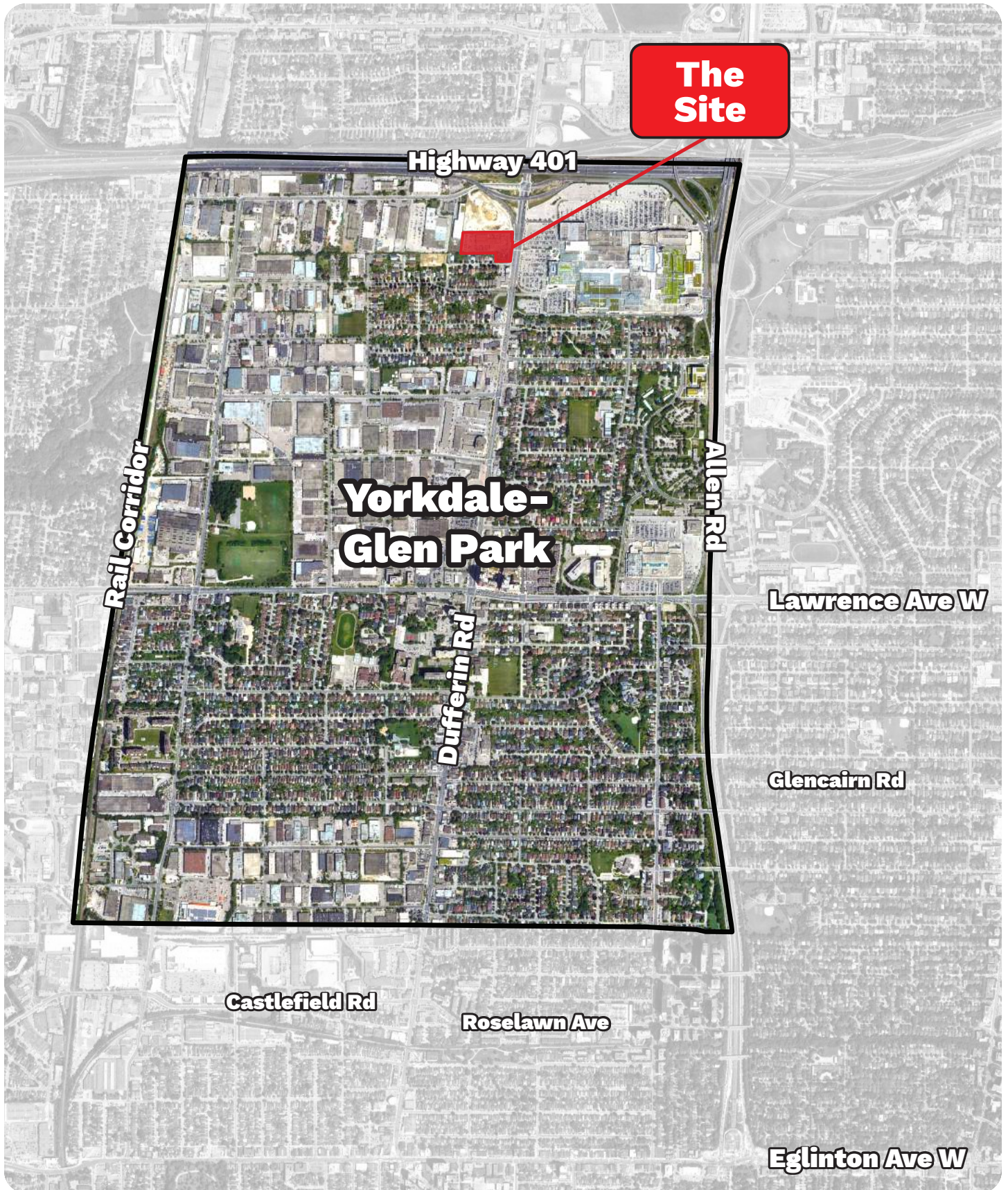


Figure A2 - Neighbourhood Map

2.3 FAMILY COMPOSITION

Table A2 illustrates the family size composition of the Yorkdale-Glen Park neighbourhood. Between 2011 and 2016, the Yorkdale-Glen Park neighbourhood remained relatively stable with some minor shifts. Compared to the City as a whole, the Yorkdale-Glen Park neighbourhood had a lower proportion of couples with no children (32 percent compared to 35 percent) and a higher proportion of lone parent families (26 percent compared to 21 percent). Similar to the City of Toronto, the majority of households (47 percent) in the Yorkdale-Glen neighbourhood in 2016 were comprised of two people.

The average household size for the neighbourhood has been determined by dividing the total population (Table A1) by the total number of private dwellings (5,847). Based on this calculation, the neighbourhood had an average household size of 2.62 persons per household in 2016, which is slightly higher than the City of Toronto average (2.42 persons). This indicates that households in the neighbourhood are larger than those in the City overall.

Table A2 - Census Families by Family Type & Size (2011 & 2016 Census)

Category	Yorkdale-Glen Park (2011)		Yorkdale-Glen Park (2016)		City of Toronto (2016)	
	#	%	#	%	#	%
Total Number of Census Families	3,800	100%	3,970	100%	718,755	100%
Couples with children	1,665	44%	1,695	43%	316,070	44%
Couples with no children	1,160	31%	1,255	32%	250,085	35%
Lone parent families	975	26%	1,020	26%	152,600	21%
2 people	1,725	45%	1,885	47%	344,110	48%
3 people	930	24%	1,025	26%	174,600	24%
4 people	775	20%	715	18%	143,250	20%
5 or more people	375	10%	335	8%	56,795	8%

Table A3 illustrates marital status for the population over 15 years old. The most common marital status in the Yorkdale-Glen Park neighbourhood in 2016 was "Married" (44 percent), with the second most common being "Never Married" (33 percent). Overall, the Yorkdale-Glen Park neighbourhood is similar in terms of Marital Status when compared to the City of Toronto.

Table A3 - Marital Status for the Population over 15 years old (2016 Census)

Marital Status	Yorkdale-Glen Park (2016)		City of Toronto (2016)
	#	%	%
Married	5,360	44%	43%
Common Law	700	6%	7%
Never Married	3,975	33%	35%
Separated	355	3%	3%
Divorced	775	6%	7%
Widowed	900	7%	5%

2.4 DWELLING CHARACTERISTICS

Table A4 describe private dwellings by structure type. The majority of dwellings within the Yorkdale-Glen Park neighbourhood in 2016 were located within single-detached houses (41 percent). The second most common dwelling type in 2016 was Apartment buildings greater than 5 storeys in height (22 percent). Between 2011 and 2016, within the neighbourhood, the proportion of semi-detached houses stayed relatively the same (2 percent to 1 percent), while the proportion of row houses increased slightly (9 percent to 11 percent). The proportion of Apartment buildings greater than 5 storeys declined slightly from 24 percent to 22 percent, while the proportion of apartment buildings smaller than 5 storeys increased slightly from 14 percent to 16 percent.

Compared to Toronto as a whole, the Yorkdale-Glen Park neighbourhood has consistently had higher proportions of dwellings in single detached houses (41 percent) and a lower proportion of dwellings within apartment buildings greater than 5 storeys (22 percent).

