



# GOLDBERG GROUP

## PLANNING REPORT

PROPOSED ZONING BY-LAW  
AMENDMENT APPLICATION &  
SITE PLAN APPROVAL  
APPLICATION

**152 – 164 Bathurst Street and  
623 – 627 Richmond Street West  
City of Toronto**

Prepared for :  
Toronto (Bathurst &  
Richmond) LP.

SEPTEMBER 2024

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## 1.0 Introduction

Goldberg Group was retained by Bathurst and Richmond LP (the “Owner”) to assess, from a land use planning perspective, a Zoning By-law Amendment (ZBA) and resubmission of the Site Plan (SPA) application for the lands municipally known as 152 – 164 Bathurst Street and 623 – 627 Richmond Street West (the “subject site”), to permit a 33-storey mixed-use building. The subject site is a consolidation of seven (7) lots currently occupied on Richmond Street West by a row of three (3) 3-storey townhouse dwellings (623-627 Richmond Street West), and a private lane. At the southwest corner of Richmond Street West and Bathurst Street, is a 3-storey mixed-use building (621 Richmond Street West and 164 Bathurst Street). South of this building are two lots that are vacant due to the demolition of two fire-damaged buildings (160 and 162 Bathurst Street). These lots were previously occupied by two buildings with a mix of residential and retail uses. Further south is a 2-storey commercial retail building (156-158 Bathurst Street), and a 2-storey mixed-use building (152-154 Bathurst Street). The two buildings at the corner of Richmond Street West and Bathurst Street, municipally known as 164-166 Bathurst Street are Designated Under Part IV of The Heritage Act, planned to be preserved and remain in-situ.

The subject site (**Figures 1 & 2**) has a total area of 1,969.38 sq. m. (0.48 ac) and is located at the southwest corner of Bathurst Street and Richmond Avenue West, 630.0 m southwest of the new under construction Queen/Spadina station and 215.0 m north of the under construction King/Bathurst station on the Ontario Line. The application proposes demolishing the non-heritage buildings, retaining significant portions of 164-166 Bathurst Street, and permitting a 33-storey mixed-use development with retail uses at grade and a total of 420 dwelling units. The proposed redevelopment consists of a total of 26,444.31 sq. m. of combined residential and non-residential gross floor area (GFA), which results in a total Floor Space Index (FSI) of 13.43, pursuant to GFA calculations under By-law 569-2013.

In June 2021, an Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) applications were submitted to demolish the existing buildings, also retaining the heritage buildings, to enable the construction of an 18-storey building. City Council approved the OPA and ZBA and the proposal to permit an 18-storey building (59.9 m), comprising a total combined residential and non-residential gross floor area (GFA) of 15,650 sq. m, and including the site into the City of Toronto Comprehensive Zoning By-law 569-2013 by Site-Specific Zoning By-law 757-2023. OPA 652 was approved which redesignated a portion of the site from *Neighborhoods* to



*Mixed Use Areas* and amended the Garrison Common North Secondary Plan to permit a tall mixed use building.

Since the initial application was approved for 18 storeys, a number of circumstances have factored in, motivating a change for this site to a tall building of 33 storeys. The circumstances prompting this change include the economics of development and construction, the evolving legislation and policies strongly promoting the expeditious production of more housing units, and the commencement of construction of the Ontario Line and its associated subway stations. From a land use planning perspective, it is very important to ensure that the right-sized, optimized development concept is established for any given site since once constructed, that built form, and the use of that land, will be established for generations to come.

This report reviews the existing land use context, the capability of the subject site within this context, and the current provincial and municipal policies and guidelines. As a result, from both land use planning and urban design perspectives, the proposed redevelopment is a good and appropriate fit with the existing and planned context. It is also consistent with, conforms with, and is in keeping with, applicable policies and guidelines of the Province of Ontario and the City of Toronto.

In addition to this Planning Report, other experts have also been retained by the applicant, whose reports and plans are being filed with the application.

The other experts include:

- Architectural Plans, Shadow Study and 3D Model, prepared by Kirkor Architects;
- Landscape Plans, prepared Marten-Nikzad Landscape Architects Inc.;
- Arborist and Tree Inventory and Preservation Report, prepared by, Thomson Watson Consulting Arborists.;
- Functional Servicing Report and Stormwater Management Report, prepared by Husson Engineering and Management
- Transportation Considerations Report, prepared by BA Group.;
- Geotechnical & Hydrogeological Reports, prepared by Terrapex;
- Boundary and Topographical Survey, prepared by KRCMAR;

- Heritage Impact Assessment and Addendums, prepared by GBCA;
- Toronto Green Standards Checklist, coordinated by Kirkor Architect;
- Pedestrian Wind Study, prepared by RWDI Consulting Engineers and Scientists;

To the extent applicable, these plans and reports have been used as input into the facts and opinions expressed in this Planning Report.

## 2.0 Location and Description of Subject Site

**Figures 1 and 2** are location and aerial context maps showing the subject site with surrounding properties and building heights. **Figure 3** is the survey of the existing site, **Figures 4 and 5** are site photos.

The subject site is a generally rectangular shaped lot with an area of approximately 1,969.38 sq. m. (0.48 ac) The subject site is legally described as All of Lots 1, 2, 2A, 3, 4, 5, 6, Private Lanes and Part of Reserve (Lying Along West Side of Private Lane and Lot 6) Registered Plan 316 and Part of Lot 2, Section I Military Reserve City of Toronto Part of Lots 166 and 171 Registered Plan 74 City of Toronto. As shown on the survey (**Figure 3**), the subject site has a frontage on Richmond Street West of 43.57 m and 45.32 m on Bathurst Street.

The topography of the subject site is generally flat. There is no terrain or physical feature on the subject site that would constrain the proposed redevelopment for its intended purpose. The accompanying Arborist Report documents the existing trees on the subject site which are generally located around the perimeter of the subject site. The removal and/or preservation of existing trees is detailed in the accompanying Arborist Report.

## 3.0 Description of Surrounding Area Context

The subject site is located in the City of Toronto, on the west side of Bathurst Street, whereas the east side of Bathurst defines the western limit of the *Downtown* (**Figure 6**). The site is located along an *Avenue* on Map 2 – Urban Structures (**Figure 6**) and as a result of the approved site specific OPA, is wholly within the *Mixed Use Areas* designation on Land Use Plan Map 18 (**Figure 6**), which permits a full range of both residential and commercial uses which anticipate growth.

The subject site is located along the Bathurst Street streetcar route which currently feeds into the subway system and connects with other surface transit routes. It is also within walking distance of two (2) under construction subways stations on the Ontario Line, the King/Bathurst and Queen/Spadina stations. There are considerable retail, service, institutional (educational, health care), governmental, employment, recreational and restaurant uses nearby that are within a close and convenient walking distance to/from the subject site.

The subject site is zoned Commercial Residential (CR) under the Comprehensive Zoning By-law 569-2013, as amended by Site-Specific By-law 757-2023. The zone permits a maximum Gross Floor Area (GFA) of 15,650 sq. m and a maximum height of 59.9 m. The Commercial Residential zone permits various residential and commercial uses, including retail uses.

### **3.1 Existing Surrounding Area Context**

**Figures 2 and 4 - 5** illustrate that the area surrounding the subject site is generally bound by Queen Street West in the north, Spadina Avenue to the east, Front Street to the south and Niagara Street to the west. The area is a mix of various low-rise, mid-rise and tall residential and mixed use buildings with the tallest heights located at the Well, located between Front Street, Wellington Street West and Spadina Avenue and consisting of nine (9) buildings ranging from 14 to 46-storeys.

A more detailed description of the area shown in **Figure 2** is provided below. **Figures 4 to 5** include photographs of the subject site and the Bathurst Street and Richmond Street corridor area.

#### To the North:

- Immediately north of the subject site is Richmond Street, a one-lane local road operating as a one-way street traveling east from Niagara Street to Bathurst Street. On the east side of Bathurst, it transitions into a two-lane major arterial road, which operates as a one-way street traveling west from the off-ramp at Eastern Avenue Diversion near the Don Valley Parkway. The section of Richmond Street immediately north of the subject site includes street parking on the south side and a dedicated westbound bicycle lane.
- On the north side of Richmond Street is a 3-storey commercial building operating as Parkdale Queen West Community Health Centre (168 Bathurst Street).

- North of this at the southwest corner of Bathurst Street and Queen Street West is an approved 9-storey mixed-use building (655-663 Queen Street West and 178 Bathurst Street)
- North of this is Queen Street West, a four-lane Major Street where the 501 Queen streetcar operates, with a 10-minute frequency throughout the day, seven days a week.

To the South:

- Immediately south of the subject site is large parcel of land which is occupied by six (6) 3-storey townhouses, a 9-storey apartment building and surface parking (10-16 Portugal Square and 138 – 148 Bathurst Street).
- Immediately south is Portugal Square, a one-way westbound curvilinear Local Road.
- On the south side of Portugal Square is St. Mary's Parish (588 Adelaide St W), characterized by its neo-gothic architecture. The lands have four (4) buildings and surface parking surrounded by Portugal Square to the north and west, Adelaide Street West to the south and Bathurst Street to the east. The church and associated structures are designated under Part IV of The Heritage Act and listed in the City's Heritage Register.
- Further south is an 11-storey building (575 Bathurst Street) and at the southwest corner of Bathurst Street and King Street West is a 13-storey apartment building (694 -704 King Street and 102-106 Bathurst Street).
- At the northeast corner of Bathurst Street and King Street West at 662-668 King Street West, and 91 Bathurst Street, is the location of the new King/Bathurst station on the Ontario Line which also is the site of a minister's zoning order (MZO) which permits a maximum building height of 83.4 m, with a total maximum GFA of 17,252 sq. m. (O. Reg. 331/22) among other performance standards.
- On the southeast corner of Bathurst Street and King Street West at 645-665 King Street West, 69-73 Bathurst Street, 58/60 Stewart Street is the other building location of the new King/Bathurst station on the Ontario Line which also is the site of a MZO which permits a maximum building height of 82.9 m with a total maximum GFA of 24,658 sq. m. (O. Reg. 332/22).

To the West:

- Immediately west of the subject site, is a semi-detached house (629-631 Richmond Street West).
- Further west is St. Mary Catholic Elementary School (20 Portugal Square). The school is 3-storeys surrounded by surface parking and a paved yard.
- Beyond this is the internal neighbourhood of West Queen West, occupied by a mix of low and mid-rise residential and commercial built forms.

To the East:

- Immediately to the east of the subject site Bathurst Street, a four-lane a four-lane Major Street where the 511 Bathurst streetcar operates, with a 10-minute frequency throughout the day, seven days a week. There are also north and south dedicated bicycle lanes.
- On the east side of Bathurst Street is a proposal for a 13-storey mixed use building (141 Bathurst Street).
- Further east, spanning to Spadina Avenue is a mix of existing, approved and proposed tall buildings which can be found in **Figure 2**, including but not limited to The Well (410 Front Street West) which is comprised of seven (7) recently constructed buildings with heights ranging from 14 to 46-storeys, 675 King St W proposing 21-storeys, 46 Spadina Avenue proposing 30-storeys and 460 King Street West proposing 24-storeys.

### **3.2 Roadways and Transportation**

Bathurst Street is a four lane Major Street and arterial road which runs north-south from Steeles Avenue in the north to Queens Quay in the south. This section of Bathurst Street has a planned right-of-way width of 30 m. Its two central lanes are shared with the Bathurst Streetcar line.

Richmond Street West, west of Bathurst Street is a Local Road which is a one way street travelling east from Niagara Street. Richmond Street West, east of Bathurst is a two lane Major Street and arterial road which operates as a one-way street travelling west from the off ramp at Eastern Avenue near the Don Valley Parkway.

The area will be very well-served with under construction rapid public transportation stations and routes, including two (2) subway stations, all within convenient walking distance to/from the subject site. The subject site is approximately 215 m or an approximate 4-minute walk from the under construction King/Bathurst station on the Ontario Line to the south and approximately 630 m or an approximate 10-minute walk from the under construction Queen/Spadina station on the Ontario Line to the northeast. Service along this subway line is planned to run every 90 seconds during rush hour. In this regard, the Ontario Line is shown on the City OP Map 4 (Higher Order Transit Corridors) and the Ontario Line Map (**Figure 7**).

The site is also located immediately adjacent to the 511 Bathurst streetcar route operating in a north-south direction that directly feeds into the subway and GO transit system. The 511 Bathurst Streetcar route operates between the Exhibition Loop in the south and Bathurst Subway Station on Line 2 Bloor-Danforth Subway in the north. This streetcar route is part of the 10 Minute Network, providing service seven days a week.

Also located nearby, approximately 85 m north is the 501 Queen streetcar route and 215 m south is the 504 King streetcar, both operating in an east-west direction and both a part of the 10 Minute Network, providing service seven days a week. In this regard, Bathurst Street, Queen Street and King Street are shown on the City OP Map 5 (Surface Transit Priority Network) as a Transit Priority Segment (**Figure 6**).

The above indicates that the subject site benefits from existing public transit that by definition is *Frequent Transit* (15 minutes or less) in every direction, every day of the week, and under construction subway rapid transit. According to the 2024 Provincial Policy Statement, this means the site is in an area of “*frequent transit*”, and “*higher order transit*” 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*” and 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, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.*” The planning implications of this are important and will be further explored later in this Planning Report.

The portion of Bathurst Street between Richmond Street West in the north and Adelaide Street West in the south also include designated bicycle lanes (separated from vehicular traffic) in a north and southbound directions. The portion of Richmond Street between Parliament Street in the east and Niagara Street in the west include a designated bicycle path (separated from vehicular traffic) in a westbound direction.

### **3.3 Summary of the Area Context**

The subject site’s proximity to multiple emerging rapid transit stations and existing *frequent transit* surface streetcar service, are indications that the subject and the existing on site zoning approval,



are an underutilized of the land and infrastructure of this site. It is very well located adjacent to the *Downtown Area*, along an *Avenue* and in an area serviced by *frequent transit* and *higher order transit*. It is also within an area of the City where existing, approved, and proposed mid-rise and tall buildings designed with a similar architectural expression and built form as the proposal compatibly co-exists with lower-rise forms of buildings.

This area is evolving and will continue to evolve with similar and taller infill buildings in recognition of its centrality, context, infrastructure and services provided within this area. As such, subject to the planning policy considerations, the size and well configured nature of the subject site makes it an ideal candidate for greater height and density.

As such, the subject application will be evaluated, from a land use planning perspective, within this existing, planned, and evolving context.

#### **4.0 The Proposal**

##### **4.1 Description of the Proposal**

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS)(2020 & 2024), the City OP, City guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate height and density. In our opinion, the proposed building is designed to be sensitive to, and fitting with, this context, with suitable height and transition, without adverse planning impacts on the adjacent or nearby properties.

Plans and Renderings for the proposed redevelopment are shown in **Figures 11 to 29** of this Planning Report. **Figure 11** is the renderings of the proposed development. **Figure 12** is the site plan, **Figure 13** is the statistical information for the subject development. **Figures 14 and 15** are the underground parking levels. **Figure 16 - 90** are the floor plans including the mechanical penthouse and roof plan. **Figure 30 - 31** are the proposed elevations and **Figure 32** are the proposed building section.

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

Table 1: Site and Building Statistics	
Site Area	1,969.38 sq. m (0.48 ac)
Residential GFA	25,834.51 sq. m
Commercial/Retail GFA	609.80 sq. m
<b>Total GFA</b>	<b>26,444.31 sq. m</b>
Floor Space Index	13.43
Studio Units	0 (0%)
1-Bedroom Units	272 (64.8%)
2-Bedroom Units	105 (25.0%)
3-Bedroom Units	43 (10.2%)
<b>Total Number of Dwelling Units</b>	<b>420 (100%)</b>
<b>Height</b>	<b>105.75 m (exclusive of a 7.0 m MPH)</b>
Number of Vehicle Parking Spaces	Residential: 35 Visitor: 16 Total: 58
Number of Bicycle Parking Spaces	Residential Long Term: 378 Residential Short Term: 42 Total: 420
Total Indoor Amenity Space	969.83 sq. m (2.3 sq. m / unit)
Total Outdoor Amenity Space	392.50 sq. m (0.9 sq. m / unit)

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

- The application proposes demolishing the non-heritage buildings and retain significant portions of 164-166 Bathurst Street in-situ, to permit a 33-storey mixed-use development with retail uses at grade and a well-articulated, stepped podium, ranging in heights from 3-9-storeys, and two levels of below grade parking.
- In total the proposal consist of 26,444.31 sq. m. of gross floor area, amounting to an overall density of 13.43 Floor Space Index (FSI). This also includes a total of 609.80 sq. m. of commercial retail space along the Bathurst Street and Richmond Street West frontages.
- The residential lobby is accessed from Richmond Street West, which includes the elevators, parcel and mail room.
- The proposed height of the building is 33-storeys, or 112.75 m, inclusive of a 7.0 m mechanical penthouse. The ground floor has a floor to ceiling height of 5.5 m.
- The proposal employs a variety of appropriate setbacks, building step backs, architectural details, building articulation and building materials/cladding to create a mixed use building, sensitively and compatibly designed for its context.
- On both the ground floor and second floor, the building is constructed close to the lot line on both street frontages, with the exception of some articulation and minor setbacks. These include a setback of approximately 0.8 m near the residential lobby along Richmond

Street West and a range of approximately 0.5 to 1.2 m along the retail frontage on Bathurst Street.

