



Planning & Urban Design Rationale

**152-164 Bathurst Street &
623-627 Richmond Street West**
City of Toronto

Prepared For
Toronto (Bathurst & Richmond) LP

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This Planning and Urban Design Rationale report has been prepared in support of Official Plan Amendment and Zoning By-law Amendment applications by Toronto (Bathurst & Richmond) LP (the “owner”) to amend the City of Toronto Official Plan, the Former City of Toronto Zoning By-law 438-86, as amended, and the new City-wide Zoning By-law 569-2013, to permit a mixed-use residential building with ancillary retail space at grade.





1

Introduction

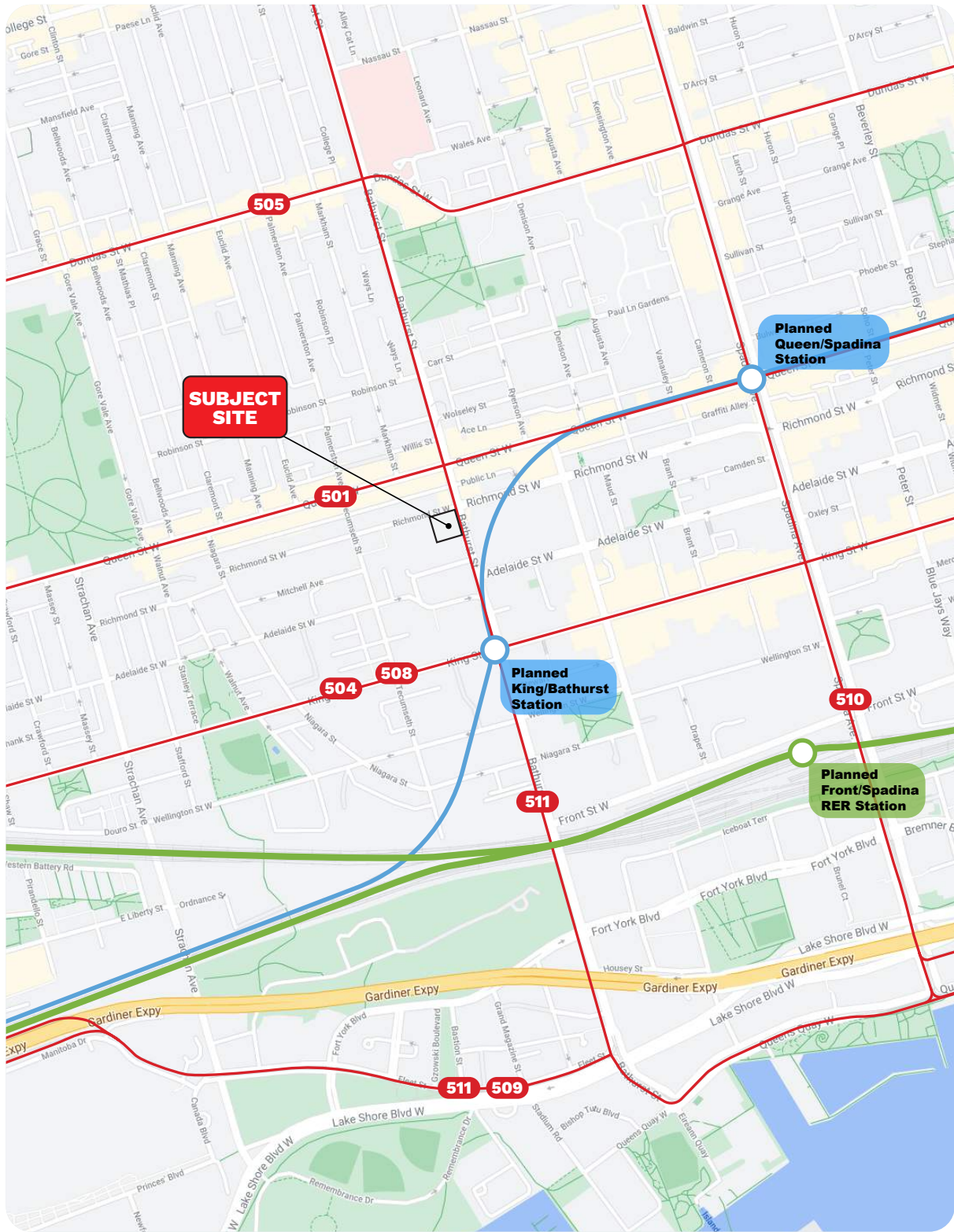


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of Official Plan Amendment and Zoning By-law Amendment applications by Toronto (Bathurst & Richmond) LP Developments (the "owner") to amend the City of Toronto Official Plan, the Former City of Toronto Zoning By-law 438-86, as amended, and the new City-wide Zoning By-law 569-2013, to permit a mixed-use residential building with ancillary retail space at grade.