Table A4 - Private Dwellings by Structure Type (2011 & 2016 Census)

Dwelling Category	Yorkdale-Glen Park (2011)	Yorkdale-Glen Park (2016)	City of Toronto (2016)
	%	%	%
Single-detached house	42%	41%	24%
Semi-detached house	2%	1%	6%
Row house	9%	11%	6%
Apartment, detached duplex	9%	9%	4%
Apartment building, <5 storeys	14%	16%	15%
Apartment building, 5+ storeys	24%	22%	44%

Table A5 provides an overview of households by tenure. The majority of residents in the York-Glen Park neighbourhood owned their homes in both 2011 and 2016, with approximately 40% of individuals renting and the remaining 60% owning their homes. The City of Toronto had a relatively even split between renters and homeowners, but comparatively lower rates of homeownership compared to York-Glen Park. In either case, however, most households in the York-Glen Park neighbourhood as well as the City of Toronto own their homes.

Table A5 - Dwelling Tenure (2006 & 2016 Census)

Dwelling Tenure	Yorkdale-Glen Park (2006)	Yorkdale-Glen Park (2016)	City of Toronto (2016)
	%	%	%
Renter households	42%	38%	47%
Owner households	58%	62%	53%

2.5 SOCIO-ECONOMIC CHARACTERISTICS

Table A6 below outlines the number of private households within each income level within the neighbourhood. For these purposes, "household" refers to a person or group of persons who occupy the same dwelling. It may consist of a family with or without other non-family members. As household income levels were not accurately captured in the 2011 National Household Survey (NHS), **Table A6** compares the values for 2006 and 2016.

According to this data, the proportion of households in the Yorkdale-Glen Park neighbourhood falling into lower income levels appears to have increased while the proportion of households falling into higher income levels appears to have decreased between 2006 and 2016. Overall, incomes within the Yorkdale-Glen Park neighbourhood seem to have decreased, with a higher percentage of households within lower income bands. However, the overall proportion of households earning \$80,000 or more annually has increased from 34 percent to 38 percent, respectively.

When compared to the City of Toronto as a whole, the Yorkdale-Glen Park neighbourhood in 2016 had a lower proportion of residents earning below \$20,000 (11 percent compared to 13 percent), a higher proportion of residents earning between \$20,000 and \$79,999 (52 percent compared to 46 percent), and a smaller proportion of residents earning \$80,000 and over (38 percent compared to 41 percent). In terms of median household income, the average household income in the Yorkdale-Glen Park neighbourhood in 2016 was \$63,778, compared to \$65,829 for the City of Toronto, as a whole.

Table A6 - Household Income (2006 & 2016 Census)

Income Level	Yorkdale-Glen Park (2006) (1)	Yorkdale-Glen Park (2016)	City of Toronto (2016)
	%	%	%
Under \$10,000	3%	4%	5%
\$10,000 - \$19,999	5%	7%	8%
\$20,000 - \$49,999	33%	28%	25%
\$50,000 - \$79,999	25%	24%	21%
\$80,000 and over	34%	38%	41%

The data regarding education level and labour force has been recorded from the 2016 Census and presented in **Table A7** below.

In terms of education, in 2016, the Yorkdale-Glen Park neighbourhood had a higher proportion of residents with no certificate, diploma or degree (17 percent) and only a high school diploma compared to the City as a whole (10 percent and 28 percent, respectively). Conversely, the neighbourhood had a lower proportion of residents with a bachelor's degree or a university degree above the bachelor level when compared with the City as whole (16 percent compared to 28 percent and 9 percent compared to 16 percent).

Table A7 - Highest Educational Attainment for Population aged 25-64 (2016 Census)

Education Level	Yorkdale-Glen Park (2016)	City of Toronto (2016)
	%	%
No certificate, diploma or degree	17%	10%
High School	28%	20%
Apprenticeships or trades	6%	4%
College, CEGEP, other	20%	18%
University certificate or diploma below bachelor level	3%	3%
Bachelors' degree	16%	28%
University above bachelor level	9%	16%

Table A8 illustrates the participation rate, the employment rate, and the unemployment rate of residents 15 years or older. In 2016, the Yorkdale-Glen Park neighbourhood had lower participation, employment and unemployment rates when compared to the City as a whole.

Table A8 - Labour Force Status (2016 Census)

Status	Yorkdale-Glen Park	City of Toronto
	%	%
Participation Rate	60.1%	64.7%
Employment Rate	55.3%	59.3%
Unemployment Rate	8.0%	8.2%

2.6 IMMIGRATION & DIVERSITY

As illustrated in **Table A9**, in 2016 the Yorkdale-Glen Park neighbourhood had a slightly lower proportion of the population who identified as visible minorities (45 percent) than the City as a whole (51 percent). The population that was born in Canada was also slightly lower (44 percent) than the City as a whole (49 percent), while the number of neighbourhood residents who identified as 1st generation residents was slightly higher (55 percent), compared to the City as a whole (51 percent).

In 2016, the most prominent ethnic origins in the Yorkdale-Glen Park neighbourhood were: Italian, Portuguese, Filipino, Chinese and Canadian. Comparatively, the top 5 birth countries for recent immigrants are Italy, The Philippines, Portugal, Vietnam, and other places in the Americas.

Table A9 - Visible Minorities & Period of Immigration (2016 Census)

Measure	Yorkdale-Glen Park	City of Toronto
	%	%
Visible Minority as a percentage of the population	45%	51%
Born in Canada	45%	49%
1 st Generation Residents	55%	51%
Immigrants		
Arrived before 2001	36%	28%
Arrived between 2001-2005	5%	6%
Arrived between 2006 to 2016	11%	13%
Non-permanent Residents	3%	3%

2.7 MOTHER TONGUE

Table A10 indicates that the majority of the Yorkdale-Glen Park population had a Non-Official Language as a mother tongue in 2016 (55 percent), a slight decrease from 2011 (58 percent). In addition, the proportion of the population with English as a mother tongue increased slightly between 2011 and 2016, from 41 percent to 44 percent, respectively. The proportion of the neighbourhood which has French as a mother tongue remained constant at 1 percent. When compared to the City of Toronto as a whole, the Yorkdale-Glen Park neighbourhood had a significantly higher proportion of residents with a non-official language as a mother tongue (55 percent versus 46 percent, respectively), and a much lower proportion of residents with English as their mother tongue (44 percent versus 53 percent, respectively). The top five non-English mother tongue languages in the Study Area in 2016 were Italian, Portuguese, Tagalog, Spanish and Vietnamese.

Table A10 - Mother Tongue (2011 & 2016 Census)

	Yorkdale-Glen Park (2011)	Yorkdale-Glen Park (2016)	City of Toronto (2016)
English	41%	44%	53%
French	1%	1%	1%
Non Official Language	58%	55%	46%
Top 5 non-English mother tongue languages			
1	Italian (2,945)	Italian (2,285)	Cantonese (114,670)
2	Portuguese (810)	Portuguese (915)	Mandarin (111,405)
3	Spanish (625)	Tagalog (680)	Tagalog (83,230)
4	Tagalog (600)	Spanish (665)	Spanish (72,855)
5	Vietnamese (375)	Vietnamese (400)	Italian (62,635)



3

Nearby Development Activity

As of July 2022, there were 26 active, recently approved or under construction development applications within and in close proximity to the Study Area. The details of each of these applications is provided in **Table A11** below. **Table A12**, which follows, indicates the details relating to the Section 37 contributions that were recently secured from nearby approved developments.