- The northeast corner of the site is occupied by the proposed to be conserved heritage building at 164-166 Bathurst Street. At the ground level, the retained structure will be given a prominent position by setting back the new proposed building approximately 4.84 m from the heritage facade on Richmond Street West and approximately 6.0 m from the heritage facade along Bathurst Street.
- The tower element of the building is articulated toward the northeast portion of the site to provide appropriate transitions to the lower scale buildings to the west and south. At the west side of the building there are stepbacks at the 4<sup>th</sup>, 5<sup>th</sup> and 7<sup>th</sup> levels. At the south side of the building there are stepbacks at the 4<sup>th</sup>, 7<sup>th</sup> and 10 levels. These gradual stepbacks create a tower setback of 4.84 m to the front (north) lot line, a range of 3.79 m - 6.0m to the (east) side lot line, 10.0 m to the rear (south) lot line, and 12.88-13.20 m to the side (west) lot line.
- The setbacks, stepbacks, and terracing are design measures aimed to provide an appropriate transition to the low-rise residential properties to the west and south, along with visual interest, massing relief, and compatibility.
- Vehicular access for the proposed building will be from Richmond Street West. The underground garage parking ramp to the two (2) levels of underground and loading space is located at the southwest corner of the site so all back of house operations are screened from the public.
- One Type “G” loading space is provided at the southwest corner of the building, adjacent to the underground garage parking ramp. Turning movements have been confirmed with the applicant’s transportation consultant.
- Three (3) Pickup/Dropoff spaces are proposed on the west side of the site adjacent to the drive aisle with access from Richmond Street West.
- Vehicular parking for the building is provided on two (2) levels of underground parking with a total of 58 parking spaces, comprised of 35 resident spaces and 16 visitor spaces.
- A total of 420 bicycle parking spaces are provided and distributed as follows:

Type	No. of Bicycle Parking Spaces
Residential Long Term	378
Residential Short Term	42

- Bicycle parking is provided in the underground on P1 and P2 and on the 2<sup>nd</sup> floor. Bicycle repair stations are located on P1 and the 2<sup>nd</sup> floor.
- A total of 969.83 sq. m. of indoor amenity space and 392.50 sq. m. of outdoor amenity space is proposed, which represents 3.2 sq. m. of total amenity space per unit. Contiguous indoor and outdoor amenity space are provided on the second floor and the roof of the 33-storey.

## 4.2 Applications Required to Implement the Proposal

The subject site is designated *Mixed Use Areas* in the City of Toronto Official Plan (“City OP”) (**Figure 6**) through OPA 652, which redesignated a portion of the site from *Neighborhoods* to *Mixed Use Areas* and amended the Garrison Common North Secondary Plan to permit a tall mixed use building. The proposed mixed-use building is therefore permitted to use in the *Mixed Use Areas* land use designation and an OPA is not required.

As previously noted, the subject site is zoned Commercial Residential (CR) under the Comprehensive Zoning By-law 569-2013, as amended by Site-Specific Bylaw 757-2023, permitting a maximum GFA of 15,65<sup>0</sup> sq. m and a maximum height of 59.0 m (**Figure 10**).

Amendments to the City-wide Zoning By-law 569-2013, as amended by By-law 757-2023 is required to implement the redevelopment proposal. The previously approved setbacks and built form remain generally unchanged except that the approved 18-storey building is now proposed to extrude up to a total of 33-storeys. The required revisions since the original approval are principally related to the maximum building height, maximum gross floor area (GFA), amenity space and parking, as shown in the separately filed Architecture Plans, prepared by Kirkor Architects.

The Site Plan application has already been submitted for this application. A revised Site Plan application will be resubmitted under the same Site Plan file.

## 5.0 Policy Context

The development proposal and subject ZBA application must be reviewed in the context of applicable Provincial and Municipal policy documents. In this regard, the redevelopment proposal and subject applications are reviewed in relation to the policies of the Planning Act, Provincial Policy Statement 2024 (PPS), and the City of Toronto Official Plan, including the Garrison Common North Secondary Plan and the adopted, although not yet approved Official Plan Amendment 570 (Protected Major Transit Station Areas). In addition, regard has been given to the City of Toronto’s Tall Building Guidelines of May 2013, the Growing Up Guidelines, and the Pet-Friendly Guidelines. Should any policies and/or transition provisions of the PPS 2024 change,

that are inconsistent with this planning analysis, we will provide supplementary planning analysis at that time.

## **5.1 Section 2 of the Planning Act**

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

- (a) The protection of ecological systems, including natural areas, features and functions;
- (b) The protection of the agricultural resources of the Province;
- (c) The conservation and management of natural resources and the mineral resource base;
- (d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) The supply, efficient use and conservation of energy and water;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) The minimization of waste;
- (h) The orderly development of safe and healthy communities;
- (i) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (k) The adequate provision of a full range of housing, including affordable housing;
- (l) The adequate provision of employment opportunities;
- (m) The protection of the financial and economic well-being of the Province and its municipalities;
- (n) The co-ordination of planning activities of public bodies;
- (o) The resolution of planning conflicts involving public and private interests;
- (p) The protection of public health and safety;
- (q) The appropriate location of growth and development;

- (r) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (s) The promotion of built form that is:
  - (i) Well designed,
  - (ii) Encourages a sense of place, and
  - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (t) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has regard for the applicable matters of provincial interest, as follows:

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

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

## **5.2 Provincial Planning Statement (PPS), 2024**

The Provincial Planning Statement, 2024 ("2024 PPS") was released by the Minister on August 20, 2024, and is announced to come into force as of October 20, 2024. The Legislative Authority section provides that "The Provincial Planning Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024." The subject proposal is being submitted before October 20, 2024, yet will be approved after this date. As such, we have analysed this planning application in relation to the 2024 PPS as the policy that that would apply to the merits and decisions of the application. The 2024 PPS requires that all decisions affecting planning matters be consistent with the policies issued under the *Planning Act*. Should there be any notable revisions to the policies of the 2024 PPS or notable transition



provisions are approved, we can augment this planning analysis with supplementary materials/analysis.

The 2024 PPS replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The 2024 PPS is intended to be a streamlined province-wide land use planning policy framework that provides municipalities with the tools and flexibility in order to facilitate the development of at least 1.5 million homes by 2031.

Section 6.1.5 of the 2024 PPS directs municipalities to provide Official Plans that “provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas”. This section also indicates that “the policies of the Provincial Planning Statement continue to apply after adoption and approval of an official plan”. Therefore, the 2024 PPS will be considered independent of the approved municipal Official Plan when conducting a planning evaluation. Section 6.1.7 of the 2024 PPS also states that: “Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement”

Since official plans and zoning by-laws are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning, and the related amendments, are up to date, and “consistent with” the 2024 PPS.

Chapter 1: Vision, includes the following statement:

- “Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come....Ontario’s land use planning framework, and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and *transit-supportive design*, where locally appropriate, and optimizing investments in *infrastructure* and *public service facilities* will support convenient access to housing, quality employment, services and recreation for all Ontarians.”

The important policies of the PPS 2024 include Section 2.1 related to how to plan for people and homes:

- “At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for *infrastructure*, *public service facilities*, *strategic growth areas* and *employment areas* may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality’s next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans (2.1.3);”

- “To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:
  - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are *designated and available* for residential development; and
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans (2.1.4);”
- “Planning authorities should support the achievement of *complete communities* by:
  - a) accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups (2.1.6).”

In our opinion, acting solely on the existing zoning regime governing the subject site would result in an under-utilization of the subject site, from built form and housing provision perspectives. In contrast, the redevelopment proposal for the subject site includes optimizing the height and density of this location, in a *transit-supportive* area. The redevelopment proposal is a contemporary expression of the new Provincial policy that would enable the realization of the intensification and ‘complete communities’ policy imperatives of the 2024 PPS.

The following are excerpt from Policy 2.2 of the 2024 PPS, regarding housing:

- “Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:
  - a) establishing and implementing minimum targets for the provision of housing that is *affordable to low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
  - b) permitting and facilitating:
    - 1. all *housing options* required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
    - 2. all types of residential *intensification*, including the *development and redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
  - c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and
  - d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations (2.2.1).”

The PPS housing policies of Section 2.2 identify the need for municipalities to provide for an appropriate range of housing options and densities and direct new development towards appropriate locations where the levels of infrastructure and public service are available. The PPS also promotes densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and that support the use of alternative transportation modes and transit.

The proposed development introduces a range of unit types in the neighbourhood, including units suitable for families. The proposed 33-storey building provides approximately 203 more dwelling units when compared to the 2023 approval, including a total of 148 two and three bedroom units. The proposal also proposes an increase in density within an area that is rich in commercial services and well-served by opportunities of *frequent transit* and *higher order transit*. The

proposed development will contribute to the reduction of the length and number of vehicle trips and will support current and future use of transit and active transportation, such as walking and cycling.

The following are excerpts from Policy 2.3 of the 2024 PPS, regarding Settlement Areas are:

- “Settlement areas shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas* (2.3.1.1).”
- “Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;
  - b) optimize existing and planned *infrastructure* and *public service facilities*;
  - c) support *active transportation*;
  - d) are *transit-supportive*, as appropriate; and
  - e) are *freight-supportive* (2.3.1.2).”
- “Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities* (2.3.1.3).”
- “Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions (2.3.1.4).”
- “Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas* (2.3.1.5).”
- “Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within *designated growth areas* is orderly and aligns with the timely provision of the *infrastructure* and *public service facilities* (2.3.1.6).”

The following are excerpts from Policy 2.4.1 of the 2024, regarding *strategic growth areas*:

- “Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas* (2.4.1.1).”
- “To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:
  - a) to accommodate significant population and employment growth;
  - b) as focal areas for education, commercial, recreational, and cultural uses;

- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
  - d) to support *affordable*, accessible, and equitable housing (2.4.1.2).”
- “Planning authorities should:
    - a) prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
    - b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas;
    - c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a compact built form;
    - d) consider a student housing strategy when planning for *strategic growth areas*; and
    - e) support *redevelopment* of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential (2.4.1.3).”

According to the 2024 PPS, by definition, the subject site is located within a *Strategic Growth Area*, and a *Major Transit Station Area*, which are serviced by *High Order Transit* and *Frequent Transit*. As such, this site is within a number of policy areas, which individually and when combined, place the subject site in an area, to where the 2024 PPS policies direct, the intensive forms of growth. These are defined in the PPS as follows:

“Intensification means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites and underutilized shopping malls and plazas;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings”

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

“Strategic Growth Areas means within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form. Within settlement areas, nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

*Strategic growth areas* include *major transit station areas*, existing and emerging downtowns, lands in close proximity to publicly-assisted postsecondary institutions and

other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.”

“Higher Order Transit means 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, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way”

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

The area will be very well-served with under construction rapid public transportation stations and routes, including two (2) subway stations, all within convenient walking distance to/from the subject site. The subject site is approximately 215 m, from King/Bathurst station to the south, and approximately 630 m from the under construction Queen/Spadina station on the Ontario Line to the northeast. The service of this subway line is planned to run every 90 seconds during rush hour.

The site is also located immediately adjacent to the 511 Bathurst streetcar that feeds into the subway system operating in a north-south direction. The 511 Bathurst Streetcar route operates between the Exhibition Loop in the south and Bathurst Subway Station on the Bloor-Danforth Subway in the north. This streetcar route is also part of the 10 Minute Network, providing service seven days a week. Also located nearby, approximately 85 m north is the 501 Queen streetcar route and 230 m south, is the 504 King streetcar, both operating in an east-west direction.

The following are excerpts from Policy 2.4.2 and 2.4.3 of the 2024, regarding *Major Transit Station Areas* and *Frequent Transit Corridors*:

- “Planning authorities shall delineate the boundaries of *major transit station areas* on *higher order transit* corridors through a new official plan or official plan amendment adopted under section 26 of the *Planning Act*. The delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station (2.4.2.1).”



- “Within *major transit station areas* on *higher order transit* corridors, planning authorities shall plan for a minimum density target of:
  - a) 200 residents and jobs combined per hectare for those that are served by subways;
  - b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
  - c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail (2.4.2.2).”
- “Planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by:
  - a) planning for land uses and built form that supports the achievement of minimum density targets; and
  - b) supporting the *redevelopment* of surface parking lots within *major transit station areas*, including commuter parking lots, to be *transit-supportive* and promote *complete communities* (2.4.2.3).”
- For any particular *major transit station area*, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:
  - a. *development* is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or
  - b. there are a limited number of residents and jobs associated with the built form, but a *major trip generator* or feeder service will sustain high ridership at the station or stop (2.4.2.4).
- “Planning authorities may plan for *major transit station areas* that are not on *higher order transit* corridors by delineating boundaries and establishing minimum density targets (2.4.2.5).”
- “All *major transit station areas* should be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where feasible:
  - a) connections to local and regional transit services to support *transit service integration*;
  - b) *infrastructure* that accommodates a range of mobility needs and supports *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
  - c) commuter pick-up/drop-off areas (2.4.2.6).”
- “Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit corridors*, where appropriate (2.4.3)”

The following are excerpts from Policy 4.6 of the 2024, regarding Cultural Heritage:

- “*Protected heritage* property, which may contain *built* heritage resources or *cultural* heritage landscapes, shall be conserved (4.6.1).”

- “Planning authorities shall not permit *development* and *site alteration* on *adjacent* lands to *protected heritage property* unless the *heritage attributes* of the *protected heritage property* will be *conserved* (4.6.3).”

The proposed redevelopment advances Provincial policy directions by providing an intensified urban form, at an appropriate location, that is transit supportive and optimizes land base and infrastructure within the subject site’s context. The underutilized site is currently occupied by a several lower density mixed use buildings. In 2023, the site was approved for an 18-storey building. Since then, a number of circumstances have factored in, prompting the revised proposal for this site for a taller building of 33-storeys. This includes evolving legislation and policies strongly promoting the expeditious production of more housing units near transit stations, notably the two stations along the Ontario Line, within walking proximity to the subject site. The proposed development represents the next generation of intensification which is located in an area with a number of existing and planned transit supportive mixed use buildings, in proximity to transit and local community services/facilities. Redevelopment of the subject site with a more intense urban form will be a sustainable, and an efficient use of land, that will cost-effectively utilize existing infrastructure and community facilities and contextually optimize the land base and infrastructure.

It is noteworthy that increasing or optimizing density on the subject site, as directed by the 2024 PPS, is in this circumstance, linked to the height that can be achieved for this proposed building. This proposed redevelopment provides for an appropriate built form, including considerable steps and articulation approved through the previous application process. The built form established in the approved 2023 application is carried through in this application with revisions principally to the tower portion, which now extrudes up to 33-storeys. Therefore, to accommodate the transition desired by the City, the only other means of optimizing the use of the land and to make the most efficient use of this location, and its related infrastructure, is to provide an optimized height, appropriate for this context and the evolving community and current and future housing demands. In our opinion, the proposed 33-storeys better achieves this, is appropriate in the circumstance, and enables the optimization of the subject site.

This additional concentration of people resulting from the proposal contributes to maintaining and enhancing the vitality and vibrancy of this area, it supports the shops and services in the area and contributes to the 24/7 pedestrian activity and presence. All of this contributes to the long-term vitality, viability, and economic prosperity of this neighbourhood.

In our opinion, in summary, the subject proposal is consistent with and implements the policies of the 2024 PPS by:

- a) Accommodating a compact, intensified, transit-supportive, pedestrian-oriented urban form. The proposed development is also supportive of alternative modes of active transportation such as walking and cycling.
- b) Making more efficient use of and optimizing the land base and infrastructure, in a location that will be well served by high order public transit and within proximity to major areas of employment, recreation, shops, and services.
- c) By introducing new and more housing, the housing policies relating to providing a mix of housing options and densities are satisfied and advanced. This will contribute to achieving a more 'complete community', which will complement the existing buildings in the area and will contribute to the evolution and maturation of the neighborhood which is immediately adjacent to *Downtown* and located along an *Avenue*.
- d) The 2024 PPS policies encourage intensification in appropriate locations. The subject site is located in a *strategic growth area* and a *major transit station area*, where often high rise and high-density mixed use developments conventionally co-exist comfortably and compatibly with lower forms of development. This part of the City of Toronto is also rich with available public services for health, education, recreation, employment and entertainment uses and activities. This redevelopment proposal will contribute to this richness by providing new dwelling units, which will positively contribute to the public realm.
- e) The proposal contributes to reaching the provincial goal of building at least 1.5 million homes by 2031.
- f) The proposal retains in-situ significant portions of the heritage resources existing on the site and has appropriately responded through built form to the existing and evolving character of the neighbourhood, including other heritage resources nearby.

It is notable that we have reviewed this proposal through a PPS lens, independent of the approved and adopted City OP policy. We do this in view of the direction provided in Section 6.1 of the PPS. This policy directs the reader and decision maker to review a particular planning proposal in relation to the PPS policies to determine consistency with the PPS, which review is independent of a review of the City OP, its related amendments, or its evolving although not yet approved amendments. This Planning Report has undertaken this approach.

It is our opinion that this redevelopment proposal supports and advances the PPS policy direction to optimize the use of the land, resources, and the existing and planned infrastructure and is consistent with the policies of the 2024 PPS.

### 5.3 City of Toronto Official Plan

The City of Toronto Official Plan (“City OP”), adopted by City Council in November 2002, was first granted final approval by the Ontario Municipal Board (OMB) on July 6, 2006, with subsequent approvals. The subject site is now completely designated *Mixed Use Areas* on Map 18 – Land Use Plan as identified in the City of Toronto Official Plan (City OP), a designation where mixed use buildings are permitted and where growth is planned to be accommodated, subject to the policies of the City OP. The subject site is also near *Higher Order Transit*, shown on Map 4 of the City OP (**Figure 7**), along a *Transit Priority Segment*, as shown on Map 5 of the City OP, and is located within an *Avenue* on Map 2 of the City OP (**Figures 6**). The adjacent lands abutting the subject site to the north and south are similarly designed *Mixed Use Areas*, whereas the lands abutting the subject site to the east are designated *Neighbourhoods* and to the west are designated *Regeneration Areas*.

#### 5.3.1 Healthy Neighbourhoods Policies – City OP

Healthy Neighbourhoods policies are found in Section 2.3.1. Within the description of Healthy Neighbourhoods, the following is identified:

“By focusing most new residential development in the *Downtown*, the *Centres*, along the *Avenues*, and in other strategic locations, we can preserve the shape and feel of our neighbourhoods. However, these neighbourhoods will not stay frozen in time. The neighbourhoods where we grew up and now raise our children help shape the adults and the society we become. Some physical change will occur over time as enhancements, additions and infill housing occurs on individual sites. A cornerstone policy is to ensure that new development in our neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhood.”

Policy 2.3.1.1. states that:

“*Neighbourhoods* are low rise and low density residential areas that are considered to be physically stable. Development in *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.”

Policy 2.3.1.3 states that:

Developments in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

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

As mentioned, while the subject site is entirely designated *Mixed Use Areas*, the lands to the west are designated *Neighbourhoods*. The foregoing policies describe methods and tools of transition designed to promote and create a compatible relationship with the adjacent *Neighbourhoods*. The proposal provides a transition with appropriate setbacks and stepbacks, which combined, support the dual objectives of the City OP of protecting the stability of adjacent *Neighbourhoods* while at the same time supporting well-located areas suitable for growth and intensification.