The application refers to an approximate 0.2-hectare land assembly municipally known as 152-164 Bathurst Street and 623-627 Richmond Street West (the "subject site"), which is located at the southwest corner of Bathurst Street and Richmond Street West. The subject site is comprised of a number of semi-detached dwellings, several low-rise mixed-use buildings and an unnamed private lane located in the centre of the subject site with access from Richmond Street West.

The proposed development would permit a distinctive and contemporary 17-storey mixed use building at a major intersection located along the western periphery of the *Downtown* area. The proposed development will contribute to the reinvigoration of the public realm along the frontages of the block and provide prominence to this street corner by framing Bathurst Street with a building that is in scale with other existing, planned and proposed development along the east side of Bathurst Street and along the block further to the south. Substantive portions and elements of the existing building at 164 Bathurst Street, which contain historical character, will be retained and integrated into the podium of the new building. This will include the north and east facades, as well as much of the building roof which will be highlighted by setting several floors of the new building back from the retained structure.

The proposed development will provide for a total of 15,615 square metres of residential gross floor area, and 522 square metres of non-residential (retail) gross floor area which is located at the ground level with frontage on both Bathurst Street and Richmond Street West. This results in a density of 8.19 times the subject site's area. The proposal will provide approximately 217 new residential units, with a mix of dwelling types comprised of studio, 1-, 2- and 3-bedroom units, accompanied by appropriate indoor and outdoor amenity areas comprising approximately 882 square metres, or 4 square metres per unit. Several of the existing buildings on the site contain rental residential units; however, as these units are being rented above average market rents, they will not be replaced within the new building. This is discussed in detail in the accompanying Housing Issues Report.

From a land use perspective, it is our opinion that the proposal is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan, and the Garrison Common North Secondary Plan, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including higher-order public transit. In this regard, the subject site is located in the Downtown Toronto urban growth centre and is within a Major Transit Station Area as defined by the Growth Plan. The majority of the subject site is currently designated *Mixed Use Areas* in the City of Toronto Official Plan, with the exception of two lots on the west side of the subject site designated *Neighbourhoods*. This portion of the subject site is proposed to be redesignated to *Mixed Use Areas* in keeping with the remainder of the subject site. Further, the subject site is within walking distance of the planned Spadina-Front GO Station, as well as the King-Bathurst and Queen-Spadina stops on the Ontario Line.

The proposed building sites the lower tower portion towards the intersection of Bathurst and Richmond Streets, with frontage on both streets, providing a transition in heights from the east of Bathurst Street and the King-Spadina West precinct, towards the lower scale and heights of the Niagara neighbourhood to the west. Locating the building's height at the northeast corner of the subject site provides appropriate separation from the adjacent residential area and the schoolyard to the west. The use of multiple layers and stepbacks differentiate the podium and ground floor elements from the tower, and gently match the scale of the adjacent existing buildings along Bathurst and Richmond Streets.

The proposed mixed-use building designed by Kirkor Architects is contextually appropriate for the evolving built form of this area, and provides additions to the residential housing stock which are much-needed in the area. The proposed development will introduce appropriate building setbacks and stepbacks to minimize built form impacts such as shadow, light, view and privacy on adjacent properties and the public realm. The development will contribute to an improved pedestrian realm at grade, including enhanced streetscapes. The siting and massing of the building ensure that any shadow impacts to *Neighbourhoods*-designated areas are minimal, and that net-new shadows which may reach Queen Street West to the north are transient and do not substantively impact the historic corridor in context of shadows from existing buildings.