Table A11 - Nearby Development Applications within the Study Area (City of Toronto)

Address	Development Status	Unit Count	Type	Tenure	GFA (m ²)	Height (ST)	Unit Mix	Estimated Population
3450 Dufferin Street	Under Construction	908	Residential / Commercial	Condo	62,487	23 27 29	1B: 372 2B: 414 3B: 101 TH: 21	2,379
3140 and 3170 Dufferin Street; 60 and 68 Apex Road	Under Review	606	Residential/Retail	Condo	46,022	11	Bachelor: 5 1B: 368 2B: 175 3B: 58	1,070
1-87 Bredonhill Court	Under Review	102	Residential	Rental/Freehold/Condo	19,059	4	3B: 102	316
3130 Dufferin Street	OMB Appeal	374	Residential/Retail	-	45,814	12, 6, 24, and 12	-	905
3300 Dufferin Street	OMB Appeal	351	Residential/Retail	Condo	24,919	28	1B: 203 2B: 112 3B: 35	628
699 and 705 Lawrence Avenue West	Under Review	360	Residential / Retail	-	22,254	40	Bachelor: 46 1B: 226 2B: 52 3B: 36	602
2451 Dufferin Street	Under Review	462	Residential/Retail	Condo	35,455.80	20	Bachelor: 10 1B: 223 2B: 181 3B: 48	855
2473, 2479, 2481, 2483, 2485, and 2489 Dufferin Street	Under Review	98	Residential/Retail	Rental/Condo	8,237	9	1B: 68 2B: 30 3B: 11	192
1141 Roselawn Avenue	OMB Appeal	133	Residential	Condo	9,689	11	Bachelor: 27 1B: 58 2B: 37 3B: 1	231
155 and 165 Elm Ridge Drive	Approved	106	Residential	Rental	11,099	19	Bachelor: 23 1B: 45 2B: 22 3B: 16	191
805, 807, 811, and 813 Glencairn Avenue; 529 and 543 Marlee Avenue	OMB Appeal	306	Residential/Retail	Rental	21,917	28	Bachelor: 2 1B: 199 2B: 81 3B: 24	526
283, 285, and 287 Hillmount Avenue; 412 and 414 Marlee Avenue	Under Review	219	Residential/Retail	Freehold/Condo	16,140	10	Bachelor: 13 1B: 118 2B: 66 3B: 22	390
836 and 838 Roselawn Avenue; 131 Lyon Court	Under Review	472	Residential/Retail	Rental/Condo	33,409	35	Bachelor: 8 1B: 322 2B: 98 3B: 44	804

Address	Development Status	Unit Count	Type	Tenure	GFA (m2)	Height (ST)	Unit Mix	Estimated Population
722 and 724 Marlee Avenue	OMB Appeal	28	Residential	Freehold	2,189	4	1B: 13 2B: 15	50
111 Wenderly Drive	Approved	10	Residential	Condo	2,630	4	3B: 10	31
774, 776, 778, 780, and 782 Marlee Avenue	Under Review	301	Residential	Condo	19,085	12	1B: 175 2B: 95 3B: 31	541
293 Viewmount Avenue	Approved (Built)	7	Residential	Condo	1,112	4	2B: 7	15
3401 Dufferin Street and 1 Yorkdale Road	OMB Appeal	7,935	Residential / Commercial	Rental	652,672	-	-	19,202
3019 Dufferin Street	OMB Approved	104	Residential / Commercial	Condo	7,843	8	Bachelor: 10 1B: 88 2B: 7	275
713, 715, 717, 718, 721, 723 Lawrence Avenue West	Approved (Built)	84	Residential	Condo	6,507	4	1B: 10 2B: 72 3B: 2	220
831 Glencairn Avenue	Under Construction	218	Residential / Commercial	Condo	16,264	10	1B: 163 2B: 38 3B: 17	571
529 Marlee Avenue	OMB Appeal	84	Residential / Commercial	Condo	7,394	9	1B: 52 2B: 30 3B: 2	220
2433 Dufferin Street	Under Construction	99	Residential / Commercial	Condo	9,663	8	B: 7 1B: 54 2B: 28 3B: 10	259
3000 Dufferin Street	Approved	508	Residential / Commercial	Rental	57,127	12 23	B: 24 1B: 329 2B: 104 3B: 51	1,331
3180 Dufferin Street	Under Review	555	Residential / Commercial	Rental	40,743	7 10	B: 37 1B: 261 2B: 187 3B: 70	1,454
3280 Dufferin Street	OMB Appeal	352	Residential / Commercial	Condo	28,892	14	1B: 265 2B: 52 3B: 35	922
SUBTOTAL	-	14,782	-	-	-	-	-	34,180
SUBJECT SITE	Proposed	834	Residential/Commercial	Condo	59,614	29, 29, 9	1B: 490 2B: 258 3B: 86	1,494
NEW TOTAL	-	15,616	-	-	1,208,622.8			35,674

Table A12 - Section 37 Contributions from Nearby Approved Development Applications

Address	Section 37 Benefits
3450 Dufferin Street (2020-0686) (2020-0687)	<ul style="list-style-type: none"> • A childcare facility of no less than 884 square metres of interior GFA and not less than 280 square metres of continuous exterior play area, immediately adjacent to or above the interior space. The childcare facility is to be located on the ground floor but may be located over two floors if a dedicated elevator is provided. A dedicated entrance to the childcare facility is required on the ground floor. The facility is to be leased to the City on a 99-year term, for a nominal rent of two dollars. The owner will be responsible for all utility, municipal servicing, caretaking, repair/maintenance, property damage, liability, taxes and local improvement costs. • \$400,000.00 cash contribution to the City as a contribution to a capital reserve fund for the Child Care Facility; • \$700,000.00 cash contribution to the City for other public benefits in the vicinity of the Site, • The Owner shall dedicate no less than 2,331 square metres of Park Land to the satisfaction of the General Manager, Parks, Forestry and Recreation.
831 Glencairn Avenue (2020-0616) (2020-0617)	<ul style="list-style-type: none"> • \$300,000.00 cash contribution to the City prior to the issuance of a foundation permit and a \$421,050 cash contribution to the City prior to the issuance of the first above grade building permit. • The above amounts will be used for expansion and/or improvements to local parks within the Ward, streetscaping and public realm improvements nearby the site within the Ward, a community facility or improvements to existing local community facilities within the Ward.
3000 Dufferin Street LPAT Decision PL171293 (January 27, 2020)	<ul style="list-style-type: none"> • A cash contribution of \$2,100,000 to be paid by the Applicants to the City and which shall be allocated to local parks and community facility improvements, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, to be payable as follows: <ul style="list-style-type: none"> - A. \$900,000 to be payable prior to the issuance of the first above-grade building permit for the building labelled "Building A" on the Revised Plans dated November 1, 2019, in Confidential Attachment 3 to the report (November 19, 2019) from the City Solicitor; and - B. \$1,200,000 to be payable prior to the issuance of the first above-grade building permit for the building labelled "Building B" on the Revised Plans dated November 1, 2019, in Confidential Attachment 3 to the report (November 19, 2019) from the City Solicitor;

As demonstrated in **Table A11**, the estimated population resulting from the developments in the Study Area is approximately 34,180 persons (excluding the subject site). Additionally, several Section 37 community benefits have been proposed including, but not limited to, cash contributions, child care facilities, parkland dedications, and affordable housing.