The proposal also incorporates a suitable location and design of the site access, indoor loading and service facilities, and underground parking as means to address the above policies, aimed at minimizing impacts on, and protecting the amenity of, the adjacent *Neighbourhoods*.

### **5.3.2 Mixed Use Areas Policies - City OP**

The subject site is designated as *Mixed Use Areas* on Map 18 – Land Use of the OP.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces and utilities. Section 4.5 of the City OP contains the following development criteria relating to developments in mixed-use areas:

“In *Mixed Use Areas* development will:

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

It is our opinion that the proposed development conforms with Policy 4.5, for the following reasons:

- a) The lands to the north and south of the proposed building are in the *Mixed Use Areas* designation. The lands to the east are designated *Regeneration Areas* and the lands to the west are designated *Neighbourhoods*.

There are limited shadows, cast on *Neighbourhoods* designated lands by the proposed development to the northwest. These shadows are limited and move quickly through the landscape. As the shadow studies demonstrate in the separately attached plan prepared by Kirkor Architects, there are only minor incremental shadows cast on properties designated *Neighbourhoods*, located on the north side of Richmond Street West, between

9:18 - 12:18 am during the Spring and Fall Equinoxes, and more limited during the Summer Solstice (March, September and June). There are fast moving minimal shadows on the school yard of St. Mary's Catholic Elementary at 9:18am and 10:18am. Importantly, the proposed building also allows for sunlight on the north side of Queen Street West sidewalk from 12:18 am until 6:18 pm. In our opinion, based on this review, we are satisfied that the proposal adequately limits shadow impacts on the adjacent *Neighbourhoods*, streets, and open spaces and on the north side of Queen Street West.

- b) The building is located to frame Richmond Street West and Bathurst Street and will create an enhanced pedestrian environment on the street with comfortable wind conditions through mitigation and sufficient access to sunlight.
- c) The subject site is situated within two proposed *Protected Major Transit Station Areas (PMTSAs)*, the Queen/Spadina station and the King/Bathurst station and is located along the 511 Bathurst streetcar route and near the 501 Queen and 504 King streetcar route, providing excellent access to transit.
- d) The tower element of the building is articulated towards the northeast corner of the site. The tower steps down at Levels 7, 5 and 4 to the west and Levels 10, 7, 4 and 1 to the south. The proposal built from provides appropriate transition between areas of different development intensity and scale and leads to a visually interesting building.
- e) Sufficient off-street parking for vehicles is provided for residents and visitors in the underground parking garage. Bicycle parking is provided in accordance with the requirements of Toronto Green Standards V3 and By-law 569-2013.
- f) The entrance to the underground garage is located at the rear of the building from a new driveway accessed from Richmond Street West so there will be no adverse impact on, or visibility from, the adjacent streets or the public realm. The waste storage and service areas are located within the building to minimize impact on the street and adjacent properties.
- g) Retail space is provided on the ground floor, which will service the proposed building and surrounding neighbourhood.
- h) The proposed development also provides for a total of 1,362.3 sq. m. of combined indoor and outdoor amenity space. This combined with the area being well served by community centres, libraries, schools and parks suggests that sufficient on-site and off-site amenities are available for the future residents of this development.

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

### **5.3.3 Public Realm and Built Form Policies - City OP**

Section 3.1. of the City OP provides direction concerning the City's objectives relating to site development and built form with relevant provisions found in three sub-sections: Public Realm (3.1.1), Built Form (3.1.3) and Built Form – Tall Buildings (3.1.4). The policies relate specifically to the interaction of a proposed building and the immediate surroundings of the street, neighbouring properties and any existing and planned open spaces. Amended policies of OPA's 479 and 480, that were approved by the Minister of Municipal Affairs and Housing on September 11, 2020, are reviewed below.

Policy 3.1.1 regarding Public Realm includes the promotion and encouragement of design quality and creative approaches to achieve a well-connected, walkable, attractive, safe, functional and accessible public realm. Development will enhance and extend, where appropriate, a high-quality public realm and support the creation of complete communities inclusive of streets, parks and open spaces for every scale of city building.

The following is a summary of the relevant policies contained in this section of the City OP:

- The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that public is invited into (3.1.1.1.);
- The public realm will 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; contribute to the identity and physical character of the City and its neighbourhoods; be functional and fit within a larger network; contribute to the City's climate resilience (3.1.1.2);
- New and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by balancing the needs of the various users within the right-of-way; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and address, as well as amenities such as view corridors, sky view and sunlight and serving as community destinations and public gathering places (3.1.1.6);
- Sidewalks and boulevards will be designed to 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 as part of street



improvements; 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; providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes (3.1.1.13);

- Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings (3.1.1.14);
- 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; promote street-oriented development with buildings fronting onto and having access and address from street and park edges (3.1.1.15);

Policy 3.1.3 contains built form policies for site organization and location that provide principles on key relationships of the location and organization of development, its massing and amenity within the existing and planned context to inform the built form. The following is a summary of the relevant policies within this section of the City OP:

- Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by:
  - a) Generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks;
  - b) Providing additional setbacks or open spaces at the following locations, where appropriate: street intersections; prominent destinations; parks and open spaces; transit stops; natural areas; sites that end a street corridor;
  - c) Locating main building entrances on the prominent building facades so that they front onto a public street, park or open spaces, are clearly visible and directly accessible from a public street;
  - d) Providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces;
  - e) Preserving existing mature trees wherever possible and incorporating them into the development site; and
  - f) Providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing (3.1.3.1);

- Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.3.3);
- Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impacts and improve the safety and attractiveness of the public realm, the site and surrounding properties (3.1.3.4);
- Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by 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 (3.1.3.5);
- Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm (3.1.3.6);
- Transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s) (3.1.3.7);
- The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to ensure fit with adjacent building facades to; 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 view into and from the public realm (3.1.3.9);
- Development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets attractive, interesting, comfortable and functional by providing improvements to adjacent boulevards and sidewalks; co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms; weather protection such as canopies and awnings; landscaped open space within the development site; landscaped edges of surface parking lots along streets, parks and open spaces to define the edge and visually screen the parking lots from the public realm; safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible; and public art, where the developer agrees to provide this. (3.1.3.10);
- New indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year (3.1.3.11);
- Outdoor amenity space should:
  - a) Be located at or above grade;
  - b) Have access to daylight;

- c) Have access to direct sunlight, where possible;
- d) Provide comfortable wind, shadow, and noise conditions;
- e) Be located away or physically separated from loading and service areas;
- f) Have generous and well-designed landscapes areas to offer privacy and an attractive interface with the public realm;
- g) accommodate existing and mature tree growth;
- h) promote use in all seasons (3.1.3.13).

With respect to Policy 3.1.3(1) requiring that development fit in with its existing and/or planned context, **Figure 2** indicates that the subject site is in an area of numerous existing, proposed and approved tall buildings. Also, the site is in close proximity to the under construction King/Bathurst station located 215 m south of the subject site, which includes two MZO's permitting an 83.4 m and 82.9 m tall buildings, at the northwest and southwest intersection of King Street West and Bathurst Street. The subject site is also located along an *Avenue*, within two (2) proposed *Major Transit Station Area*, as defined in the 2024 PPS. In our opinion, the proposed development will form part of an already established and evolving context of tall buildings, in a well-designed, efficient transit oriented neighbourhood.

The proposed development has been designed to frame the heritage buildings which are to remain in situ at the corner of Richmond Street West and Bathurst Street, presenting a “front elevation” to the street and contributing to a streetscape compatible with the existing conditions and the new developments in the immediate area. The main entrance to the lobby is clearly visible, and directly accessible from, the public sidewalk on Richmond Street West. The orientation of the building parallel to Richmond Street West and Bathurst Street, with direct residential lobby access on the ground floor and retail space, will result in an active 24/7 presence on the street, creating a safe and comfortable pedestrian-oriented streetscape.

The redevelopment proposal has been designed to accommodate a form and deployment of building height, mass and density that compatibly fits within its context and is context appropriate in proximity as the western edge of *Downtown* Toronto which includes buildings in the surrounding area of varying height, intensity, and scale.

The proposed tower provides for the following separation distances:

- To the north, the tower will be setback 4.9 m from the front (north) lot line, north of which is Richmond Street West with a right-of-way width of approximately 20 m. The combination with the right-of-way width of Richmond Street West and the proposed building setback provides a tower separation distance to the proposed building of approximately 24.9 m.
- To the west, the tower is setback 13.17 metres to the west lot line. Should the parcels to the west consolidate along Richmond Street west and redevelopment is approved, the setback of 13.17 m exceeds the 12.5 m tower to lot line prescribed in the Tall Building Guidelines.
- To the east, the tower is setback 3.87 m to the east property line, beyond which, Bathurst Street with a planned right-of-way width of 30.0 m. The existing building setback in combination with the right-of-way width of Bathurst Street provides a tower separation distance to the proposed building of approximately 33.87 m, which more than exceeds the suggested 25.0 m separation distance in the Tall Building Guidelines.
- To the south, the tower is setback 10.0 m south lot line. Due to the size and configuration of the site to the south, it is our opinion that should a redevelopment occur, the proposed tower setback at 10 m would be sufficient. This is discussed in more detail in the Block Context Plan, submitted under separate cover with this application.

As such, the orientation of the tower provides for an appropriate, building-to-building separation distances on the subject site and from adjacent properties, thereby ensuring adequate light, view and privacy, as between buildings.

Appropriate built form standards and architectural design details have been employed to adequately limit new shadows, to maintain comfortable wind conditions, and to ensure adequate light, view, and privacy. Policy 4.5.2(d) states that new development will adequately limit any resulting shadowing of neighbouring streets, properties and open spaces. The shadow studies submitted under separate cover illustrate the incremental shadows arising from the proposed 33-storey building. The shadow study prepared for the proposed development demonstrates that the shadow resulting from the proposed development is slender, it moves quickly through the landscape, and on any one spot, the shadow does not stay for any undue length of time.

In March, September and June there is a quickly moving incremental shadow cast onto the *Neighbourhoods* designated properties on the northwest side of Richmond Street between 9:18am – 12:18am. There is also a minor shadow on the school yard of St. Mary's Catholic Elementary at 9:18 am and 10:18 am. The shadow also does not extend onto the north side of Queen Street West in the afternoon. In our opinion, the shadow impacts are reflective of an urban context and are adequately limited.

The Pedestrian Level Wind Study, prepared by RWDI concludes that “wind conditions on and around the site are comfortable for sitting, standing, or walking at most locations. These conditions are considered appropriate for the intended use of the sidewalks and walkways. Increased wind speeds and uncomfortable conditions are predicted near the northeast building corner during the spring and winter. Additional areas of potentially uncomfortable conditions are expected during the winter on the sidewalk of Richmond Street at the northeast building corner, across Bathurst Street to the northeast, along Portugal Square to the South, at the southwest building corner and an area under the building in the drop-off zone... These high wind speeds can be reduced by the use of landscaping elements at the corner area and windscreens/tall planters in the passage under the building... Wind conditions on the Level 2 and Level 40 outdoor amenity areas during the summer and spring when these areas will be frequented, are generally comfortable for sitting or standing, which is comfortable for passive patron use. The 3 m tall screenwall surrounding the perimeter of the Level 40 amenity area is a positive design feature which helps to reduce high winds flowing through this space. During the spring and winter wind speeds at a few locations slightly increase due to seasonally stronger winds during these seasons and may be considered acceptable as the amenity levels would not be frequently used during these times.” Further wind mitigation will be further explored at later stages of the planning process and particularly at the Site Plan approvals stage.

It should be noted that at the time of the wind tunnel testing the building was contemplated at 39-storeys. RWDI, the author of the Pedestrian Level Wind Study have noted the Design changes include lowering the building height by 6 storeys to 33-storeys and state that this change will not have a significant impact on the results of this report and wind conditions are predicted to remain similar or slightly improve.

The Transportation Impact Study, prepared by BA Group concludes that: “ the site is located in

an area that is well served by transit, cycling routes and is within walking distances of a number of employment, retail, entertainment, and recreation centre, and future transit enhancements are planned in the area that will further enhance transit accessibility in the area...The proposed resident parking supply is determined to be, in our opinion, appropriate based on provincial and municipal policy considerations, transportation planning principles, the locational context of the development site, recent reduced resident parking supply ratio approvals, a review of parking space sales data and parking demands observed/recorded obtained by BA group at other residential developments in the City's downtown area. The proposed three (3) on-site Pickup/Dropoff (PUDO) spaces can appropriately accommodate the existing pick-up/drop-off parking demand generated by the site and it is reasonable and appropriate to consider providing one (1) Type 'G' loading space to facilitate the loading needs of the site. In addition, the overall proposed bicycle parking supply meets the requirements defined by Zoning By-law 569-2013 and the Toronto Green Standard, Version 3 (Zone 1 – Tier 1)."

The Functional Servicing Report and Stormwater Management Report, prepared by Husson Engineering concludes that Stormwater quality will be managed by a Storm Filter system, while the rest of the site, being rooftop or landscaped, also achieves appropriate standard. An erosion and sediment control plan is in place for construction, and gravity connections will link the new development to the existing municipal combined sewer on Richmond Street West. A hydrogeological impact assessment has been completed, and a Discharge Permit application has already been submitted separately for groundwater discharge into the combined sewer. The site's sanitary, storm, and groundwater discharge has been analyzed for compliance, with reduced stormwater discharge offsetting increased wastewater and groundwater flows. Adequate fire and domestic water flows are available from the municipal main, and the existing municipal infrastructure can support the development without requiring upgrades or retrofits.

A Block Context Plan is a requirement under OPA 479. The Block Context Plan provides a conceptual and comprehensive idea of development on the block and a framework to evaluate proposed development. It will inform Official Plan Amendments (OPAs), rezoning applications, plans of subdivision and other planning processes. The Block Context Plan will illustrate and analyze the development proposal in both existing and planned context for an area larger than the development site itself, regarding the layout and design of public streets and other pedestrian and cycling connections, parks and open spaces and built form issues such as building type, location, site organization, setbacks, and massing. A Block Context Plan is being submitted under

separate cover with this application submission package and provides for a more detailed analysis of the proposed building in relation to the adjacent properties and future redevelopment opportunities.

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

### **5.3.4 Housing Policies - City OP**

The City OP provides policy direction concerning the provision of housing.

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

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

The City OP seeks to strike a balance of housing types and to ensure the needs of residents are met, within the City and in neighbourhoods. This is aimed at accommodating growth in the City and within the different neighbourhoods. This is to ensure that housing choice and need is addressed and accommodated where people live, so those seeking housing alternatives within their neighbourhood can be accommodated in the neighbourhood without being displaced.

The proposed development will add more residential units to the area through intensification, fulfilling an identified policy objective to accommodate more population in proximity to the *Downtown* and near transit and employment. The proposed development provides for a range of unit types, that include 420 new dwelling units. These units are distributed as follows:

Unit Type	Total Provided
1 Bedroom	272 (64.8%)
2 Bedroom	105 (25.0%)
3 Bedroom	43 (10.2%)

The above unit types are distributed throughout the building.

The proposal increases the housing stock within the area and provides a greater choice of housing opportunities in ownership tenure in proximity to the *Downtown*. The inclusion of a significant number of two and three bedroom units (resulting in 35.2% of the total unit mix) provides options for families that choose to live in a central location close to employment areas and other services. From a planning perspective, it is highly desirable to broaden the housing type and choice of housing in this neighbourhood, providing options for families with larger units and allowing this community to evolve as a more 'complete community'.

### 5.3.5 Heritage Resource Policies – City OP

There are several properties nearby and in the broader surrounding area which are either listed on the City's Heritage Registry or designated under the Part IV of the Ontario Heritage Act, including the 3-storey building at the corner of Bathurst and Richmond Street (164-166 Bathurst Street) on the subject site. The relevant policies of Section 3.1.6 of the City OP, as amended by OPA 199, pertaining to Heritage Resources are summarized as follows:

The relevant policies of Section 3.1.6 of the City OP, as amended by OPA 199, pertaining to Heritage Resources are summarized as follows:

- Heritage properties of cultural heritage value or interest, including Heritage Conservation Districts and archaeological sites that are publicly known will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register (3.1.6.3);
- Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the *integrity* of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in



Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work (3.1.6.5);

- Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and the assessment will demonstrate *conservation* options and mitigation measures consistent with those policies. A Heritage Impact Assessment shall be considered when determining how a heritage property is to be *conserved* (3.1.6.22);
- Heritage Impact Assessment will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City (3.1.6.23);
- New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it (3.1.6.26);

Pursuant to the above policies, GBCA Architects completed a Heritage Impact Assessment (HIA) for the original application proposing an 18-storey building in June 2021, then in February 2023, and now for the current ZBA submission proposing 33-storeys, and provides the following information related to the retention of the existing important heritage building elements:

“We provided a Heritage Impact Assessment for this application (dated 07 June 2021), which assessed a 17-storey mixed use residential building (plus mechanical) with 217 suites and two levels of below-ground parking. The report concluded that the project would protect the integrity of adjacent heritage resources and would re-establish the scale and maintain perception of the prominent corner building at 164-166 Bathurst. This structure is proposed to be integrated in the development, and its full three-dimensional form will be maintained by employing in-situ retention. Since the 2021 proposal, subsequent developments were made in February 2023 in order to address comments from Staff and accommodate new retail requirements. In principle, the current development proposal (33-storey + MPH) will maintain the same relationship between the massing of the new development and the existing heritage structure as proposed in the 2023 scheme (18-storeys + MPH), with the exception of unit count and area which have been altered as a result of an additional 15-storeys of height added to the residential tower”.

The revised design has taken into consideration the heritage context along Bathurst Street by continuing to provide a podium massing that references the height and scale of existing commercial structures, and stitches together currently vacant lands destroyed by fire. New punched window openings and alterations introduced to the storefront level of the heritage building provide sufficient connection fidelity between past uses, and proposed revisions. Furthermore, the proposed updates to the new development continue to maintain a street-level building mass and podium design that is subordinate to and compatible with the existing heritage resource at 164-166 Bathurst Street.”

The revised development maintains our original conclusion, which states that this development will have no significant impacts on the adjacent heritage sites and, by its revised relationship with heritage fabric on the subject development site, will improve on the previous designs and help to mitigate heritage impacts.”