For the reasons set out in this report, it is our opinion that the Rezoning and Official Plan Amendment applications represent sound and desirable land use planning and urban design. The proposed building reflects an appropriate use and redevelopment of the subject site in context of the planned and existing built form in its proximity, providing transition from the Bathurst Street corridor towards the lower-rise communities further west, while taking advantage of and supporting the transit-rich environment composed of existing and planned major transit networks.



Site & Surrounding Area

2.1 Site

The subject site is comprised of a square assembly of lots located at the southwest corner of the Richmond Street West and Bathurst Street intersection. The assembly includes 152, 154, 156, 158, 160, 162, and 164 Bathurst Street, and 621, 623, 625, and 627 Richmond Street West. The subject site has an area of approximately 1,969 square metres and has frontage of approximately 44 metres on Richmond Street West and 45 metres on Bathurst Street. There is a 3.6-metre wide private driveway that runs in a north-south direction from Richmond Street West, immediately west of 621 Richmond Street, and which dead-ends at the rear of 152/154 Bathurst Street. This driveway currently provides access to private surface parking at the rear of the buildings which front both Bathurst and Richmond Streets.

The subject site is occupied by a number of buildings. Along the Richmond Street West frontage there are 3-storey semi-detached dwellings (623 and 625 Richmond Street West), built to lot line with 627 Richmond Street West and a 3-storey single-detached dwelling. These lots are extraordinarily deep (approximately 46 metres). 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), previously occupied by the Football Factory. 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 residential and retail uses. Further south is a 2-storey commercial retail building (156-158 Bathurst Street, Cyclemotive), and a 2-storey mixed-use building (152-154 Bathurst Street).

None of the existing buildings are designated or listed on the City's Heritage Register.

2.2 Area Context

The subject site (**Figure 1**) is located within the Garrison Common North Secondary Plan area, which neighbours the West Precinct of the King-Spadina Secondary Plan area to the east, and historic Queen Street West to the north. The King-Spadina West Precinct is a former industrial and manufacturing district which has been adapted for high-density and intensive mixed-use developments, many in converted and retrofitted industrial buildings. Since the adoption of the King-Spadina Part II Plan in 1996, which provided a flexible planning framework with no density limitations and few restrictions on land use, the King-Spadina area has experienced significant investment and redevelopment. This area serves as a transition from the highest densities and heights of the Downtown and Financial District. The Garrison Common North area is also a recognized area of post-industrial evolution, where the retention of some non-residential space is balanced with the accommodation of various mixes of uses and new residential growth. There are no specific heights or built form parameters applying to development within this area, but rather a focus on compatible land uses and building forms in context.

The subject site itself is at the edge of the Niagara neighbourhood, which stretches west from Bathurst Street to Atlantic Street, and south to Lake Ontario. This area includes a diverse collection of distinct neighbourhoods. This includes the historic West Queen West area, stretching south from Queen Street, across from Trinity Bellwoods Park, and including the CAMH campus. Similarly, the King Street West corridor also has a distinct character with buildings of mixed vintage, historic, post-war, and contemporary. Within the residential neighbourhoods, there is an eclectic mix of uses and building types and heights, including detached and semi-detached houses, and low-rise apartments and small-scale commercial buildings. The area also includes mid-rise and taller buildings, notably along Bathurst Street, Niagara Street, and along the King and Queen Street West corridors.

South of the CN/Metrolinx rail corridor, the King West Village and east area of Liberty Village are areas of intensive growth and density, where former industrial districts have been redeveloped into mixed-use neighbourhoods with substantial residential populations and includes a diverse mix of buildings from converted industrial buildings to residential towers. The Niagara neighbourhood also encompasses a large swath of the area south of the Gardiner Expressway to the lakeshore, which includes various sports and events venues, the Canadian National Exhibition grounds, and Ontario Place.

The subject site is located in an area which is transit-rich and served by a dense mobility network. The streetcar network includes Bathurst Street and Queen Street, and streetcar in dedicated right-of-way along Spadina Avenue, and semi-dedicated right-of-way along King Street. Separated bicycle lanes run along both Richmond and Adelaide Streets, and certain areas of Bathurst Street. Within the next decade, the in-progress Ontario Line subway will include stops at Bathurst and King, and Queen and Spadina. The upgraded GO Rail frequent rail serving the Lakeshore corridor will greatly increase regional accessibility to and from this area. The area has become a nexus for development, with many proposed and approved new buildings in the vicinity of this site.