It is our opinion that the increase in area population resulting from these developments will occur incrementally. With respect to those developments which are under review or appeal, it is noted that in Toronto, the time between filing an application and resident occupation is typically around 5 years. Further, there is a possibility that some of these proposed developments may not be approved as per what is currently proposed.

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

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

Where unit mixes were not available or undetermined, the average household size for the City of Toronto (2.42) was applied. Further to this, the figures below represent the status of the applications, whether adopted by Council, in-principle by the Local Planning Appeal Tribunal (LPAT) or an approved settlement.



4

Community Services and Facilities

The following is an inventory of the community facilities and service agencies within or directly adjacent to the Study Area that are available to current and future residents of the subject site and surrounding area. Descriptions of the type of services and programs offered at different organizations or facilities are provided (See **Figure A3**).

4.1 SCHOOLS

Table A13 outlines the capacities, enrolments, and utilization rates for schools within the catchment areas for the Toronto District School Board (TDSB), while **Table A14** outlines these same figures for the Toronto Catholic District School Board (TCDSB). At the time of the filing of this application and Report, current information regarding pupil yields was not available from either the TDSB or TCDSB. As such, for the purposes of this community services and facilities study, the information reflected in **Table A13** and **Table A14** below was taken from a nearby development application at 3140–3170 Dufferin Street (August 2021).

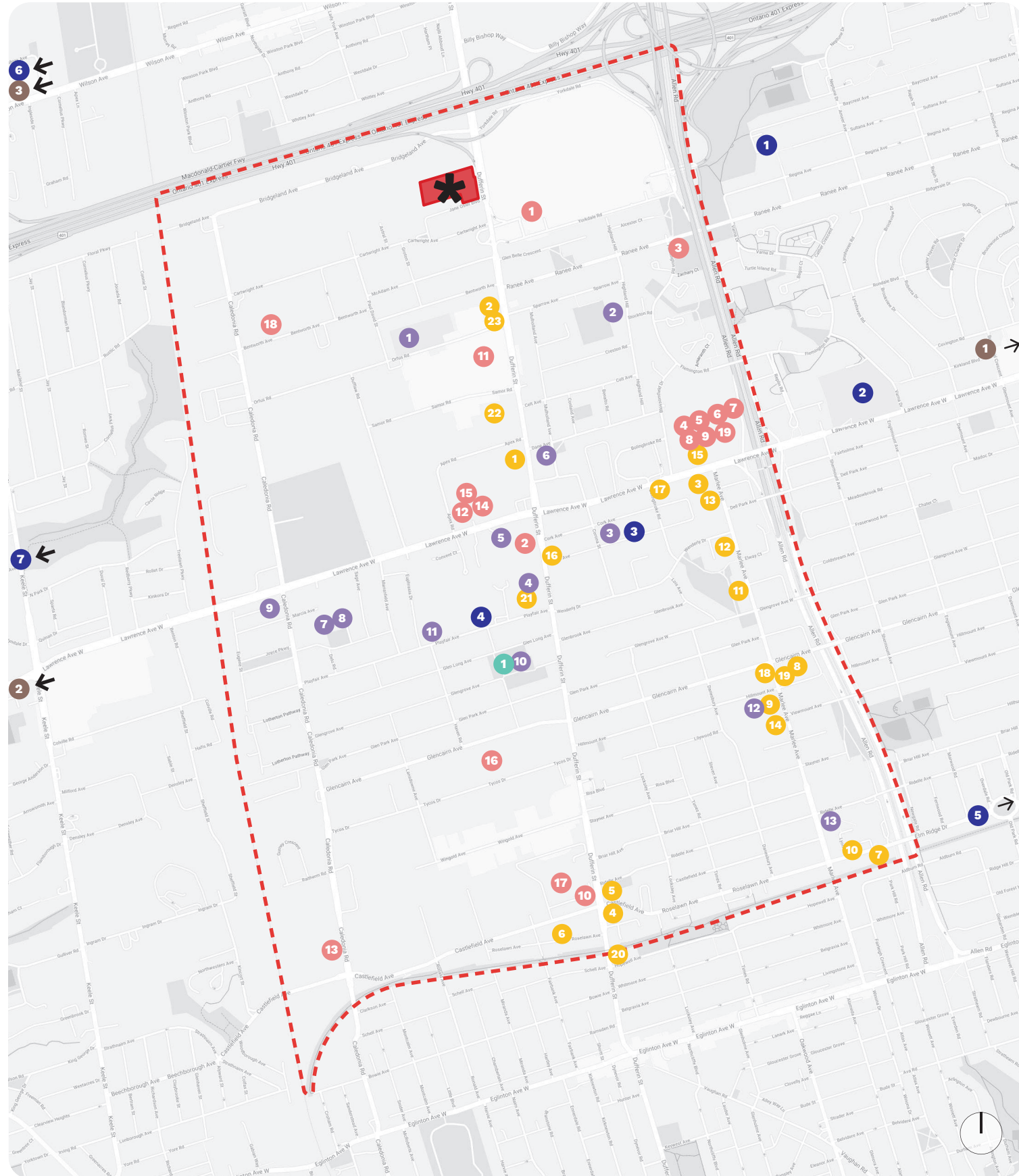
Table A13 - Capacity and Enrolment Number for TDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Public Elementary School				
Baycrest Public School 145 Baycrest Avenue	176	221	125.6%	-
Public Secondary School				
John Polanyi Collegiate Institute 640 Lawrence Avenue West	1,032	649	62.9%	-
TOTAL	1,208	870	72.0%	-

Baycrest Public School is the only public elementary school that serves the subject site and according to enrolment data from the TDSB, the school is oversubscribed with a utilization rate of 125.6 percent and may not be able to accommodate additional students. In terms of public secondary schools, John Polanyi Collegiate Institute is reportedly undersubscribed with a utilization rate of 62.9 percent. As such, the secondary school likely has capacity to accommodate additional students.

Table A14 - Capacity and Enrolment Number for TCDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Catholic Elementary School				
St. Charles (JK-8) 50 Claver Avenue	369	263	71.3%	0
Mixed Gender Catholic Secondary Schools				
Dante Alighieri (9-12) 60 Playfair Avenue	651	865	132.9%	20
Marshall McLuhan (9-12) 1107 Avenue Road	969	1,089	112.4%	0
Single Gender Catholic Secondary School				
Madonna - Female Gender (9-12) 20 Dubray Avenue	690	672	97.4%	0
Chaminade - Male Gender (9-12) 490 Queens Drive	531	906	170.6%	5
Subtotal - Catholic Secondary School	2,841	3,532	124.3%	25
TOTAL	3,210	3,795	118.2%	25



Community Services and Facilities Map

Study Area

Subject Site

Schools

1. Baycrest Public School
2. John Polanyi Collegiate Institute
3. St. Charles
4. Dante Alighieri
5. Marshall McLuhan
6. Madonna - Female Gender
7. Chaminade - Male Gender

Child Care Services

1. Start Right Child Care Centre
2. Beyond 3:30
3. Columbus Early Learning Centres - St Charles
4. Casa Del Zotto Children's Centre
5. Leonardo Da Vinci Academy of Arts & Science
6. Network Child Care Services - Dane Avenue Child Care Centre
7. Get Moving! After-School Program
8. Rejoyce Caledon Community Centre
9. Montessori Start Inc
10. Glen Long Community Leadership After School Program
11. Columbus Early Learning Centres - Regina Mundi
12. Plasp Sts. Cosmas and Damian C.S
13. Macaulay Child Development Centre - Marlee Child Care Centre