In addition, while the subject site is not within a Heritage Conservation District (HCD), it is located in proximity to three HCDs, being the West Queen West HCD to the north which is bound by Bathurst Street to the east, and Gladstone Avenue to the west and generally includes the properties which front onto Queen Street West. The Queen Street West HCD to the northeast which is bound by Bathurst Street to the west, and University Avenue to the east and generally includes the properties which front onto Queen Street West. The King-Spadina HCD is generally bound by Bathurst Street to the west, Simcoe Street to the east, Wellington Street West and King Street West to the south and abuts the rear of the properties which front onto Queen Street West to the north. It is notable that the West Queen West HCD is still under study.

In the Heritage Impact Assessment (HIA) prepared February 13, 2023, and addendum dated August 21, 2024 by GBCA Architects speaks to the adjacency and relationship to the HCD.

“GBCA has reviewed the proposed development with respect to its adjacency to heritage resources (as defined in the City’s Official Plan); King-Spadina Heritage Conservation District, impacts to the property at 164-166 Bathurst Street, and the overall “fit” of the development into the existing site and context. Heritage issues related to this development are primarily geared towards adjacencies to a listed heritage building to the east, and impacts to the property at 164-166 Bathurst Street. The assessment of applicable policies, when viewed as a whole in a balanced manner, does not reveal any conflicts with the nature of the proposed development. It is our opinion that provincial and municipal interests as they pertain to the conservation of heritage resources, at the time of this HIA, are respected in this development proposal.”

In view of the above, we conclude that the proposal’s impact on heritage resources, both on the subject site, and on nearby lands, has been adequately considered and therefore conforms with and satisfies the applicable City OP policies relating to Heritage Resources.

### **5.3.6 Garrison Common North Secondary Plan**

The subject site is located within the Garrison Common North Secondary Plan, which is generally bounded by Bathurst Street to the east, Queen Street West to the north, Dufferin Street to the west and the CN Rail Lakeshore corridor to the south.

The relevant policies of the Secondary Plan, as amended by OPA 652, pertaining to the subject site are as follows:

- Section 3.1
  - a) In order to promote future flexibility in use, new buildings will be designed to easily adapt to conversion, with particular focus on street level spaces, to facilitate changes in market demand for services and activities.
  - b) Consistent with section 2.1(d) of this Secondary Plan, new developments will provide for a range of dwelling types, with an emphasis on grade related units that are suitable for households with children.
  - c) Development parcels within the same block will share open space, parking facilities and servicing areas, where possible (3.1);
- Local retail and service facilities will be provided to serve the needs of residents and workers in Garrison Common North. The improvement of commercial areas along Dufferin Street, King Street West, Queen Street West and Bathurst Street will be encouraged along with new street related retail and service uses on East Liberty Street (5.1);
- Community services and facilities will be provided in Garrison Common North, to meet the needs of present and future residents and workers on a local basis (7.1);
- Where land is adjacent to a lane, vehicular access to a site should be taken from the lane for any use and the existing lane system should be enhanced (9.1);

Section 10.2 amended by OPA 652 for the subject site lands states:

- On lands municipally known as 623-627 Richmond Street West located within Area 2, a mix of commercial and residential uses are permitted.

Pursuant to the above policies above, the subject site proposes retail spaces along the Bathurst Street and Richmond Street East frontages with floor-to-ceiling height being generally 5.5 m to allow for adaptive use(s). The proposal increases the housing stock within the area and provides a greater choice of housing opportunities in ownership tenure in proximity to the *Downtown*. The inclusion of a significant number of two and three bedroom units (resulting in 35.2% of the total unit mix) provides options for families that choose to live in a central location close to employment areas and other services. All vehicle parking is located underground, and all loading, servicing and utilities are located internal to the building, accessed from Richmond Street West and located such that they are not visible from the street.

As such and in our opinion, the proposal responds appropriately to the policies applicable to the redevelopment and have been satisfactorily addressed. Therefore, the proposal is, in our opinion, in conformity with the Secondary Plan.

#### **5.4 Official Plan Amendment No. 570 – PMTSAs**

OPA 570, as adopted by Council on July 19, 2022, although not yet approved by the Minister, adds a new chapter to the City Official Plan to implement a framework to facilitate transit-supportive development through the delineation of *Major Transit Station Areas (MTSAs)* and *Protected Major Transit Station Areas (PMTSAs)*. New Site and Area Specific Policies (SASPs) will also be adopted for each *MTSA* and *PMTSA* identified.

The subject site is identified within two *PMTSAs* including the Queen/Spadina station and King/Bathurst Station areas.

OPA 570 identifies minimum population and employment density targets for each *PMTSA*. The closest *PMTSA* to the subject site is the King/Bathurst Station area. Existing and new development within the *PMTSA – King/Bathurst Station* is planned for a minimum population and employment target of 400 residents and jobs combined per hectare. *PMTSA – Queen/Spadina* is also planned for population and employment target of 400 residents and jobs combined per hectare.

As such, a redevelopment like the proposal is illustrative of transit-supportive intensification that supports and implements these municipal policies.

#### **5.5 Summary Opinion Concerning the City OP**

The proposed development satisfies, and conforms to, the policies of the City OP for the following reasons:

- The subject site is identified as an *Avenue* area, an area identified to accommodate growth. The height, scale and overall design of the proposed building is appropriate given the existing and evolving context with close proximity to two new higher order transit stations.

- The proposed redevelopment creates for a well-designed, high quality residential building on this underutilized subject site, offering a range of residential unit types and amenities that is compatible with its surrounding area context. In particular, the subject site is located in a *Strategic Growth Area* and a *Major Transit Station Area* where significant growth is planned and encouraged. In our opinion, the proposal optimizes the use of land and infrastructure, in an area extremely well serviced by rapid transit.
- The subject site is located within two (2) proposed *Protected Major Transit Station* areas, as identified by OPA 570. The proposal is illustrative of transit-supportive intensification that supports and implements these municipal policies.
- The subject site is designated as *Mixed Use Areas*, a land use designation where growth in the form of tall buildings is encouraged, subject to criteria. Through the body of this Planning Report, it has been demonstrated that the applicable *Mixed Use Areas* development criteria have been appropriately addressed by the subject application materials,
- A tall building with commercial and residential uses is permitted on the subject site and responds to the policies of the Garrison Common North Secondary Plan by providing retail and services at grade and contributes to a greater housing stock in proximity to the higher order transit.
- The proposed development has been designed in general accordance with the Public Realm and Built Form policies and provides appropriate tower stepbacks and setbacks, and adequately limits incremental shadows. It also reinforces the character of the neighbourhood through its architecture and by retaining major portions of the heritage resources in-situ.
- The proposed development introduces a housing form familiar to this neighbourhood and provides for a range of dwelling unit types, including 32.5% of the proposed market dwelling units being 2-bedroom or larger.

In view of the analysis set out above, it is our opinion that the proposed development and ZBA application is in conformity with the City OP.

## 5.6 Zoning

The existing zoning on the subject site is Commercial Residential Zone CR 3.0(c1.0;r2.5) SS2 (x885) pursuant to the City of Toronto Comprehensive By-law 569-2013. The CR zone permits tall buildings with a maximum permitted height of 59.9 m. In our opinion, if strictly applied, the existing zoning permission does not optimally utilize the subject site. As mentioned above, an amendment to the City-wide Zoning By-law 569-2013 is required to implement the redevelopment proposal. Zoning standards principally related to maximum GFA and building height, will be included in the implementing by-law instruments to permit the proposed development.

## **5.7 Tall Building Design Guidelines, May 2013**

City Council endorsed updated city-wide Tall Building Design Guidelines in May 2013 pursuant to Section 5.3.2 of the OP. This is a guideline document and as such, Section 5.3.2.1 of the City OP applies, as follows:

"Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in this Plan adopted under the *Planning Act*."

These guidelines are intended to establish a unified set of performance measures for the evaluation of tall building development applications city-wide, including all areas of the former City of Toronto.

This guideline document should be considered within the context of each development proposal and each neighbourhood. These guidelines are not policy nor prescriptions but rather suggestions relating to important building and site elements for individual high-rise infill proposals. There is no one manner to design high-rise redevelopments and therefore appropriate regard should be given to this guideline document, and it should be applied, as appropriate in the circumstance.

### **5.7.1 Applicable Tall Building Design Guidelines, May 2013**

Important guideline statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are noted below.

- a) Section 1.1 - Context Analysis - Evaluate the existing and planned context and demonstrate how the proposed tall building responds to the patterns, opportunities, and challenges within the area.

The subject site is an underutilized property that presents an opportunity for redevelopment, that is transit-supportive in a desirable location. The subject site area is and will be evolving with the introduction of new high order transit. The subject site forms the western boundary of the *Downtown*, where it is commonplace for tall buildings of varying height to co-exist compatibly with lower scaled buildings. That too is the circumstance of the subject site and proposal.

- b) Section 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 height, scale and overall design of the proposed building is appropriate in the existing and evolving context and character of this neighbourhood and appropriate transitions to lower-scaled building have been applied through various setbacks and stepbacks to the west and south lot lines.

- c) Section 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 and private open space, and other shadow sensitive areas.

As mentioned above, appropriate built form standards and architectural design details have been employed to adequately limit new shadows, to maintain comfortable wind conditions, and to ensure adequate light and privacy. In our opinion, the shadows resulting from the proposed development are quick moving and are adequately limited.

- f) Section 2.1 - Building Placement - Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously within the existing context, and to provide opportunities for high-quality landscaped open space on-site.

The proposed building is located/deployed to provide direct frontage onto Bathurst Street and Richmond Street West. The existing 2-storey heritage building at the corner of Bathurst Street and Richmond Street West retains the façade and a generous tower setback frame the edges of the street and the related lower-scaled buildings along both street frontages. To the west the podium elements are comprised of a 3-storey, 4-storey and 6-storey elements which gradually step to the tower for a combined 13.17 m tower separation to the west lot line. To the south the podium elements are comprised of a 1-storey 3-storey, 6-storey and 9-storey elements which gradually step to the tower for a combined 10.0 m tower setback to the south lot line. As such deployment of building mass and scale supports the residential use and complete community aspirations of the Provincial and City policy documents directing growth to this area.

- g) Section 2.2 - Building Address and Entrances - Organize tall buildings to use existing or new public streets for address and building entrances.

The entrance to the residential lobby located along the Richmond Street West frontage.

- h) Section 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 vehicle parking is located underground, and all loading, servicing and utilities are located internal to the building, accessed from Richmond Street West and located such that they are not visible from the street.

- j) Section 2.5 - Private Open Space - Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

Outdoor amenity space is provided adjacent to indoor amenity space on the 2<sup>nd</sup> storey and also on the roof of the 33<sup>rd</sup> storey. In addition, the units proposed include private balconies, providing additional outdoor amenity space.

- l) Section 3.1.1 - Base Building Scale and Height - Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.

The proposed 33-storey tall building incorporates a stepped podium generally ranging from 3 to 9-storeys from along both street frontages with a height that respects the scale and proportion of the existing and proposed buildings in its surroundings.

- m) Section 3.1.2 - Street Animation - Line the base building with active, grade-related uses to promote a safe and animated public realm.

The proposed development includes a residential lobby entrance, concierge and office area along the Richmond Street West frontage and retail along both building frontages which contributes to a safe and animated public realm.

- n) Section 3.1.3 - First Floor Height - Provide a minimum first floor height of 4.5m, measured floor-to-floor from average grade.

The proposed building includes a first floor height of 5.5 m, thereby exceeding the guideline.

- o) Section 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 the pedestrian scale. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

The exterior materials will be of high quality and durability and will be further detailed as the application progresses.

- p) Section 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.

As previously mentioned, the existing 2-storey heritage building at the corner of Bathurst Street and Richmond Street West retains the façade and a generous tower stepback frame the edges of the street and the related lower-scaled buildings along both street frontages. To the west and south the podium generally steps-up to the tower element of the building through gradual stepping of the 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup> and 9<sup>th</sup> storeys, providing a tower setback to the west of 13.17 m and to the south, a 10.0 m setback. The exterior podium and tower elements will be materially different to reinforce the use changes, to promote the visual interest of the building, and to complement the uses at grade with the residential uses above.

- q) Section 3.2.1 - Floor Plate Size and Shape - Limit the tower floor plate to 750 sq.m or less per floor, including all built area within the building, but excluding balconies.

The proposed tower floor plate size is 732.90 sq. m (GCA). This exceeds the objectives of this guideline suggestion and contributes to creating a smaller slender tower.

- r) Section 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 tower is setback 4.9 m from the front yard (north), 10.0 m from the rear (south) yard, 13.17 m from the side yard (west) and a range of 3.87 – 6.30 m from the side yard (east). These setbacks are suitable for reducing visual and physical impacts of the tower and have had regard to the manner in which adjacent sites could redevelop.

- s) Section 3.2.3 - Separation Distances - Setback tall buildings 12.5 m or greater from the side and rear property lines or centre line of an abutting lane. Provide separation distance between towers on the same site of 25 m or greater, measured from the exterior wall of the buildings, excluding balconies.

As explained throughout this report, the proposed building provides for appropriate separation distances.

- t) Section 3.2.4 - Tower Orientation and Articulation - Organize and articulate tall building towers to promote design excellence, innovation and sustainability.

The building elevations show a highly articulated and well-crafted tower with a stepped podium, promoting design excellence on the subject site and responding to the nearby lower-scale buildings.

- u) Section 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.

Projecting balconies are proposed. These projecting balconies provide access and areas for additional private amenity space for residents while simultaneously providing visual interest to the tower component of the redevelopment proposal.

- v) Section 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 sky glow.

This will be explored as the application progresses at the Site Plan application stage.

- v) Section 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.

Landscaping opportunities are accommodated on the plans and provide suitable and attractive landscaping where appropriate. This too will be further articulated as the application progresses.

- x) Section 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 adjacent streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

A Pedestrian Level Wind Study, prepared by RWDI, has been provided as part of this submission. The consultant concluded that:

“wind conditions on and around the site are comfortable for sitting, standing, or walking at most locations. These conditions are considered appropriate for the intended use of the sidewalks and walkways. Increased wind speeds and uncomfortable conditions are predicted near the northeast building corner during the spring and winter. Additional areas of potentially uncomfortable conditions are expected during the winter on the sidewalk of Richmond Street at the northeast building corner, across Bathurst Street to the northeast, along Portugal Square to the South, at the southwest building corner and an area under the building in the drop-off zone... These high wind speeds can be reduced by the use of landscaping elements at the corner area and windscreens/tall planters in the passage under the building... Wind conditions on the Level 2 and Level 40 (Level 33) outdoor amenity areas during the summer and spring when these areas will be frequented, are generally comfortable for sitting or standing, which is comfortable for passive patron use. The 3 m tall screenwall surrounding the perimeter of the Level 40 (Level 33) amenity area is a positive design feature which helps to reduce high winds flowing through this space. During the spring and winter wind speeds at a few locations slightly increase due to seasonally stronger winds during these seasons and may be considered acceptable as the amenity levels would not be frequently used during these times.” [added]

Further wind mitigation will be explored at later stages of the planning process.

### **5.7.2 Conclusions Concerning the Tall Building Design Guidelines**

As previously discussed, the Tall Building Design Guidelines are a guideline tool that should be considered with flexibility and discretion, given the context of each development proposal.

Earlier sections of this Planning Report have analyzed the specific development proposal in relation to City OP policies, design elements of this proposal, and contextual circumstances. The proposed development in relation to this guideline document has also been reviewed and many of the important suggestions from this document have been incorporated into the proposal. In view of the foregoing analysis of the design guidelines for tall buildings, it is our conclusion that the proposed building has been designed to generally satisfy this City guideline document.

## **5.8 Growing Up: Planning for Children in New Vertical Communities**

In 2015, City staff initiated a study to explore how new multi-unit residential buildings can accommodate the needs of larger households with children. In July 2017, a staff report was prepared, including draft guidelines. Subsequently, the final guidelines were endorsed by City Council in July 2020. This guideline document is generally referred to as the “Growing Up Guidelines”.

The Growing Up Guidelines seek to enhance the experience of children in the City. Such objectives include: promotion of independent mobility, access to community infrastructure, parks and schools. At the building scale, consideration is given to adequately accommodating and supporting resident interaction through well designed common spaces, increasing the number of larger units and encouraging the design of amenity spaces that are functional and flexible. At the dwelling unit scale, the guidelines focus on the size, function, and form of a dwelling unit in order to provide space for the social functions of larger households.”

The Growing Up Guidelines establish parameters to guide the design of buildings for families through the promotion and provision of “larger units”, including two – three bedroom units of adequate size to support family functions. The guidelines identify a minimum of 25% large units, of which 10% should be three-bedroom units and 15% should be two-bedroom units. The guidelines also recommend optimum dwelling unit sizes.

The proposed development contains 25.0% two-bedroom units and 10.2% three-bedroom units for a total of 35.2% two and three bedroom units, thereby exceeding the minimum suggested distribution targets for larger units. Within the two and three bedroom units, there is a range of unit sizes. In our opinion, and at this stage, this proposal has had an appropriate level of regard for the Growing Up Guidelines.

## **5.9 Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings**

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 to be supportive of a growing pet population as development policy encourages intensification in compact urban communities. The pet guidelines are 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 in living spaces. The pet 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 flexibility in application.

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 high-density neighborhoods characterized by multi-unit, high-rise buildings, where parks and green spaces are heavily utilized.

At the building scale, the guidelines provide direction as to the types and general configuration of amenity spaces for pets, and specify 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 residents and their pets includes the following: 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. These amenities should also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities. Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet's environment and meet day-to-day needs.

The proposal includes indoor and outdoor amenity space which through the process, and at the Site Plan application stage, will consider specific programming to have appropriate regard regarding the Pet Friendly Guidelines.

## 6.0 Overall Conclusions

The Provincial policies contained in the PPS 2024 actively promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development which will take better advantage of existing public transit. The proposal, if approved, will result in a more efficient and compact use, will optimize the utilization of the land base and infrastructure, and will support the frequent surface transit available in the area. Also, by broadening the range and choice of housing opportunities in this neighbourhood, the proposal contributes to achieving a more “complete community” along this segment of the Bathurst Street corridor.