Figure 2 - Aerial Photo - Site Context

2.3 Immediate Surroundings

As shown on **Figure 2**, the subject site is located on the south-west corner of Bathurst Street and Richmond Street West.

Immediately north of the subject is the Queen West – Central Toronto Community Health Centre (168 Bathurst Street), a 3-storey building which has a frontage of approximately 29.5 metres along Bathurst Street and 35.6 metres along Richmond Street West. A laneway runs along the northern edge of the lot from Bathurst Street terminating at Tecumseth Street. North of the laneway is a one-storey commercial block which fronts the corner of Queen Street West and Bathurst Street. This corner, which comprises 178 Bathurst Street, 655, 657, 659, and 663 Queen Street West, is currently subject to an Ontario Land Tribunal (OLT) (formerly the Local Planning Appeal Tribunal (LPAT) appeal to rezone the lots to facilitate the redevelopment with an 8-storey mixed-use building, with commercial at-grade and residential units in the upper storeys.

To the northeast of the subject site, at the northeast corner of Richmond and Bathurst Street, is a 6-storey converted warehouse building built around 1910, with office, retail and residential uses (620-626 Richmond Street West/165 Bathurst Street). Further north is Queen Street West which can be generally characterized by 2- and 3-storey retail/commercial buildings, with some containing residential units on upper floors. A number of Heritage Designated properties are located along this segment of Queen Street, including a 2-storey commercial building (Occident Hall, 1876, designed by E. J. Lennox), located at the southeast corner of Queen Street and Bathurst Street (651 Queen Street West). Immediately adjacent to Occident Hall is a 6-storey former department store building at 639 Queen Street West (F.C. Burroughes Building, circa 1907). It should also be noted that properties on both sides of Queen Street, east of Bathurst Street, are part of the Queen Street West Heritage Conservation District, which is designated under Part V of the *Ontario Heritage Act*. The properties on both sides of Queen Street West, to the west of Bathurst Street, are a part

of the West Queen West Conservation District which is currently under study. The area to the north of Queen Street generally includes a mix of residential, retail and commercial uses with house-form buildings interspersed with older office buildings and converted warehouses.

To the immediate east of the subject site, at the southeast corner of Bathurst Street and Richmond Street West is a block of 2-storey rowhouses municipally known as 145 and 149 – 161 Bathurst Street. This block is set back approximately 1.75 to 2.8 metres from the front lot line. At the rear of the rowhouses is a 3.15-metre-wide public lane which provides vehicular access to each property. The lane runs south from Richmond Street West and terminates at the north limit of 141 Bathurst Street; however, vehicles can use the private driveway on the 141 Bathurst Street property as a connection from the lane to Bathurst Street. The rear yards of the five properties have surface parking pads at Nos. 151, 153 and 157 and frame garages at Nos. 149 and 155. 159 and 161 Bathurst Street are listed on the City's Heritage Register and are included in the King-Spadina Heritage Conservation District. 141 Bathurst Street is an 'L'-shaped building that is setback significantly from the front lot line along Bathurst Street. A rezoning application was submitted in 2016 to redevelop 149-157 Bathurst Street for a 16-storey mixed-use building, including 71 residential units and retail at grade. This application was appealed to LPAT and subsequently approved in September 2018, subject to the conditions of the settlement with the City of Toronto.

East of the subject site, south of 141 Bathurst Street are three pairs of semi-detached dwellings (129-139 Bathurst Street). At the corner of Bathurst Street and Adelaide Street West is the Factory Theater (125 Bathurst Street). The theatre has a private courtyard associated with a 3-storey designated heritage building (the John Mulvey House, originally constructed in 1869, and designed by Gundry and Langley). The structure is composed of two components, the original house and an attached 3-storey building fronting onto Adelaide Street. The building is set back approximately 0.6 metres from Adelaide Street west.