Human Services

1. Villa Colombo
2. Art Starts
3. North York Community House
4. Distress Centres of Toronto
5. Canadian Mental Health Association
6. Family Service Toronto
7. Toronto Employment and Social Services
8. Career Foundation
9. COTA
10. JVS Toronto
11. Aptus Treatment Centre
12. PACE Independent Living
13. COSTI Immigrant Services
14. Birth Control and VD Information Centre
15. Women's Care Abortion Clinic
16. Vita Community Living Services - Day Program
17. Ontario Early Years Centre
18. Toronto Adventist Community Services
19. COTA Health

Surrounding Developments

1. 3130 Dufferin Street
2. 3300 Dufferin Street
3. 699 and 705 Lawrence Avenue West
4. 2451 Dufferin Street
5. 2473-2489 Dufferin Street
6. 1141 Roselawn Avenue
7. 155 and 165 Elm Ridge Drive
8. 805-813 Glencairn Avenue
9. 283 and 287 Hillmount;
10. 836 and 838 Roselawn Avenue
11. 722 and 724 Marlee Avenue
12. 111 Wenderly Drive
13. 774, 776, 778, 780, and 782 Marlee
14. 293 Viewmount Avenue
15. 3401 Dufferin Street and 1 Yorkdale Road
16. 3019 Dufferin Street
17. 713-723 Lawrence Avenue West
18. 831 Glencairn Avenue
19. 529 Marlee Avenue
20. 2433 Dufferin Street
21. 3000 Dufferin Street
22. 3180 Dufferin Street
23. 3280 Dufferin Street

Recreation

1. Glen Long Community Centre

Libraries

1. Barbara Frum Branch
2. Amesbury Park Branch
3. Downsview Branch

Figure A3 - Community Services and Facilities Map

There is one Catholic elementary school serving the subject site, St. Charles which serves students in junior kindergarten through to grade 8. Based on current enrolment data, the school is reported to be undersubscribed with a utilization rate of 71.3 percent. There are two mixed gender Catholic secondary schools and two single gender secondary schools also serving the subject site, Dante Alighieri and Marshall McLuhan, both of which are reported to be oversubscribed with utilization rates of 132.9 percent and 112.4 percent, respectively.

Madonna is a female-only Catholic secondary school, and is reported to be undersubscribed, with a utilization rate of 97.4 percent. Chaminade, a male-only Catholic secondary, is also over capacity, with a utilization rate of 170.6 percent. Madonna may be able to accommodate additional students while Chaminade likely may not be able to.

4.1.1 PUPIL YIELD - TDSB

- Elementary: 73 (Figure provided by TDSB)
- Secondary: 36 (Figure provided by TDSB)

Based on the pupil yield factor for dwelling units provided by TDSB staff, the proposed development would yield 109 public school students. The projected 73 elementary school students generated from the proposed development will not be able to be accommodated at the existing elementary school in the catchment area, Baycrest Public School. Specifically, Baycrest Public School is already oversubscribed with a utilization of approximately 125.6 percent. The projected 36 secondary students can be accommodated at John Polanyi Collegiate Institute since the school has approximately 383 vacancies.

4.1.2 PUPIL YIELD - TCDSB

- Elementary: 10 (Figure supplied by TCDSB)
- Secondary: 4 (Figure supplied by TCDSB)

Based on the pupil yield figures provided by TCDSB, the projected 10 Catholic elementary school students generated from the proposed development can be accommodated at St. Charles, since the school is under capacity. However, the projected 4 Catholic secondary school students may not be able to be accommodated at Dante Alighieri or Marshall McLuhan, as these schools are currently overutilized. As for the single gender secondary schools, Madonna, the female-only secondary school has capacity to accommodate 18 additional students whereas Chaminade, a male-only secondary school is currently not able to accommodate more students. It should be noted, however, that secondary students residing in Toronto are not limited by a catchment area and they can attend any TCDSB school within the school board.

In light of the conclusions drawn from the above analysis, it is important to note that it has not been determined if potential students from this development will attend the schools listed in Tables A14 and A15. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. Furthermore, it is possible that by the time the proposed development is fully realized, capacity and available student spaces may change from what has been reported in this Report.

Given the nature of the proposed development, both the TDSB and TCDSB will have sufficient time and opportunity to make the necessary adjustments to their catchment area boundaries, adjust the grades offered at different schools and make the necessary capital investments in the area – in light of both the proposed development on the subject site, as well as forthcoming developments on other landholdings along the Dufferin Street Corridor. Both Boards will also have time to comment on the proposed development, and work with the applicant to respond to and meet the expected demand associated with the proposed development.

4.2 CHILDCARE SERVICES

There are a total of 13 childcare facilities within the Study Area, 11 of which provide subsidized spaces if available. Data pertaining to each child care centre was sourced from the City of Toronto's Child Care Locator website. While the number of current vacancies is not provided for each child care centre, possible vacancies have been noted with "Yes" and "No."

Table A15 - Child Care Enrollment in the Study Area

Childcare Facility	Fee Subsidy Available (Yes/No)	Status (Vacancy/At Capacity)	Infant (0 to 18 Months)	Toddler (18 Months to 2.5 Years)	Pre-school (2.5 to 5 Years)	Kindergarten	School Age (6-12)	Total
Start Right Child Care Centre 38 Orfus Road	Yes	Capacity	10	15	24	-	-	49
		Vacancy	No	Yes	Yes	-	-	-
Beyond 3:30* 50 Highland Hill	Yes	Capacity	-	-	-	-	-	-
		Vacancy	-	-	-	-	-	-
Columbus Early Learning Centres – St Charles 50 Claver Avenue	Yes	Capacity	-	-	-	26	56	82
		Vacancy	-	-	-	Yes	Yes	-
Casa Del Zotto Children's Centre 3010 Dufferin Street	Yes	Capacity	-	30	48	-	-	78
		Vacancy	-	No	No	-	-	-
Leonardo Da Vinci Academy of Arts & Science 901 Lawrence Avenue West	No	Capacity	-	-	32	-	-	32
		Vacancy	-	-	Unknown**	-	-	-
Network Child Care Services – Dane Avenue Child Car Centre 120 Via Bagnato	Yes	Capacity	10	20	32	-	-	62
		Vacancy	Yes	Yes	Yes	-	-	-
Get Moving! After-School Program* 26 Joyce Parkway	Yes	Capacity	-	-	-	-	-	-
		Vacancy	-	-	-	-	-	-
Rejoyce Caledon Community Centre 26 Joyce Parkway	Yes	Capacity	-	-	16	39	45	100
		Vacancy	-	-	No	No	No	-