As previously discussed, the subject site is restricted by the current in force zoning context which does not enable the optimization of this intrinsically valuable piece of land. The current zoning only permits a maximum height of 59.0 m and a maximum GFA of 15,650. In our opinion, acting solely on the zoning regime governing the subject site would result in an under-utilization of the subject site, from built form and housing provision perspectives. As such, it is our opinion that the existing zoning and proposed City OP policies under-utilize this valuable urban redevelopment site, are the subject proposal better implements the PPS 2024.

The proposal also implements City OP policy by appropriately advancing the *Mixed Use Areas* policies and by appropriately implementing the Built Form, Housing and Heritage policies. This Planning Report demonstrates that the development proposal conforms to the applicable in-force OP.

The proposed development promotes the achievement of numerous policy directions which support intensification, tempered by the context of the site. It has been demonstrated that the subject site can comfortably accommodate the height and density and provides for appropriate setbacks and stepbacks to address the immediate context. The design of the proposed development has also been undertaken to provide adequate transition to the low-rise *Neighbourhoods* designation to the west. The height and design of the proposal adequately limit shadow impacts, including on the north side of Queen Street West.

With the proposed appropriate design of the proposed building, we are satisfied the subject site warrants positive consideration for the proposed height, density, and uses and other

recommended performance standards. As such, the proposal is an appropriate development for this location and will be compatible with the existing and planned context of the subject site.

Therefore, it is our opinion that the proposed applications are premised on sound and reasonable planning principles and represent a good planning solution that is in the public interest. We accordingly recommend that the ZBA applications be supported by City staff and approved by City Council.

**FIGURE**



Queen/ Spadina Station



Spadina Avenue

Brant Street

Portland Street

Queen Street West

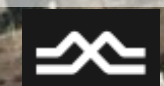
Richmond Street West

Adelaide Street West

King Street West

Wellington Street

King / Bathurst Station



Bathurst Street

Markham Street

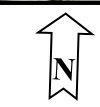
Tecumseth Street

Palmerston Street



Figure 1

# LOCATION AND SURROUNDING AREA





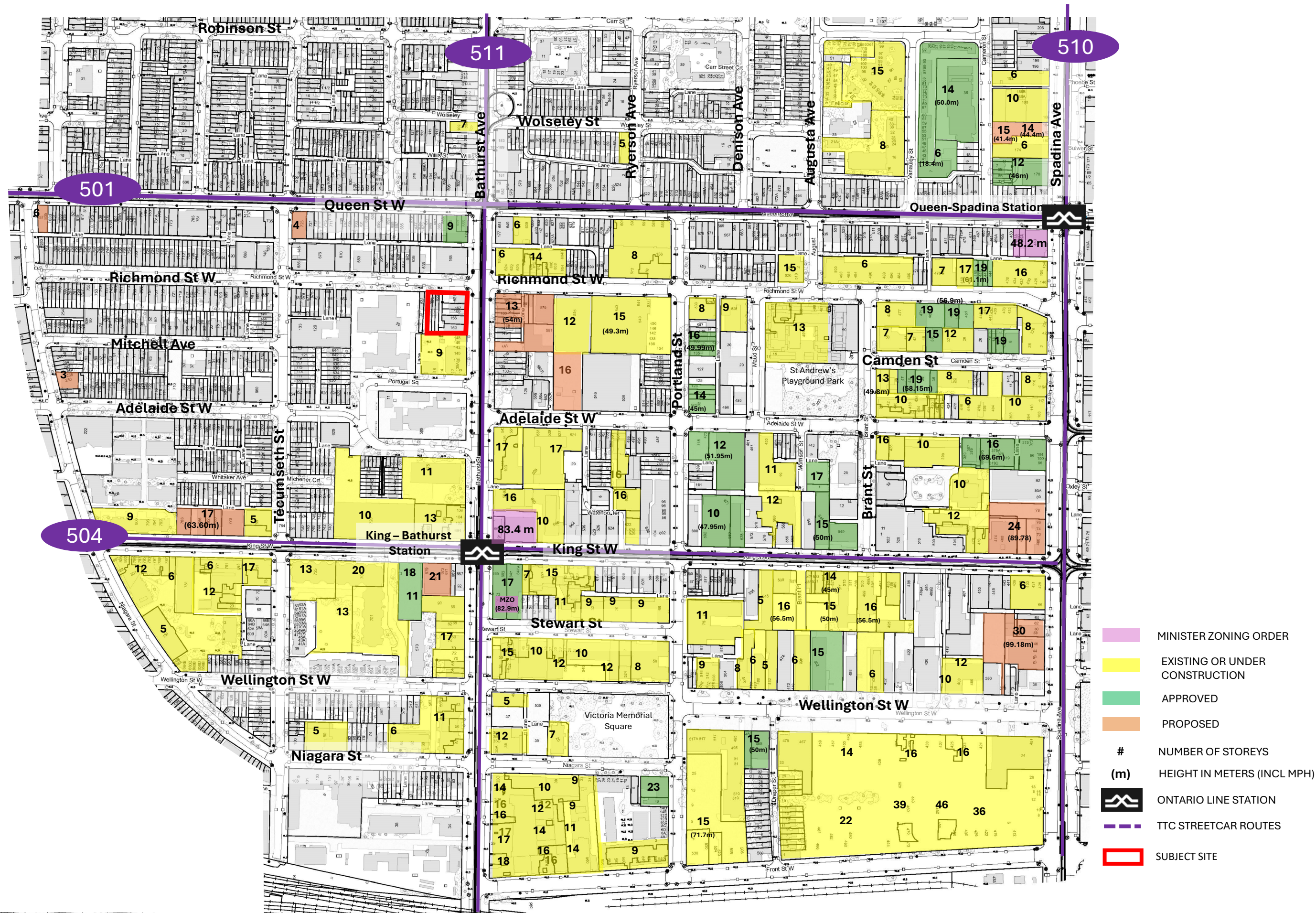


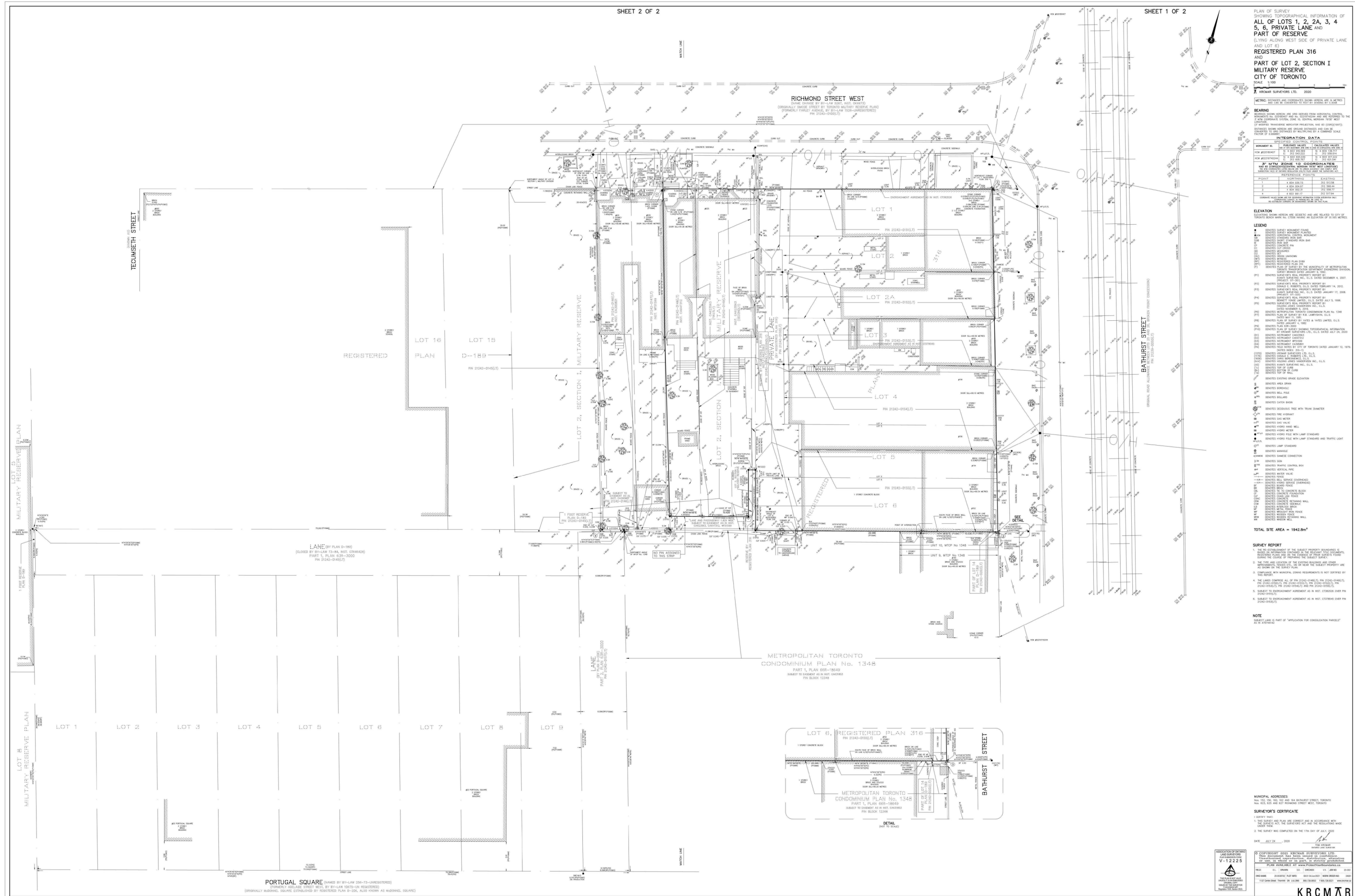
Figure 2

# HEIGHT MAP



**GOLDBERG  
GROUP**





### Figure 3





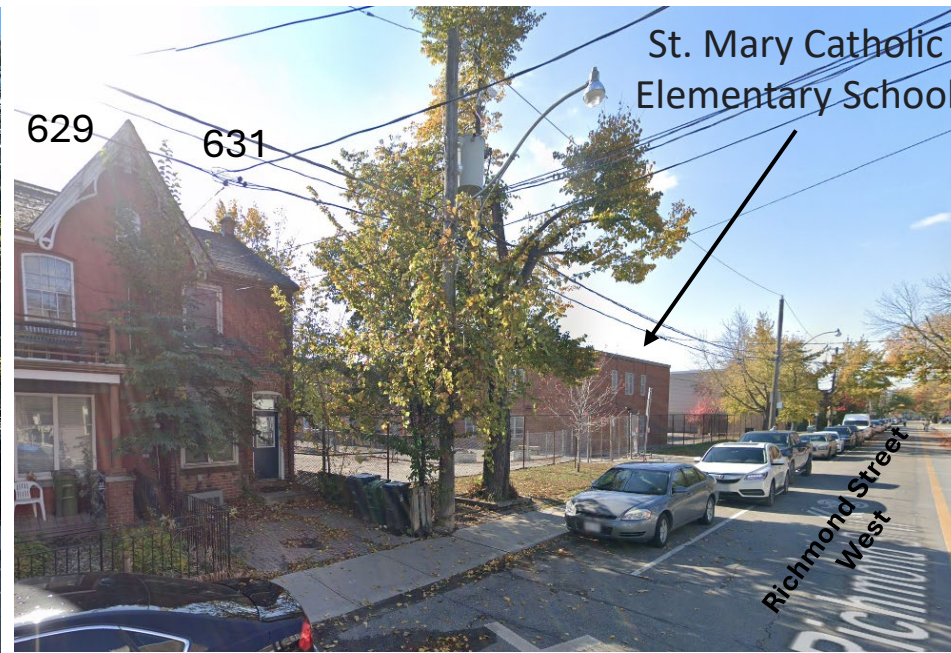
1. Looking west at the Subject Site (152-164 Bathurst St) and the 9-storey apartment building at 140 Bathurst Street and St. Mary's Parish



2. Looking southwest at the Subject Site (164 Bathurst St & 623-627 Richmond St W)



3. Looking southeast at the Subject Site (164 Bathurst St & 623-627 Richmond St W) and 629-631 Richmond Street West



4. Looking southeast at the Subject Site (164 Bathurst St & 623-627 Richmond St W) and 629-631 Richmond Street West

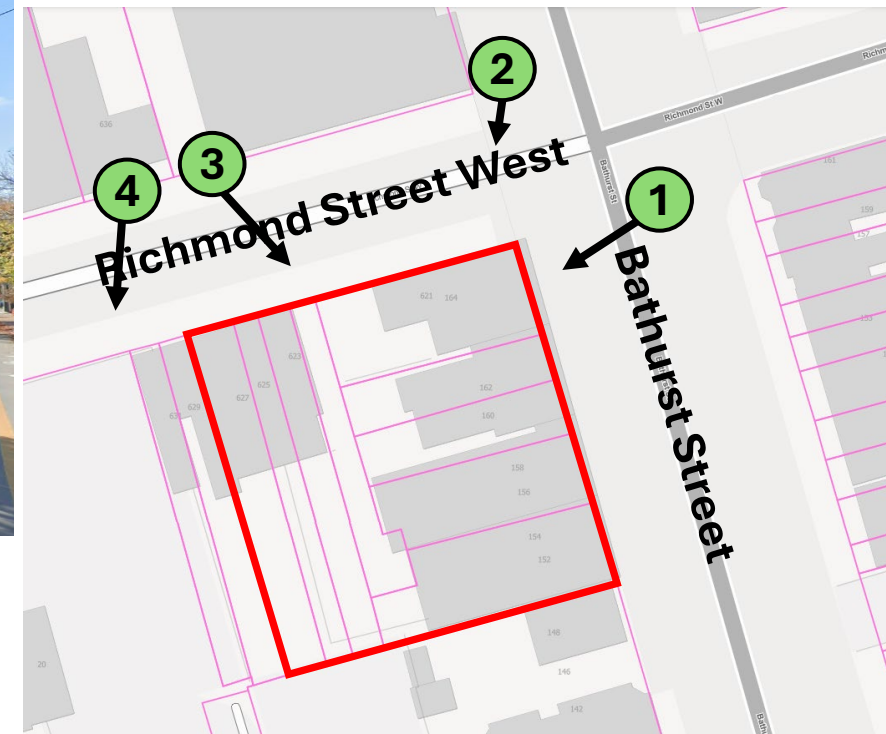
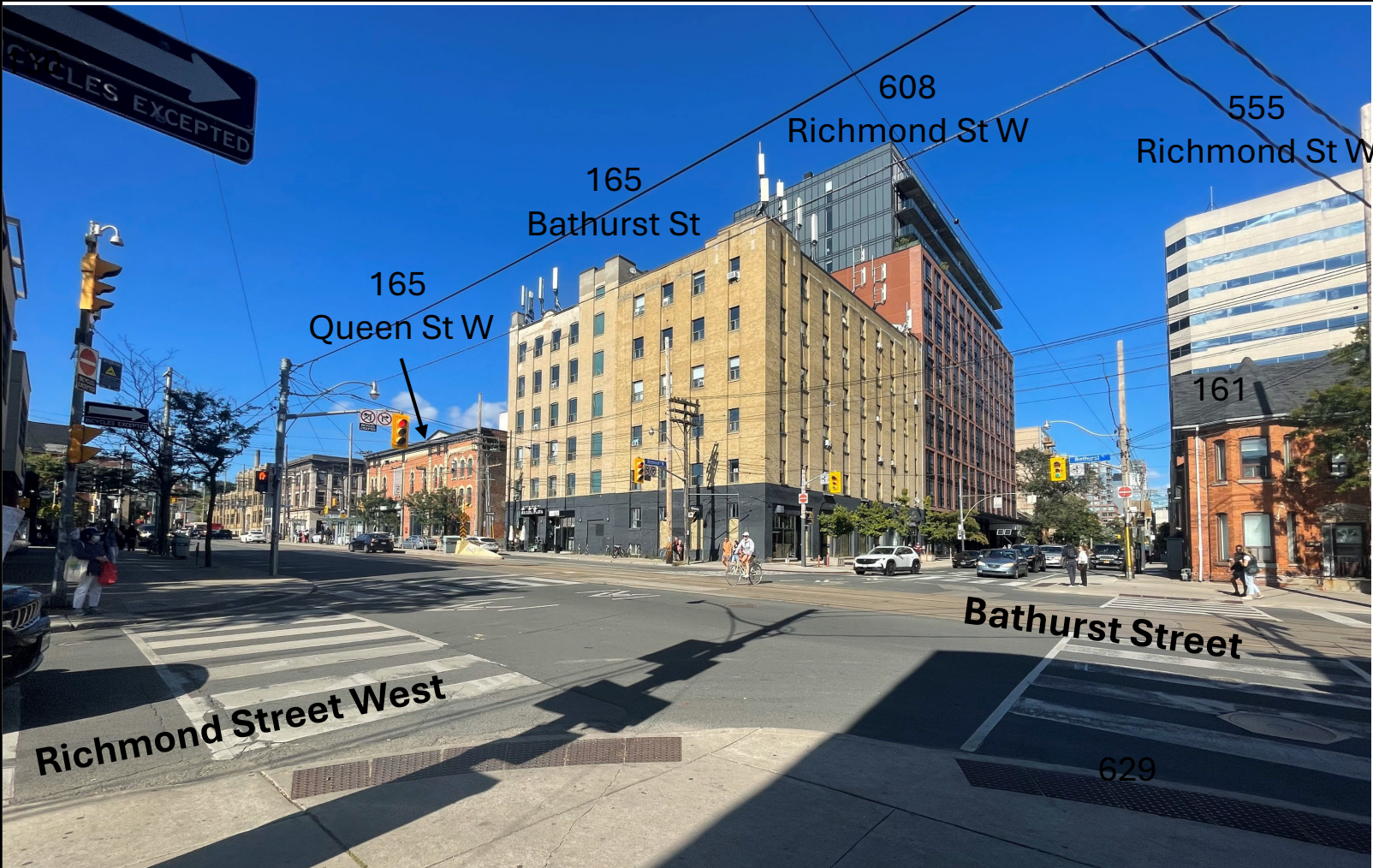
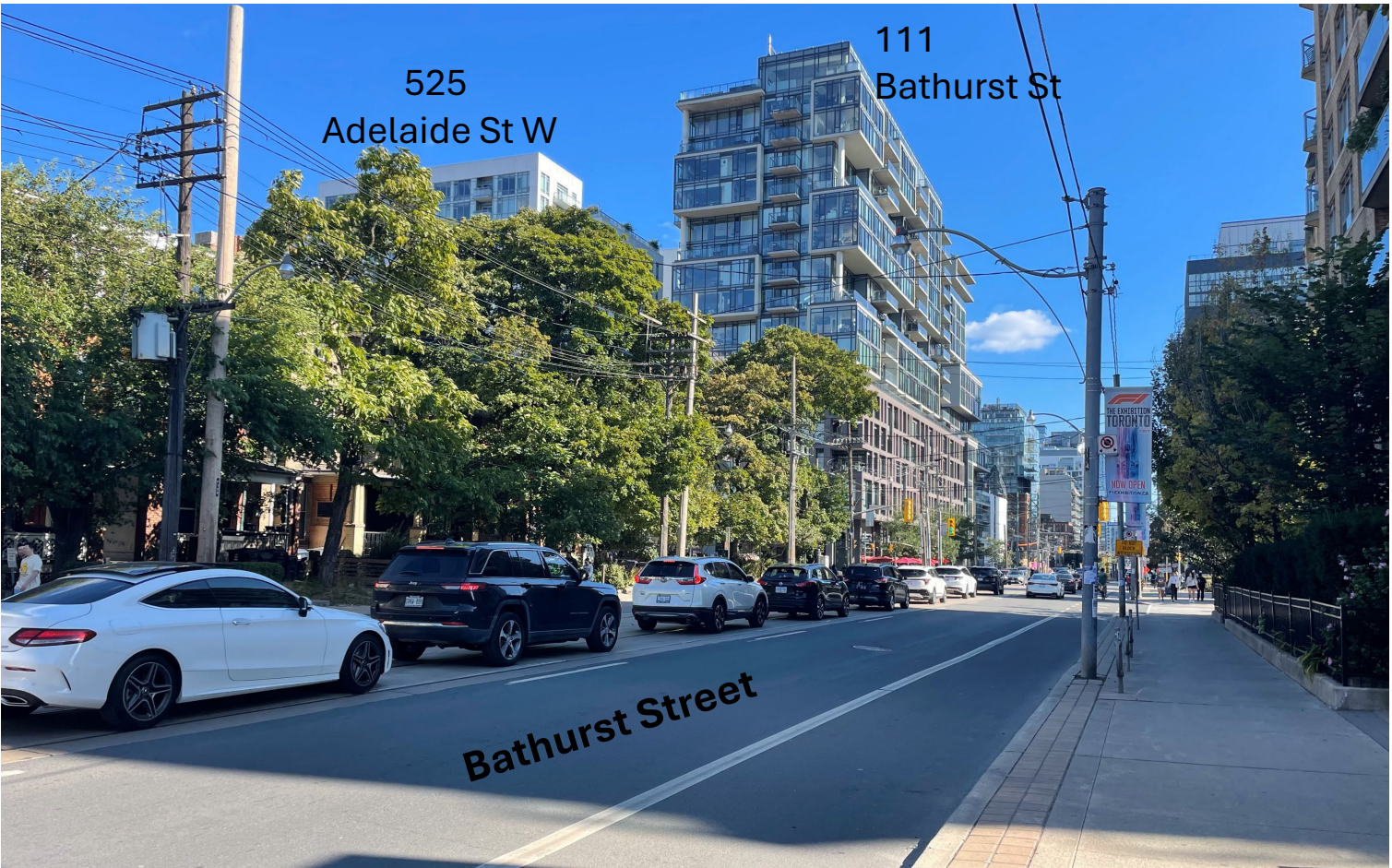