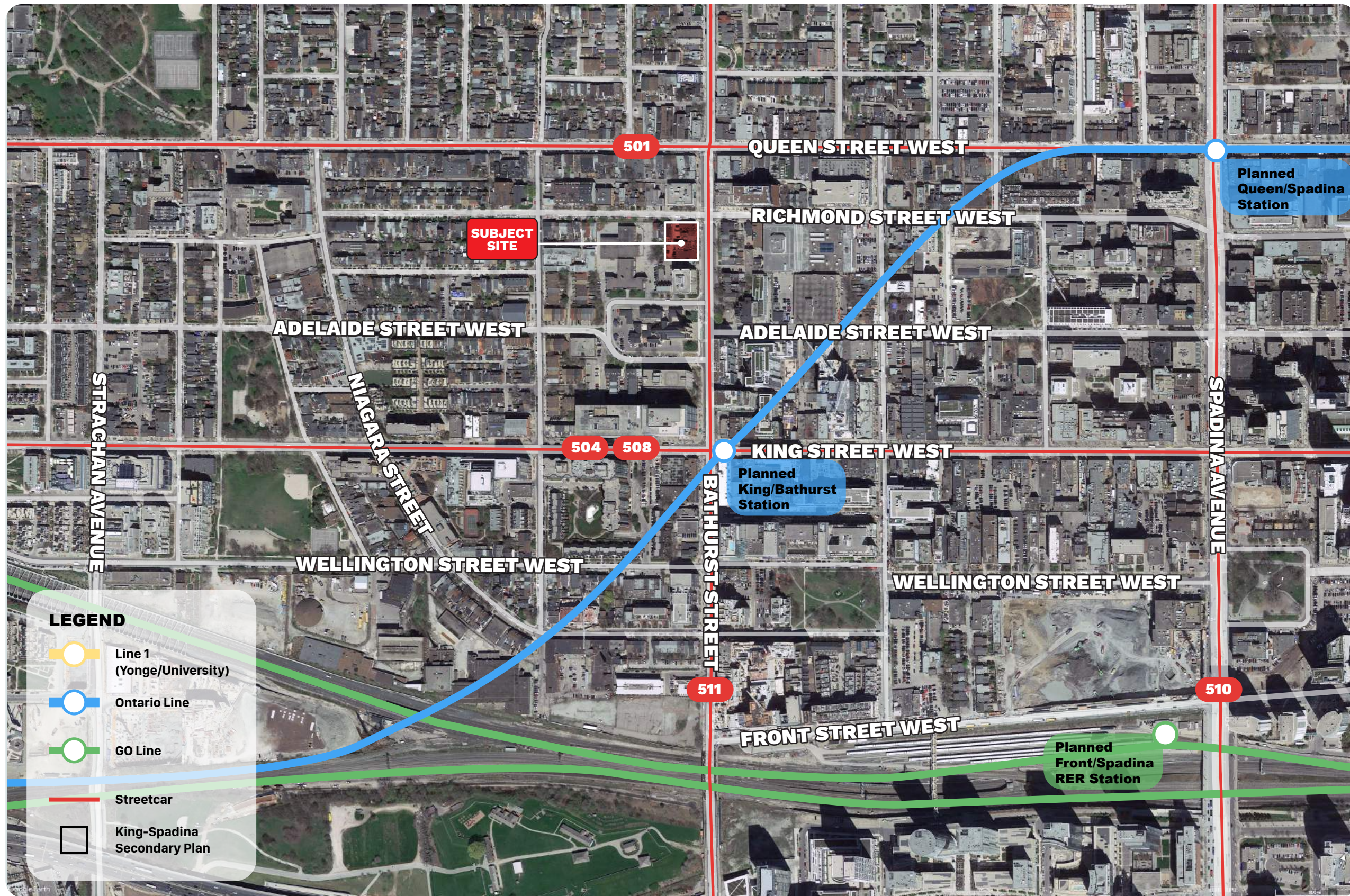


Figure 3 - Immediate Surroundings

Further east of the subject site along Richmond Street West is a 2-storey semi-detached dwelling (589-591 Richmond Street West), which was built at approximately the same time as the houses on the subject site. South of the semi-detached dwelling, on the east side of the public lane, is a paved rear yard parking area and, to the east of the properties at 143-149 Bathurst Street, is an 'L'-shaped 2-storey converted warehouse, which operates as commercial office space. This building was constructed in 1905, has a Bathurst Street address (141 Bathurst Street) and is accessed via a private driveway from Bathurst Street, along the south side of which there is a surface parking area. The property is identified as a contributing property in the draft King-Spadina HCD Plan.