Childcare Facility	Fee Subsidy Available (Yes/No)	Status (Vacancy/At Capacity)	Infant (0 to 18 Months)	Toddler (18 Months to 2.5 Years)	Pre-school (2.5 to 5 Years)	Kindergarten	School Age (6-12)	Total	
Montessori Start Inc 1195 Lawrence Avenue West	No	Capacity	10	25	20	-	-	55	
		Vacancy	Unknown**	Unknown**	Unknown**	-	-	-	
Glen Long Community Leadership After School Program* 35 Glen Long Avenue	Yes	Capacity	-	-	-	-	-	-	
		Vacancy	-	-	-	-	-	-	
Columbus Early Learning Centres – Regina Mundi 70 Playfair Avenue	Yes	Capacity	-	-	-	26	30	56	
		Vacancy	-	-	-	Yes	Yes	-	
Plasp Sts. Cosmas And Damian C.S* 111 Danesbury Avenue	Yes	Capacity	-	-	-	-	-	-	
		Vacancy	-	-	-	-	-	-	
Macaulay Child Development Centre – Marlee Child Care Centre 145 Marlee Avenue	Yes	Capacity	10	15	24	-	-	49	
		Vacancy	No	Yes	Yes	-	-	-	
*Capacity and enrolment data was unavailable for this childcare centre. **This child care centre does not have a service agreement with the City of Toronto and therefore it is not assessed by the City for quality standards and vacancy information is not collected.								563	
		Total Capacity							563

The Study Area contains 13 childcare centres with a total capacity of 563 childcare spaces. The distribution of the spaces is as follows:

- 40 infant spaces (7.1 percent);
- 105 toddler spaces (18.7 percent);
- 196 pre-school spaces (34.8 percent);
- 91 spaces for children in full-time kindergarten (16.2 percent); and
- 131 spaces for school age children (23.3 percent).

It is estimated that the proposed 834 residential units will generate a demand for 65 childcare spaces. This is based on a residential population increase of 1,494 people (834 units multiplied by the PPU rates for the proposed unit mix as set out in Section 3), of which 14 percent would be "Children" as shown in the 2016 Yorkdale-Glen Park neighbourhood profiles ("Children" are aged 0-14). The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA – 61.7 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a childcare centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications. It is unknown how many vacant childcare spaces are available in the Study Area. As such, the projected number of children generated from the proposed development who will require child care (65 children) may not be able to be fully accommodated by the existing facilities within the Study Area, subject to age and care requirements.

It is noted that the number of available child care spaces, and/ or the capacities of the centres, that have been reported in this CS&F study may change by the time the development has been approved and constructed. Further, there may be additional private home-based child care services offered in the area that would not be captured by this analysis. It is also typical for families with children to travel beyond their immediate community for childcare services. In addition to projected yields and capacities of existing child care centres in these neighbourhood(s), child care needs will be informed by the City of Toronto Children's Services identification of priority child care areas.

4.3 LIBRARIES

There are no public library branches within the Study Area. The closest library branches are the Barbara Frum Branch, located approximately 3.1 kilometres to the east, Downsview Branch, located approximately 3.2 kilometres to the North, and the Amesbury Park Branch located 3.8 kilometres to the west of the Study Area and subject site. The services and materials offered are outlined below, and the information provided is based on branch websites. It is our understanding that as of July 2022, many Toronto Public Libraries have now reopened but may offer reduced and or remote services.

Barbara Frum Branch

Located at 20 Covington Road, the Barbara Frum Branch is open Monday through Sunday, and has seating for 108 visitors. The branch features Wi-Fi, book drop off, a print/copy/ scan system, public phone, quiet study rooms, equipment for persons with disabilities, and 29 computer workstations that are connected to the internet and include Microsoft Office. The branch also offers quiet study rooms, a Read Aloud Room, Story Room, and Youth Hub. Collections at this branch include:

- Adult literacy materials
- Audiobooks on CD
- Large print collection
- Special Collections: Jewish Mosaic
- Large collection in French
- Medium collection in Hungarian-Adult and Russian-Adult
- Small collection in Chinese-Adult, Hebrew, Spanish-Adult, and Tagalog-Adult

The library contains a 432 square foot meeting room which seats 30 persons lecture style and 20 persons classroom style, as well as a 1,089 square foot auditorium which seats 125 persons lecture style and 60 persons classroom style.

Downsview Branch

Located at 2793 Keele Street, the Downsview Branch is open Monday through Saturday and is closed on Sundays. The branch offers Wi-Fi, 24-hour book drop off, a print/copy/ scan system, public phone, equipment for persons with disabilities, seating for 89 people, and 27 computer workstations that are connected to the internet and include Microsoft Office. The materials available at the branch are listed below:

- Adult Literacy Materials
- Audiobooks on CD
- Large print collection
- Large Collection in Italian
- Medium Collection in French-Children
- Small collection in Chinese-Adult, Spanish-Adult, and Vietnamese.

The branch has a 1,405 square foot auditorium equipped with a ceiling-mounted projection screen, flip chart stand, tables, whiteboard, and seating for 52 people lecture style and classroom style. The branch also offers a kitchen, and three meeting rooms equipped with seating for as many as 22 people.

Amesbury Park Branch

Located at 1565 Lawrence Avenue West, the Amesbury Park Branch is open Tuesday through Saturday and is closed on Sundays and Mondays. This branch has seating for 47 visitors, provides free Wi-Fi and features 6 computer workstations that are connected to the internet and include Microsoft Office. The branch also provides equipment for persons with disabilities. Collections at this branch include:

- Audiobooks on CD
- Large print collection
- Adult Literacy Materials
- Small collection in Hindi (DVDs Only), Italian-Adult, and Vietnamese (DVDs Only)

The Toronto Public Library Facilities Master Plan ("FMP") was completed in 2019 with consideration of current planning work being undertaken across the City and related future growth. The Plan sets out Toronto Public Library's ("TPL") capital investment priorities to 2028, as well as longer term requirements to account for planning. Appendix A: Facility Condition Index (FCI) Analysis describes current the conditions of TPL branches across the City, ranging from critical, poor, fair, and good. The Barbara Frum and Amesbury Park branches were classified as being in 'Fair condition, the second highest designation, with estimated FCIs of 13%, respectively. Conversely, the Downsview Branch was found to be in 'Critical' condition, the lowest designation, with a FCI of 37%.

In order to ensure that equitable and inclusive services are provided to communities of need, Neighbourhood Equity Index scores were collected and used to evaluate community need within the Prioritization Framework. The primary criteria that form the pillars for decision making can be separated into three (3) primary categories: Operational (measures the frequency in which a branch is used and the effectiveness of the physical space that currently serves its users), Investment (considers the financial costs required to meet SOGR, AODA and 21st century library standards), and Market alignment (assesses the congruency between a branch and its external environment, including current and future population, existing footprint, demographics, socio-economic characteristics and location). A unique score for each of the district and neighbourhood libraries was produced using these criteria, with higher scores indicating a priority for capital investment. The Downsview Branch was assigned a score of 6.04, which classifies it within the top 15 neighbourhood branch libraries seen as priorities for future investment. Relocation of the branch has been considered and board approved yet is still unfunded. Likewise, the Barbara Frum branch was assigned a score of 6.04, making it one of the top 10 district libraries identified as investment priorities. There are board-approved, yet unfunded plans to expand the facility. Conversely, Amesbury Park Branch was assigned a score of 3.54, making it a low priority for investment.

4.4 RECREATION CENTRES

There is one (1) publicly funded recreation centre operated by the City of Toronto’s Parks and Recreation Division within the Study Area. It is noted that there may be recreation centres operated by non-profit organizations serving the Study Area; however, these have not been included in this inventory. Given the COVID-19 pandemic, the services and programs are not listed on the City of Toronto website, and therefore, have not been included in the following table. **Table A16** summarizes the programs and services available at the nearby recreation centre.