Figure 4





5. Looking northeast at the intersection of Bathurst Street and Richmond Street West from the Subject Site (164 Bathurst St)



6. Looking southeast on Bathurst Street from the southeast corner of the Subject Site (152 Bathurst St)



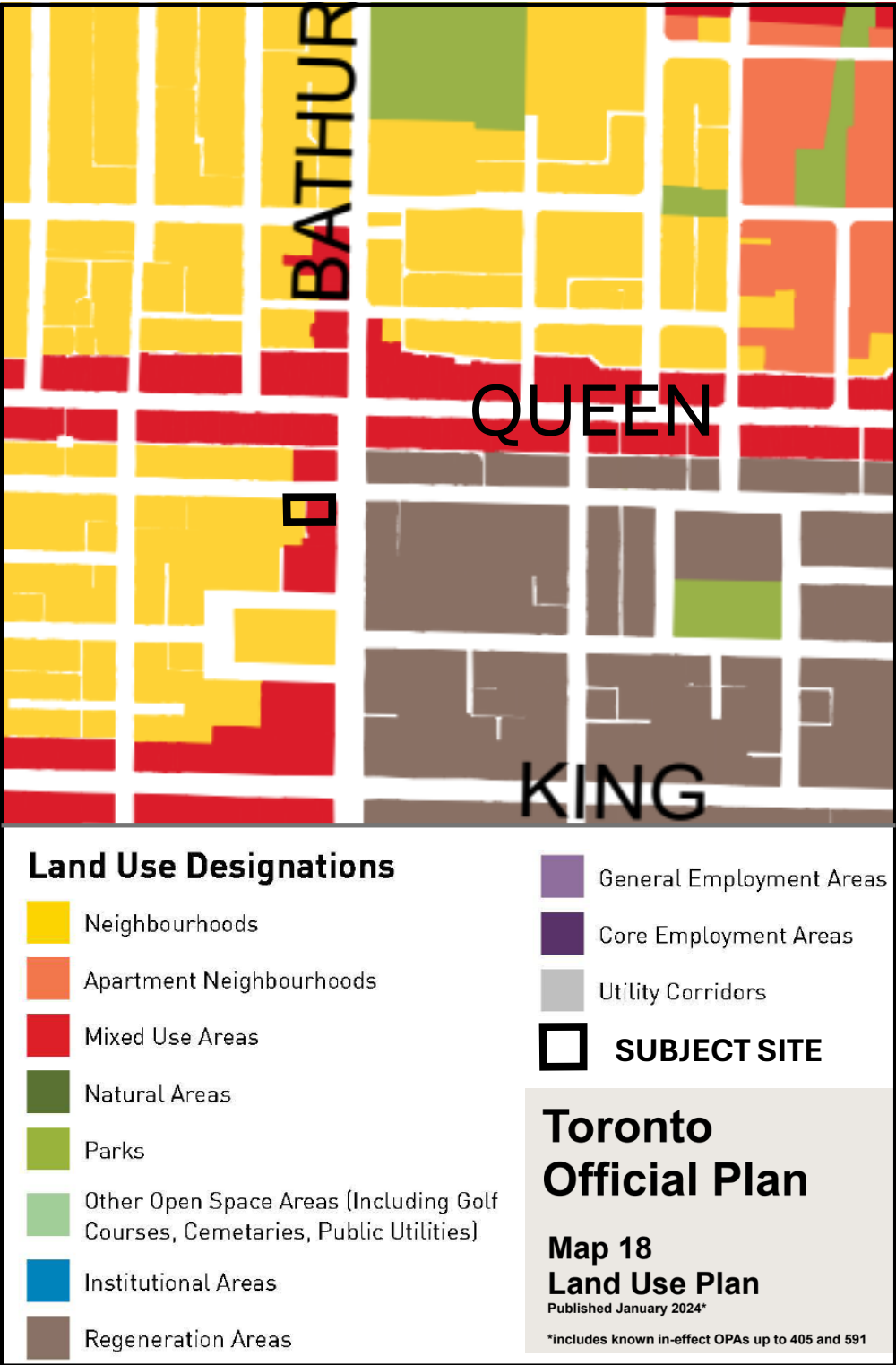
7. Looking north at the properties on the north side of Richmond Street West from the Subject Site (164 Bathurst St & 623-627 Richmond St W)



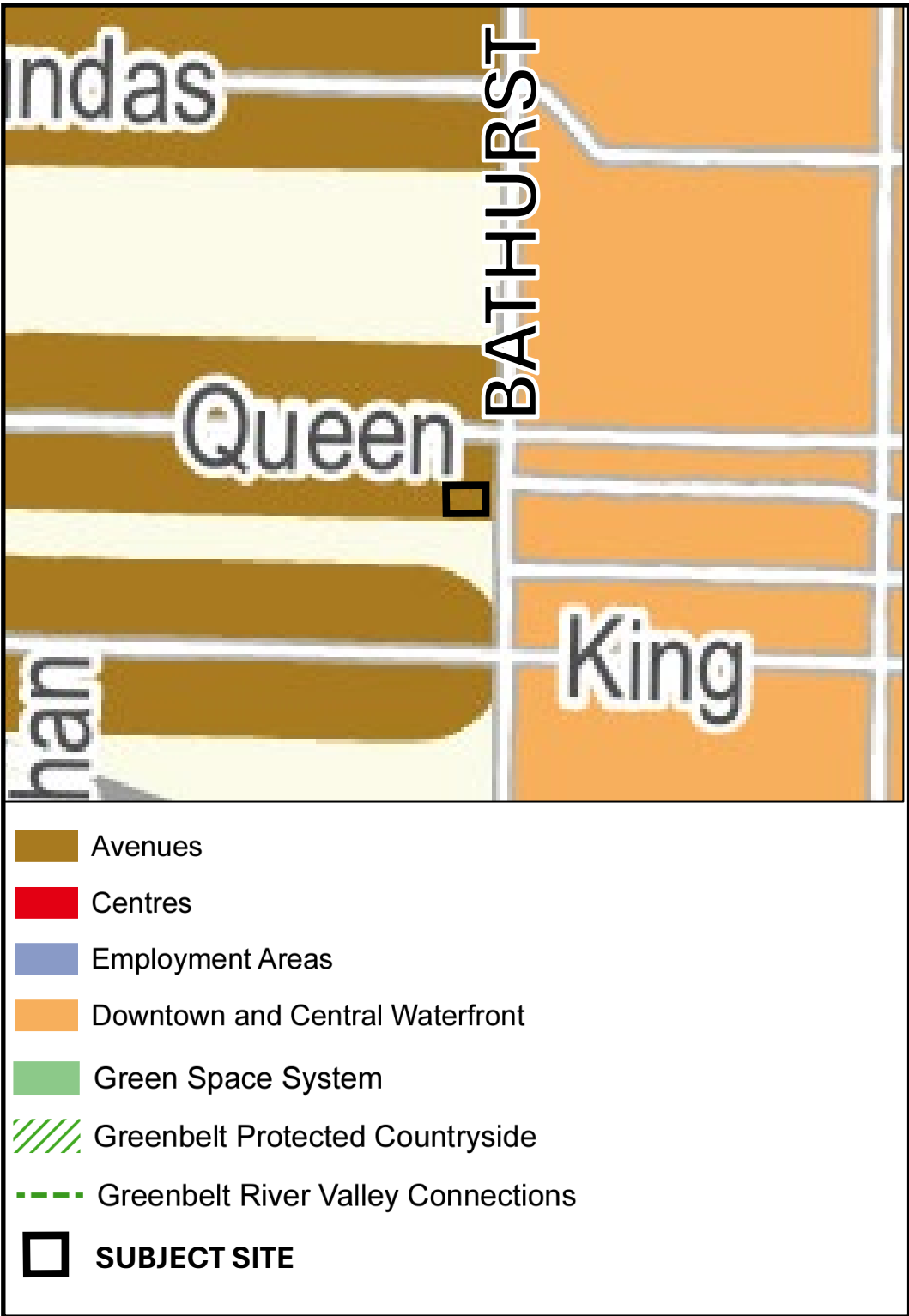
Figure 5



MAP 18  
Land Use Plan



MAP 2  
Urban Structures



MAP 5  
Enhanced Surface Transit Network

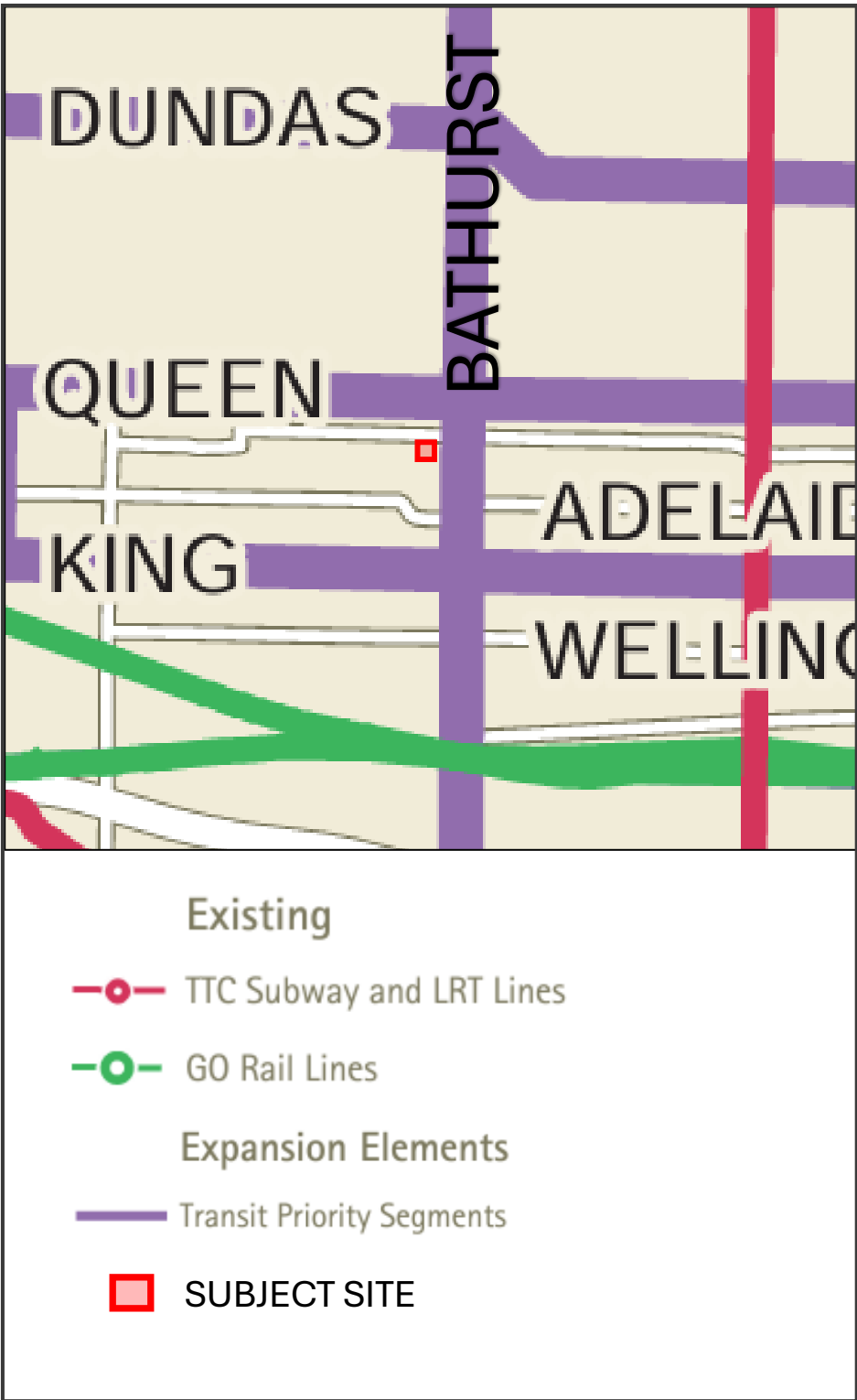
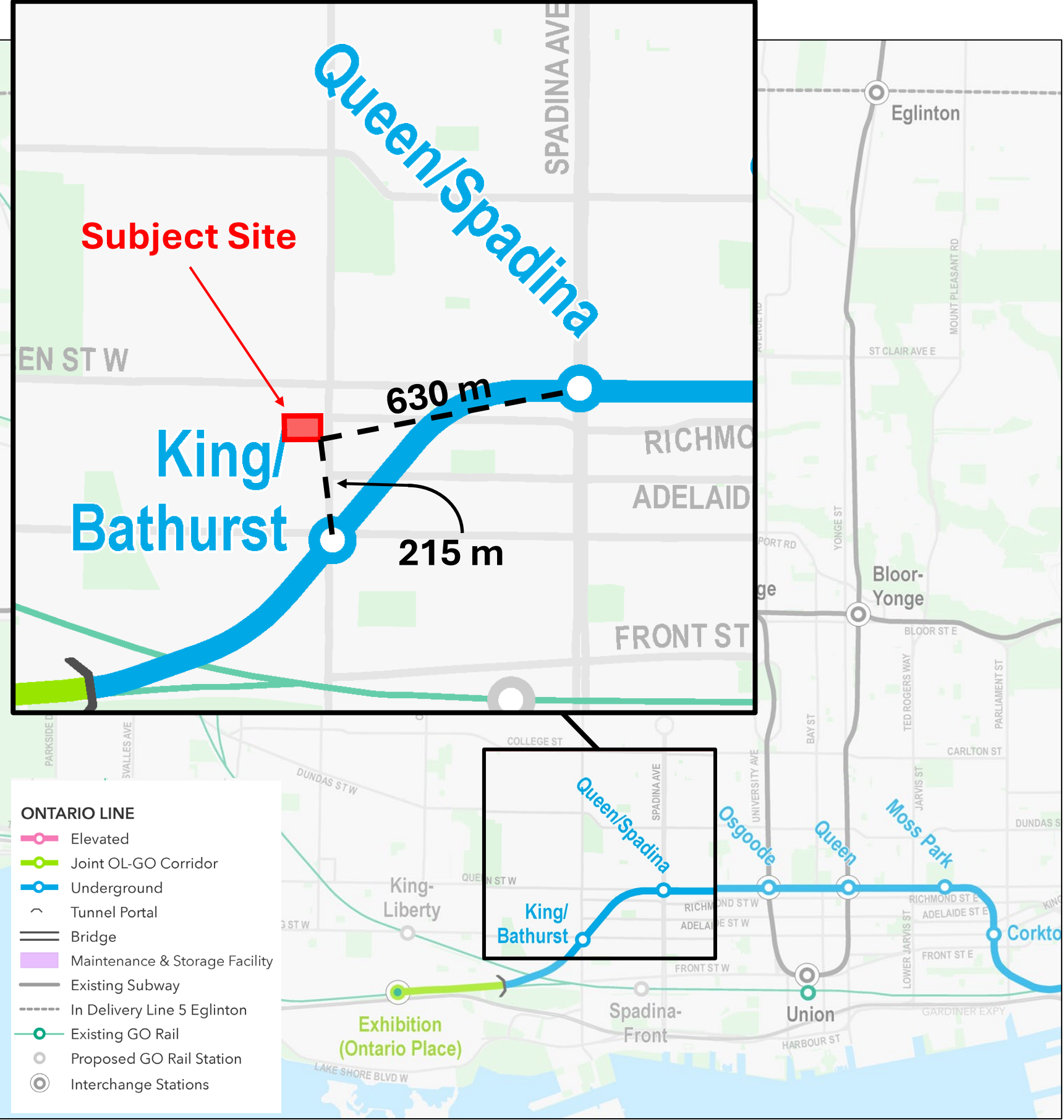
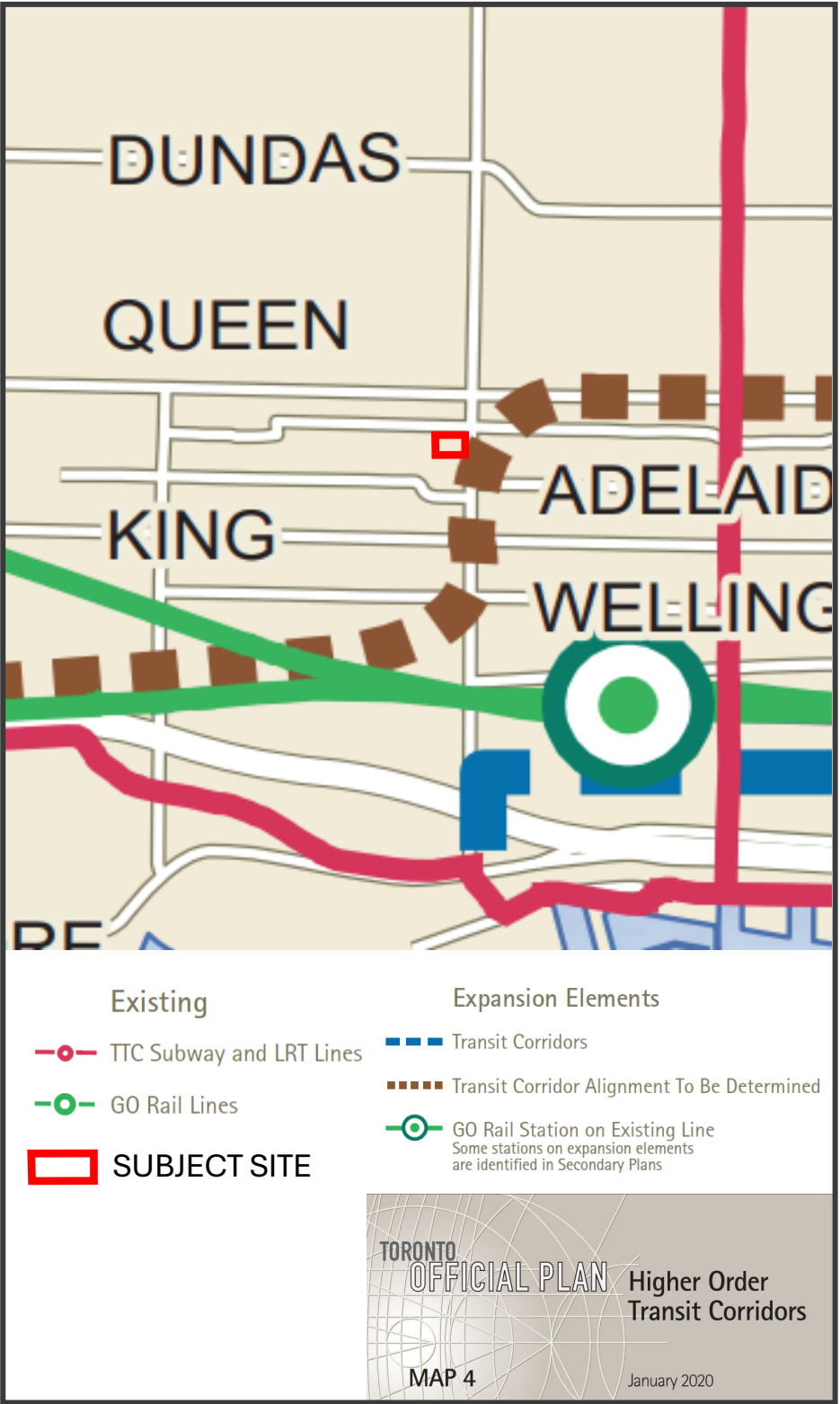