Table A16 - Community Recreation Centres within Study Area

Location	Facilities	Services/Programs
Glen Long Community Centre (35 Glen Long Avenue)	<ul style="list-style-type: none"> • Dressing Room • Gymnasium • Indoor Bocce Court • Kitchen • Outdoor Dry Pad • Outdoor Pool • Outdoor Rink 	<ul style="list-style-type: none"> • Recreation Fun and Play with Caregiver • Public Skate • Camps • Sports

Given the data found in **Table A16**, it is evident that the Study Area offers a range of services for those of all ages. The recreation facility within the Study Area provides several programs focusing on fitness, child care, sports, recreation, and social development. While there is a limited number of recreation centres in this area, there are several facilities situated immediately outside of the study area, such as Amesbury Community Centre, Viewmount Community Centre, and Lawrence Heights Community Centre.

It should be noted that some of the TDSB schools located within the Study Area may permit community groups to rent their facilities (e.g., gymnasiums). In light of this, additional programs may be offered at these locations

4.5 HUMAN SERVICES

According to the United Way and City of Toronto, there are at least 19 human service organizations operating within (and adjacent to) the Study Area; however, it is anticipated that the actual number of service organizations operating within the Study Area is much greater. **Table A17** below outlines the name, location and types of services provided by each of these human service organizations.

Table A17 - Human Services in the Study Area (City of Toronto & United Way)

Organization	Service Category
Villa Colombo (3010 Dufferin Street)	The organization is a subsection of Villa charities, an organization focused on fostering Italian culture and heritage. The charity offers group meals as well as social activities and congregates dining on weekly basis. They also offer a "Meals on Wheels Program" in which they deliver hot Italian-style meals to older adults with disabilities living in the North York area.
Art Starts (3401 Dufferin Street)	An organization which provides opportunities for those within vulnerable communities to become involved in community arts projects and wider arts related initiatives. The organization provides exposure to professional artists, dancers, musicians, visual artists, actors and playwrights. Post-secondary and employment related initiatives are provided through training, portfolio development and networking opportunities.
North York Community House (255 Ranee Avenue) (700 Lawrence Avenue West) (109 Lotherton Pathway)	The organization provides several social support and settlement related programs for the purposes of assisting newcomers to Toronto in settling and integrating into their community. Settlement education and family related services are also provided.
Distress Centres of Toronto (700 Lawrence Avenue West)	Provides 24-hour, 7-day crisis and emotional distress services for at risk individuals within the local community. Hotline, online chat, text, face-to-face and group support and counselling services are provided.
Canadian Mental Health Association (700 Lawrence Avenue West)	The organization provides a range of social programs and resources related to mental health and illness, recovery and resilience.
Family Service Toronto (700 Lawrence Avenue West)	Provides a range of supports including person centered planning, counselling, facilitating access to resources, service coordination, advocacy, amongst others, for those living independently or with their families.
Toronto Employment and Social Services (700 Lawrence Avenue West)	Provides financial benefits through Ontario Works Assistance, and provides employment and social supports to people living within Toronto. Services include job seeking, accessing financial benefits, connecting to health, housing, childcare and other social services and referrals to education, training and employment supports.
Career Foundation (700 Lawrence Avenue West)	The organization provides comprehensive employment and job searching services, including services relating to job searching strategies, resume preparation, career research, employment training opportunities and strategies to help maintain employment. Information and referral to other employment and community services are also provided.
COTA (700 Lawrence Avenue West)	Provides mental health and community support services, including services relating to case management, supportive housing, short-term residential housing, day programs, court and justice related services. Assertive Community Treatment and services for those that are homeless are also provided.

Organization	Service Category
JVS Toronto (74 Tycos Drive) (2700 Dufferin Street)	This organization supports job seekers in reaching their potential at work. As well, the AI Green Resource Centre offers a variety of programs geared towards employment skill development for individuals with developmental disabilities, dual diagnosis and are 18 years of age or older.
Aptus Treatment Centre (40 Samor Road)	Community based day program for independent living schools, vocational training, art, drama music and sensory therapy, social and recreational activities for individuals with disabilities.
PACE Independent Living (970 Lawrence Avenue West)	Non-profit community support service organization that provides support services to adults with disabilities.
COSTI Immigrant Services (700 Caledonia Road)	Provides specialized employment services, job placement and monitoring, on-site work adjustment programs, employment and career counselling, support service coordination, translation and interpretation services, family counseling and mental housing services, settlement services and post settlement supports.
Birth Control and VD Information Centre (960 Lawrence Avenue West)	Sexual health clinic which also provides information and counselling on birth control, sexually transmitted infections, pregnancy, unplanned pregnancy.
Women's Care Abortion Clinic (960 Lawrence Avenue West)	Provides abortion services from 4-20 weeks gestation, as well as pre-abortion and birth control counselling for patients.
Vita Community Living Services - Day Program (102 Tycos Drive)	Provides services and supports to adults with intellectual disabilities. The organization provides community participation programs as well as clinical and educational services.
Ontario Early Years Centre (2700 Dufferin Street) (700 Lawrence Avenue West)	OEYC has nearly 400 locations across Ontario which provide a variety of educational and recreational programs for families and children from 0-6 years old.
Toronto Adventist Community Services (156-162 Bentworth Avenue)	Daily bread food bank.
COTA Health (700 Lawrence Avenue West)	Provides individualized support to clients living with mental illness.

As shown in **Table A17**, there is a wide variety of human services available within the Study Area. Organizations are in place to provide food banks, employment services, long term care and assisted living services, addiction treatment, rehabilitation and counselling, arts and recreation programs, mentorship and youth programs, advocacy and information, as well as housing accommodation. It should be noted, however, that there is a lack of public showers or restrooms, vaccination and transportation assistance, as well as Indigenous Peoples services within the Study Area.

5

Conclusion

This Community Services and Facilities Study captures key publicly funded services and facilities available to future residents of the subject site on both a broad and local scale. A summary of the findings of the Study is provided below.

5.1 Neighbourhood Demographics

The Yorkdale-Glen Park neighbourhood had a population increase of 0.8 percent from 2011 to 2016. Comparatively, the population of the City of Toronto increased by 4.5 percent during this time.

In terms of age distribution, in 2016 the Yorkdale-Glen Park neighbourhood had a relatively similar distribution to the City as a whole, with both having similar proportions of Children, Youth and Pre-retirement residents. However, the Yorkdale-Glen Park neighbourhood differed from the City as a whole with respect to Working Age individuals (40 percent compared to 46 percent) and Seniors (23 percent compared to 14 percent). The 2016 age distribution of the Yorkdale-Glen Park neighbourhood generally remained consistent with the 2011 distribution.

With respect to family composition, the Yorkdale-Glen Park neighbourhood remained relatively stable with some slight shifts between 2011 and 2016. In 2011 and 2016, the Yorkdale-Glen Park neighbourhood had a lower proportion of couples with no children (31 & 32 percent) and lone a higher proportion of lone parent families (26 percent) compared to the City overall. As well, in 2016 the most common marital status in the Yorkdale-Glen Park neighbourhood was "Married" (44 percent).

In 2016, 41 percent of dwellings in the Yorkdale-Glen Park neighbourhood were located in single detached dwellings, while 47 percent were located in apartment dwellings (duplex, <5 storeys and >5 storeys), with semi-detached dwellings and row housing accounting for the remaining 12 percent. In 2016, approximately 62% of all households in the neighbourhood were owned.