Figure 6

**MAP 4**  
**Higher Order Transit Corridors**



**Figure 7**

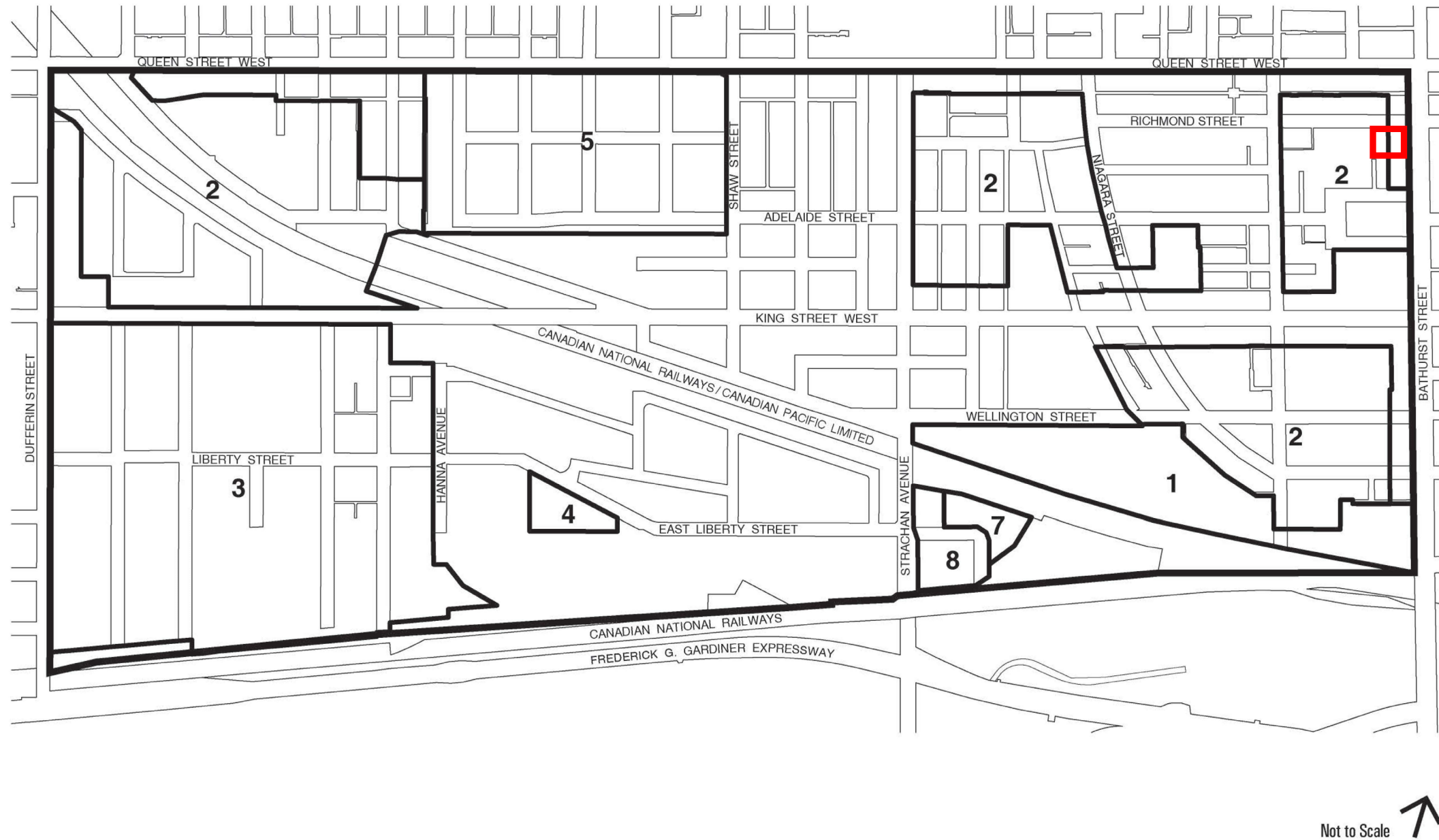
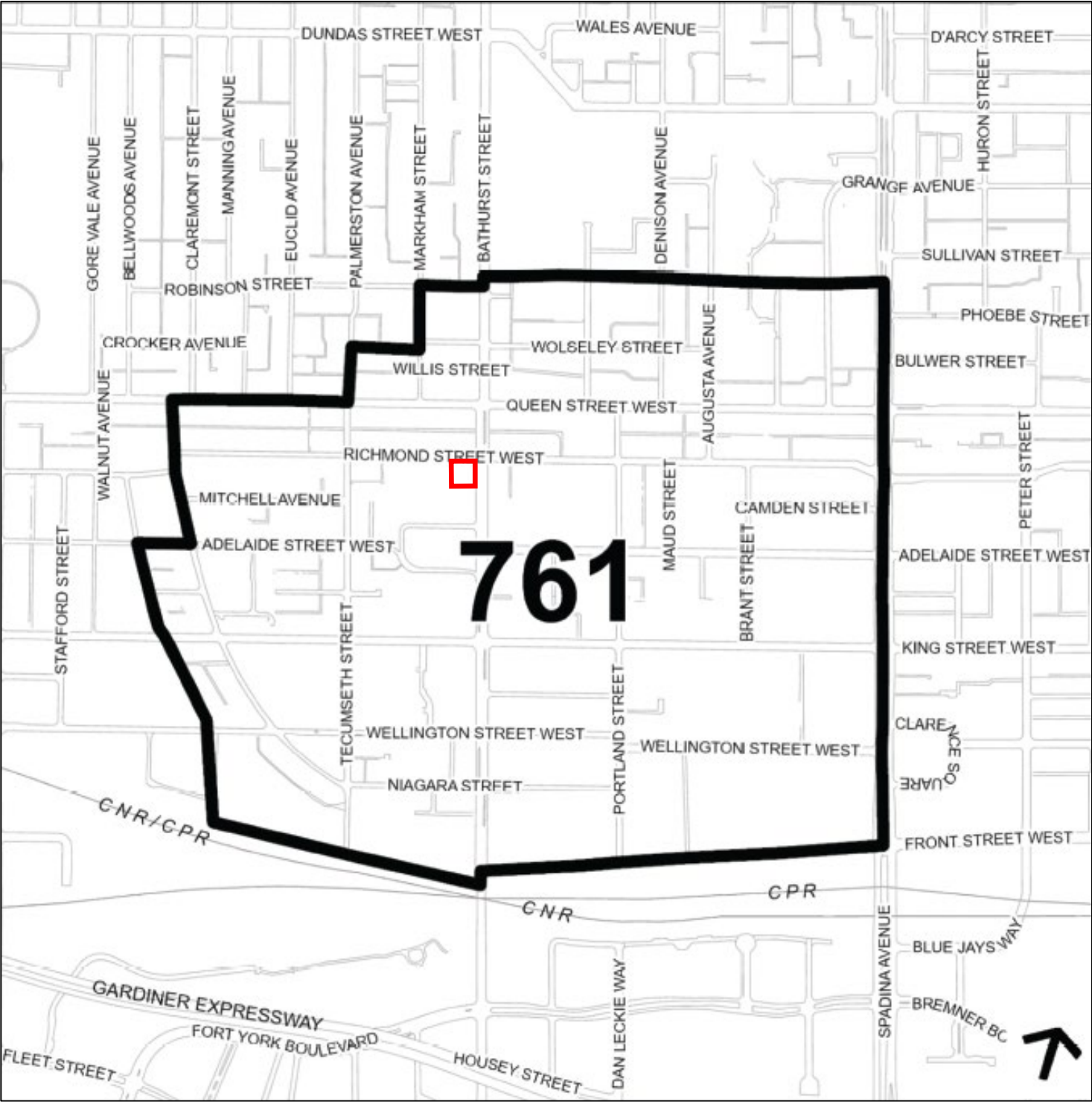