When compared to the City of Toronto as a whole, the Yorkdale-Glen Park neighbourhood in 2016 had a similar proportion of residents earning between \$20,000 to \$49,999. In terms of medium household income, the average household in the Yorkdale-Glen Park neighbourhood in 2016 was earning \$63,778, while the average household in the City was earning \$65,829.

In 2016, the Yorkdale-Glen Park neighbourhood had a higher proportion of residents with no certificate, diploma or degree (17 percent) and only a high school diploma (28 percent) compared to the City as a whole. As well, the neighbourhood also had a lower proportion of residents with a bachelor's degree (16 percent) or a university degree above the bachelor's level (9 percent) when compared with the City as whole.

In 2016 the Yorkdale-Glen Park neighbourhood had a slightly lower proportion of the population who identified as visible minorities (45 percent) than the City as a whole (51 percent). As well, in 2016 the most prominent ethnic origins in the Yorkdale-Glen Park neighbourhood were: Italian, Portuguese, Filipino, Chinese and Canadian. Comparatively, the top 5 birth countries for recent immigrants are Italy, The Philippines, Portugal, Vietnam and other places in the Americas.

With respect to mother tongue, in 2016 the majority of residents within the Yorkdale-Glen Park neighbourhood had a non-official language as a mother tongue (55 percent), which represented a slight decrease from 2011 (58 percent). The proportion of the population with English as a mother tongue increased slightly between 2011 and 2016, from 41 percent to 44 percent, respectively, while the proportion of the population with French as a mother tongue remained constant at 1 percent. When compared to the overall City of Toronto, the neighbourhood had a higher proportion of residents with a non-official language as a mother tongue (55 percent versus 46 percent, respectively), and a lower proportion with English as their mother tongue (44 percent versus 53 percent, respectively). The top five non-English mother tongue languages in the Study Area in 2016 were Italian, Portuguese, Tagalog, Spanish and Vietnamese.

5.2 Nearby Development Activity

As of July 2022, there were 26 active, recently approved or under construction development applications within and in close proximity to the Study Area. The population anticipated to be generated from these developments is approximately 34,180 persons, excluding the subject site. The majority of these applications remain under review or appeal, and accordingly, any increase in the population is expected to occur incrementally.

5.3 Community Services and Facilities

Schools

In terms of school accommodation, the TDSB elementary school in the catchment area may not be able to accommodate the projected 73 elementary students since the school is oversubscribed with a current utilization of 125.6 percent. The secondary school, John Polanyi Collegiate Institute will likely be able to accommodate the projected 36 secondary school students since it is currently operating at a utilization rate of 62.9 percent, with a capacity to accommodate 383 additional students.

With respect to TCDSB schools, the 10 projected elementary students will likely be able to be accommodated at St. Charles school, which is currently undersubscribed. The 4 projected TCDSB secondary students may not be able to be accommodated at Dante Alighieri or Marshall McLuhan, as these schools are currently overutilized. Additionally, as for the single gender secondary schools, Madonna, the female-only secondary school has capacity to accommodate 18 additional students whereas Chaminade, a male-only secondary school may not be able to accommodate more students. It is noted that conclusions regarding local school capacities are based on the data provided by TDSB and TCDSB staff. The school boards will determine at a later date if students from the proposed development will/can attend the schools listed in this report.

Child Care Centres

There is a total of 13 childcare facilities within the Study Area, 11 of which provide subsidized spaces when available. This development is expected to produce an estimated 65 children requiring childcare. It is unknown how many vacant childcare spaces are available in the Study Area. As such, the projected number of children generated from the proposed development who will require child care (65 children) may not be able to be fully accommodated by the existing facilities within the Study Area, subject to age and care requirements.

Public Libraries

There are three (3) public libraries within close proximity to the Study Area, including the Amesbury Park, Downsview, and Barbara Frum branches. Each branch offers many services, such as Wi-Fi, internet access, computer workstations, equipment for persons with disabilities, seating, and large print collections. The Barbara Frum and Amesbury Park branches were classified in the Toronto Public Library Facilities Master Plan as being in 'Fair' condition, whereas the Downsview Branch was identified to be in 'Critical' condition. The Downsview and Barbara Frum branches were also identified to be among the top 15 district and neighbourhood library priorities for investment. Relocation and/or expansion of these branches have been board-approved yet remain unfunded.

Recreation Centres

There is one (1) publicly funded recreation centre operated by the City of Toronto's Parks and Recreation Division within the Study Area (Glen Long Community Centre), which provides a range of services for those of all ages. The centre offers several programs focusing on fitness, child care, sports, recreation, and social development. While there is a limited number of recreation centres in this area, there are several facilities situated immediately outside of the Study Area, such as Amesbury Community Centre, Viewmount Community Centre, and Lawrence Heights Community Centre.

Human Services

There are at least 19 human service operators providing service to residents within the Study Area. These organizations provide food banks, employment services, arts and recreation services, long term care and assisted living services, addiction treatment, rehabilitation and counselling, mentorship and youth programs, advocacy and information, as well as housing accommodation. However, there is a lack of public showers or restrooms, vaccination and transportation assistance, as well as services for Indigenous Peoples within the Study Area.

Conclusion

As illustrated in the Demographic Profile, this area of the city has experienced limited population growth; however, the Yorkdale-Glen Park neighbourhood is comprised largely of working age residents and families with children. As a result, there is a higher demand for community services and facilities with this population in comparison with other groups. A high population of families with children may signal the need for additional daycare space or schools now as well as in the future. Likewise, the aging population, comprised of pre-retirement age individuals and seniors, indicates that special housing options and services will be required to allow the population to age in place. Notwithstanding, it is important that the residents of this area continue to have access to various community services and facilities, which will require continued investment in existing resources and the addition of new resources where appropriate.

This Community Services and Facilities Study has demonstrated that the Study Area is well served by a number of community services and facilities that may accommodate the proposed development, including, but not limited to, 7 schools, 1 recreation centre, 19 human service organizations, 3 libraries, and 13 child-care centres. Notwithstanding the convenient access to facilities and the wide variety of programming offered at these facilities, it is unclear how the facilities are currently coping with respect to capacity and vacancies and the strain these facilities are facing as they begin to reopen while following public health guidelines. We anticipate that the COVID-19 related restrictions will no longer be in place by the time prospective residents of the proposed development move in and begin to use Study Area community services and facilities.

We also note that data provided by the Toronto District School Board (TDSB) showed limited capacity to accommodate additional elementary students, while data provided by the Toronto Catholic District School Board (TCDSB) showed limited capacity for additional Catholic secondary students. While the reported statistics and data related to service capacity and enrolment are subject to change, this sector may not have the necessary capacity to accommodate the additional population that would be generated by the proposed development. As such, the needs of future residents may need to be accommodated, in part, at facilities located outside of the Study Area. Overall, the Study Area would benefit from additional recreation centres, schools and child care centres that are under capacity, libraries, and human services organizations providing vaccination and transportation assistance, as well as services for Indigenous Peoples.

It is our opinion that the proposed development is not expected to significantly impact the demand on community services and facilities in the Study Area. There is an acceptable range of services and facilities that currently exist within the Study Area, which will be complemented and enhanced by a new public road and residential space, as contemplated by the proposed development. Our recommendation may be revised in the future should further details become available or should City priorities shift. We trust that the information and conclusions presented in this Study will be sufficient for the City's purposes at this time. Should more information regarding the provision of services summarized in this CS&F Study be required, further investigations can be completed with a scope of work to be determined in consultation with City staff.