Figure 8

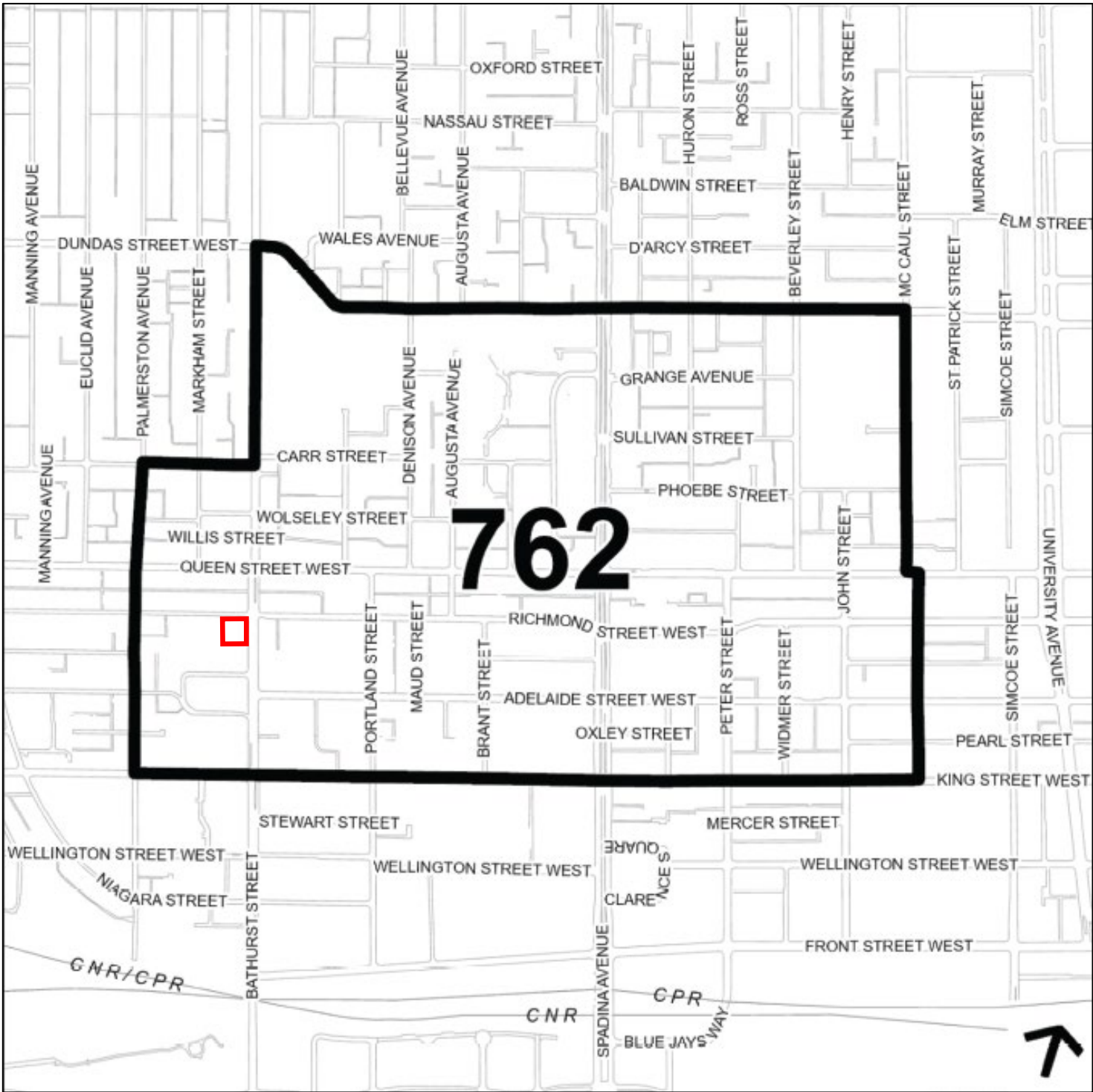


King-Bathurst Protected Major Transit Station Area



 SUBJECT SITE

Queen-Spadina Protected Major Transit Station Area




 SUBJECT SITE

Figure 9



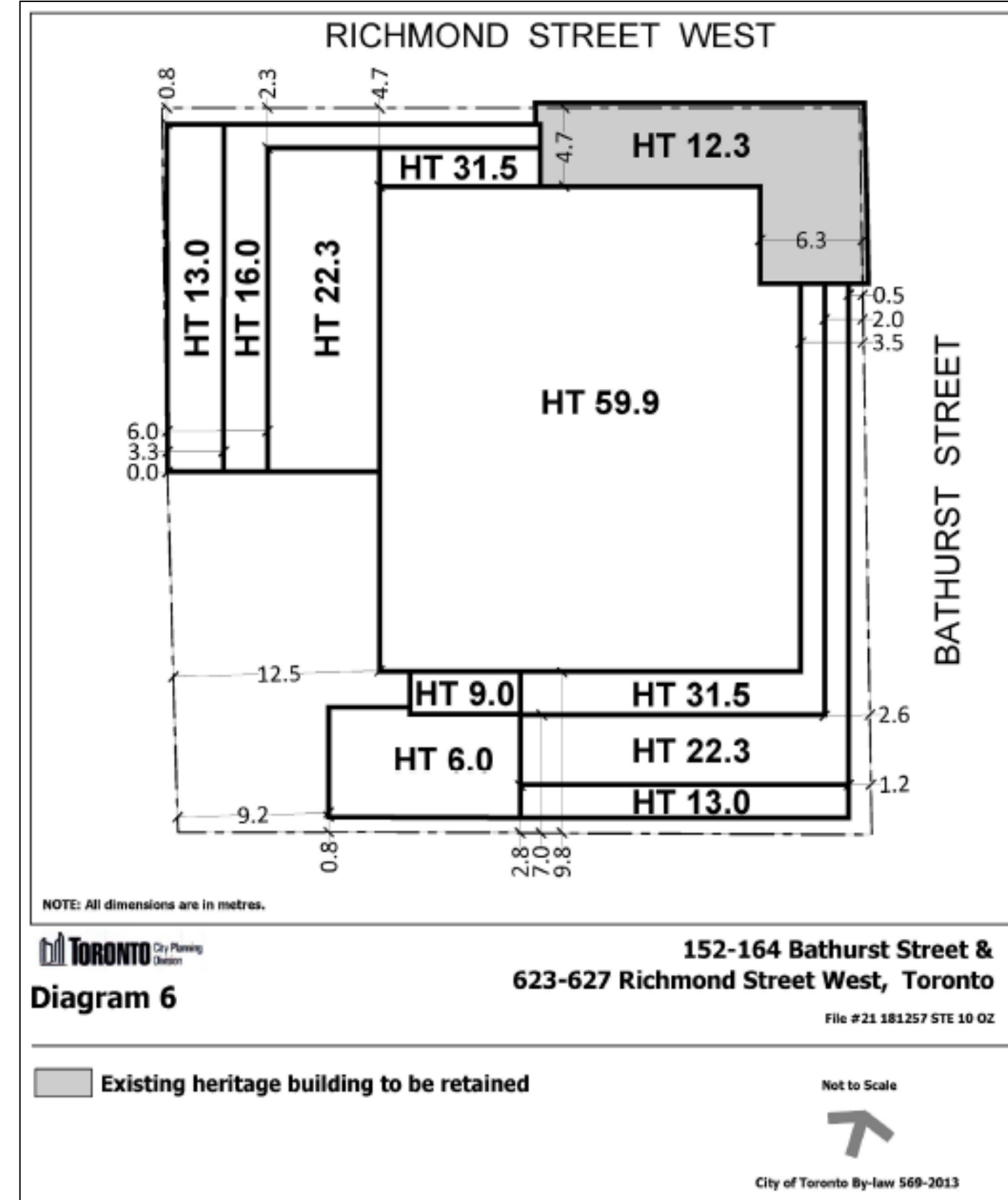
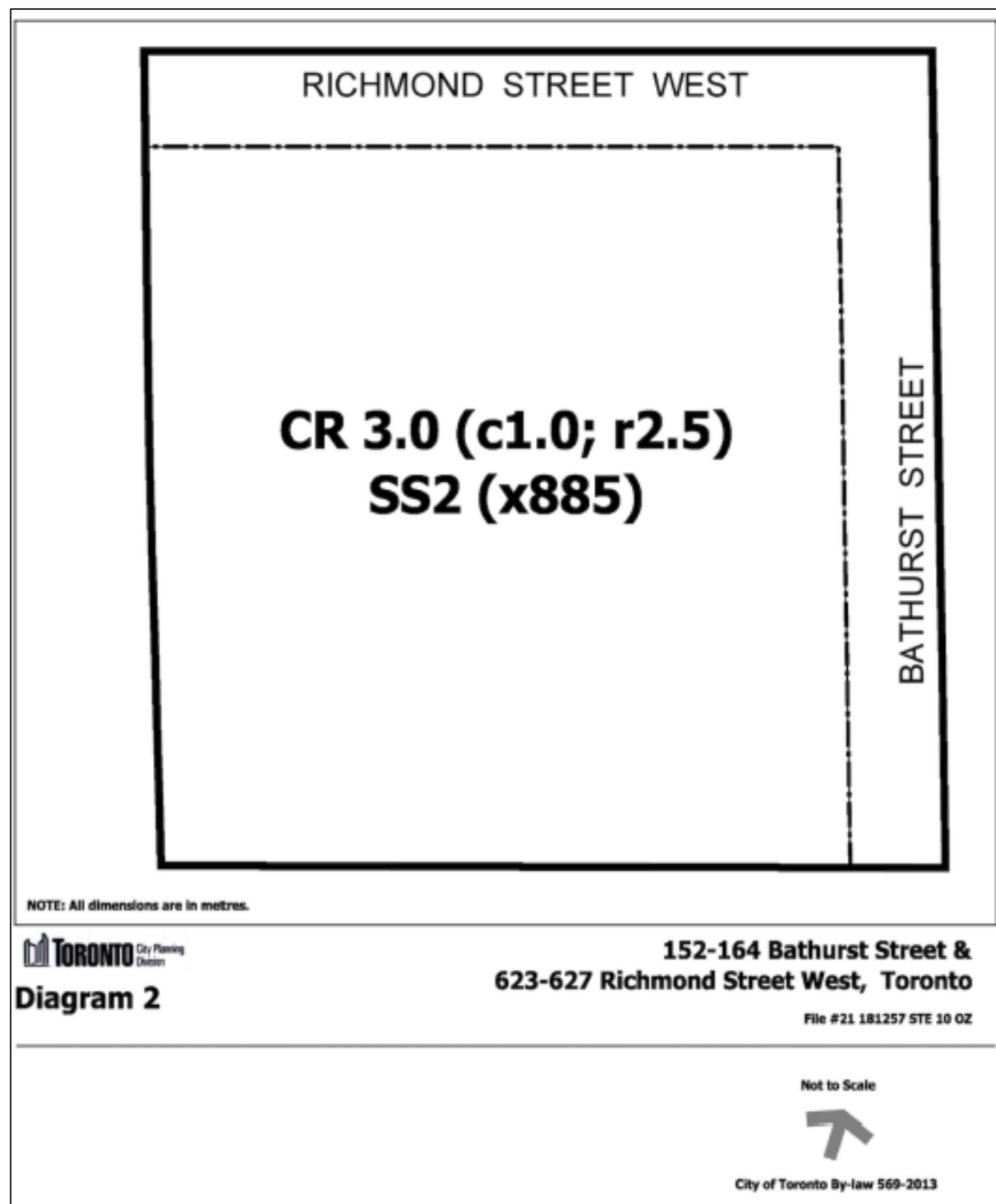


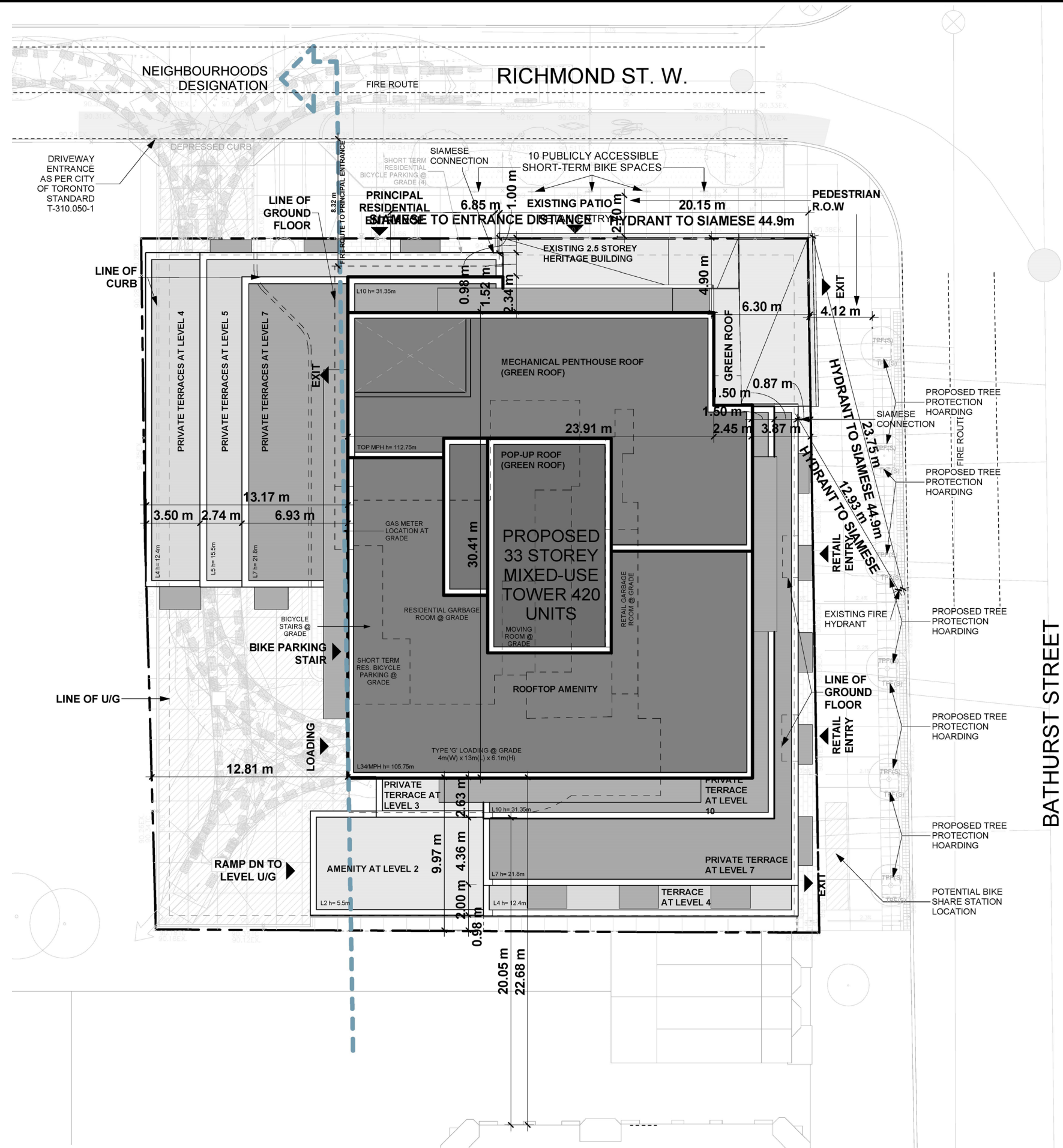
Figure 10





Figure 11





### Figure 12

Toronto, Ontario  
Proposed Mixed-Use Development

August 8, 2024

Project No. 20-018

PLAN OF SURVEY SHOWING TOPOGRAPHICAL INFORMATION OF  
ALL OF LOTS 1, 2, 2A, 3, 4, 5, 6, PRIVATE LANE AND  
PART OF RESERVE (LYING ALONG WEST SIDE OF PRIVATE LANE AND LOT 6)  
REGISTERED PLAN 316 AND PART OF LOT 2, SECTION I MILITARY RESERVE  
CITY OF TORONTO

Gross Site	hectares	acres	sq.m.	sq.ft.
Development Area	0.1969	0.4866	1,969.38	21,198
<b>Total Gross Site Area</b>	<b>0.1969</b>	<b>0.4866</b>	<b>1,969.38</b>	<b>21,198</b>

The gross floor area of a **mixed use building** is reduced by the area in the **building** used for: (A) parking, loading and bicycle parking below-ground; (B) required **loading spaces** at the ground level and required **bicycle parking spaces** at or above-ground; (C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the **basement**; (D) shower and change facilities required by this By-Law for required **bicycle parking spaces**; (E) **amenity space** required by this By-Law; (F) elevator shafts; (G) garbage shafts; (H) mechanical penthouse; and (I) exit stairwells in the **building**.

		floors	sq.m.	sq.m.	sq.ft.
Level	P2	1 x	58.37	58.37	628
Level	P1	1 x	99.91	99.91	1,075
Level	1	1 x	355.99	355.99	3,832
Level	2	1 x	72.94	72.94	785
Level	3	1 x	1,276.37	1,276.37	13,739
Level	4	1 x	1,178.18	1,178.18	12,662
Levels	5	1 x	1,089.02	1,089.02	11,722
Levels	6	1 x	1,050.98	1,050.98	11,313
Levels	7	to 8	831.42	1,662.84	17,899
Levels	9	1 x	838.81	838.81	9,029
Levels	10	to 33	732.90	17,589.60	189,333
Amenity / MPH		1 x	460.17	460.17	4,953
Additional Amenity over required		1 x	101.33	101.33	1,091
<b>Total Residential GFA</b>				<b>25,834.51</b>	<b>278,080</b>

Levels	1		sq. ft.
Levels	1 Mezzanine		sq. m.
		546.05	5,878
		63.75	686
<b>Total Retail GFA</b>		<b>609.80</b>	<b>6,564</b>

	sq. m.	sq. ft.
Total Residential GFA	25,834.51	278,080
Total Retail GFA	609.80	6,564
<b>Grand Total GFA</b>	<b>26,444.31</b>	<b>284,644</b>

FSI	Grand Total GFA	Total Gross Site Area	FSI
	26,444.31	+ 1,969.38 sq.m.	13.43

Units Count	No of Levels	STUDIO	1BR	2BR	3BR	No. of Units
Levels 3	1 x	0	12	7	1	20
Levels 4	1 x	0	6	5	5	16
Levels 5	1 x	0	6	4	5	15
Levels 6	1 x	0	6	4	5	15
Levels 7	1 x	0	9	4	1	14
Levels 8	1 x	0	9	4	1	14
Levels 9	1 x	0	8	5	1	14
Levels 10 to 33	24 x	0	9	3	1	312
<b>Total Units Count</b>		<b>0</b>	<b>272</b>	<b>105</b>	<b>43</b>	<b>420</b>
<b>Percentage of Total Units</b>		<b>0.0%</b>	<b>64.8%</b>	<b>25.0%</b>	<b>10.2%</b>	<b>100.0%</b>

### 6.1 Parking Ratio Proposed

Residential Owners  
Residential Visitors  
Retail Parking  
Accessible Parking

	Ratio
	0.00 /unit
	2+(0.05/unit)
	Zero

Despite regulation 200.5.10.1(1) and Table 200.5.10.1, parking spaces must be provided in accordance with the following:

i. At a minimum rate of 0.1 parking spaces for each dwelling unit in a Mixed Use Building;ii. At a maximum rate of 0.7 parking spaces for each bachelor dwelling unit up to 45 square metres and;0.7 for each bachelor dwelling unit greater than 45 square metres;iii. 0.8 parking spaces for each one bedroom dwelling unit;iv. 0.9 parking spaces for each two bedroom dwelling unit;x. 1.1 parking spaces for each three or more bedroom dwelling unit;vi. A minimum of 2.0 residential visitor parking spaces plus 0.05 parking spaces for each dwelling unit; vii. no parking spaces are required for other permitted uses;viii. residential visitor parking spaces may be shared on a non-exclusive basis with all other non-residential uses and may be located within a public parking use;

(K) Accessible parking spaces will be provided as follows:i. if the number of parking spaces is less than 13, a minimum of 1 accessible parking space;ii. if the number of parking spaces is 13 to 100, a minimum of 1 accessible parking space for every 25 parking spaces or part thereof;iii. if the number of parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 parking spaces or part thereof in excess of 100 parking spaces.

Residential Owners	420	0.00 /unit	0.0
Residential Visitors	420	2+(0.01/unit)	6.2
<b>Total Parking Required</b>			<b>7</b>

Residential Visitors	1
Residential Owners	2
<b>Total Accessible Parking Required</b>	<b>3</b>

Parking Provided	Owners	Visitors	Parking Spaces
Level P2	35	0	35
Level P1	16	7	23
<b>Total Parking Provided</b>	<b>51</b>	<b>7</b>	<b>58</b>

Level P2	0
Level P1	3
<b>Total Parking Provided</b>	<b>3</b>

Ratio	Total Parking Provided (6.3)	LEV / EVSE Parking Required 0	LEV / EVSE Parking Provided
0.2 x	58	12	12 0 12

20.5.10.1 (5) [Bicycle Parking Space Requirements for Dwelling Units](#). Bicycle parking space requirements for **dwelling units** in a **apartment building** or **mixed use building** are:

(A) In Bicycle Zone 1, a minimum of 1.0 **bicycle parking spaces** for each **dwelling unit**, allocated as 0.9 "long-term" **bicycle parking space** per **dwelling unit** and 0.1 "short term" **bicycle parking space** per **dwelling unit**. Despite the bicycle parking rates set out in regulations 230.5.10.1(f) and (6), **if a bicycle parking space is required for uses on a lot other than a dwelling unit**, and the total interior floor area of all such uses on the lot is 2,000 square metres or less, then no **bicycle parking space** is required.

Residential Long-Term	0.90 /unit
Residential Short-Term	0.10 /unit
Retail Long-Term	1+0.2/100m²
Retail Short-Term	1+0.3/100m²

<b>Cycle Parking Required (T.G.S.)</b>	<i>Units / Area</i>	<i>Ratio</i>	<i>Parking Spaces</i>
Residential Long-Term	420	0.90 /unit	378
Residential Short-Term	420	0.10 /unit	42
Retail Long-Term	609.80	1+0.2/100m <sup>2</sup>	0
Retail Short-Term	609.80	1+0.3/100m <sup>2</sup>	0
<b>Total Bicycle Parking Proposed</b>			<b>420</b>

<b>cycle Parking Required at Grade</b>	<i>Units</i>	<i>Ratio</i>	<i>Parking Spaces</i>
	420	0.10 /unit	42

<b>Cycle Parking Provided</b>	<b>Level 2</b>	<b>At Grade</b>	<b>Level P1</b>	<b>Level P2</b>	<b>Parking Spaces</b>
Residential Long-Term	182	0	196	0	378
Residential Short-Term	18	24	0	0	42
Retail Long-Term	0	0	0	0	0
Retail Short-Term	0	0	0	0	0
<b>Total Bicycle Parking Provided</b>	<b>200</b>	<b>24</b>	<b>196</b>	<b>0</b>	<b>420</b>

Required Amenity Space 40.10.40.50 (1) Amenity Space for Buildings with 20 or More Dwelling Units.  
 In the CR zone, a **building** with 20 or more **dwelling units** must provide **amenity space** at a minimum rate of 4.0 square metres for each **dwelling unit**, of which:  
 (A) at least 2.0 metres for each **dwelling unit** is indoor **amenity space**; (B) at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor **amenity space**; and  
 (C) no more than 25% of the outdoor component may be a **green roof**.

Door & Outdoor Amenity Space Required			
	Ratio	Units	Total Amenity Required(m2)
Indoor Amenity Space	2.00 /unit	420	840
Outdoor Amenity Space	40m2		40m2
Total Amenity Space	3.00 /unit	420	1260

Level 2	943.37	10,154
Level 34/MPH	25.46	274
<b>Total Indoor Amenity Space Provided</b>	<b>968.83</b>	<b>10,154</b>

<b>Outdoor Amenity Space Provided</b>	<i>sq.m.</i>	<i>sq.ft.</i>
Level 2	112.55	1,211
Level 34/MPH	279.95	3,013
<b>Total Outdoor Amenity Space Provided</b>	<b>392.50</b>	<b>4,225</b>

Total Indoor Amenity Space Provider	968.83	10,428
Total Outdoor Amenity Space Provider	392.50	4,225
<b>Total Indoor &amp; Outdoor Amenity Space Provider</b>	<b>1,361.33</b>	<b>14,653</b>

## 3.24 unit

Loading Provided	No. of Loading
Type 'G' - 13.0m X 4.0m X 6.1m	1

Building Height	33 Storey	105.75m
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