Further east of 589-591 Richmond Street West is a 5-storey converted brick warehouse building at 579 Richmond Street West, which is currently used for office purposes but was originally constructed in the early 1900s for an upholstery company. East of 579 Richmond Street West is 555 Richmond Street West, a 12-storey modernist commercial office building built in the 1980s. North of 589-591 and 555 Richmond Street West is a recently constructed 14-storey infill residential building known as The Harlowe (604-618 Richmond Street West). Notably, the building utilizes large amounts of brick to complement the character of the King-Spadina area and establishes a strong grade condition to be consistent with 620 Richmond Street to the west. The overall building height is 46.6 metres to the top of the main roof and 47.6 metres to the top of the mechanical penthouse, with a 3-metre step back above the 10th floor.

Immediately south of the subject site are two 2.5-storey semi-detached dwellings (146-150 Bathurst Street), which have a setback consistent with the existing street wall. A 9-storey (26.0 metre) condominium building is located at the northwest corner of Portugal Square and Bathurst Street (140 Bathurst Street). Portugal Square separates the 9-storey condominium building from St. Mary's Parish (130 Bathurst Street & 588 Adelaide Street West), a Roman Catholic Church. St. Mary's Parish was built in 1885-1889 and is designated under Part IV of the Heritage Act. There are several buildings on this lot associated with St. Mary's Parish, including 9-11 Portugal Square, 588 Adelaide Street West, a small ancillary garage and surface parking lot.

Further south along Bathurst Street, south of Adelaide Street West are several residential and mixed-use buildings, including 575 Adelaide Street West, an 11-storey (35.0 metres) rental apartment building, and 700 King Street West, a 13-storey (45.0 metres) residential condominium with retail at-grade. A 19-storey (60.0 metres) high-rise residential mixed-use building is located at 111 Bathurst Street, and a 17-storey (54.0 metres) residential mixed-use building is located at 95 Bathurst Street. Several buildings along King Street West are listed on the Heritage Register including 91 Bathurst Street & 668 King Street West.

The Niagara Neighbourhood, to the west of the subject site is designated *Neighbourhoods* by the Official Plan. To the immediate west of the subject site, abutting the lot line of 627 Bathurst Street, is a set of 2-storey semi-detached houses (629-631 Bathurst Street). Further west of the is St. Mary's Catholic Elementary School, which has frontage on Portugal Square (20 Portugal Square). It is a 2-storey institutional building with a surface parking lot and large paved playground. The school is located towards the southeast corner of the lot, with the paved playground providing a buffer between the residential uses to the east. To the west of St. Mary's Catholic Elementary School are 2- and 3-storey semi-detached and rowhouses.

To the west of the subject site, immediately to the west of the Queen West – Central Toronto Community Health Centre is a warehouse style building which houses a video production company (636 Richmond Street West). Further east is characterized by 2- and 3-storey row houses (642-656 Richmond Street West), a 3-storey factory/loft style mixed-use building housing the Rehearsal Factory, a recording studio (660 Richmond Street West) and newly constructed 3-storey townhouses (670-676 Richmond Street West). A Minor Variance Application was submitted to the City in December 2019 to convert the property at the northeast corner of Richmond Street West and Tecumseth Street (686 Richmond Street West) from a 2-storey mixed-use building into a 4-storey single family detached dwelling. This application was refused in March 2020.

2.4 Transportation Context

Road Network

Bathurst Street is classified as a Major Arterial Road in the City's Road Classification System. Bathurst Street is a two-way street, with a 30-metre right-of-way, a 4-lane cross-section, streetcar tracks, and a southbound bicycle lane. A northbound streetcar platform is located between Richmond Street and Queen Street. Sidewalks are provided on both sides of the street and on-street parking south of Queen Street is not generally permitted.

Richmond Street West adjacent to the subject site is classified as a Local street having a 20-metre right-of-way with one vehicular travel lane running eastbound towards Bathurst Street, and painted with markings to indicate that it is a shared street with cyclists. One lane of parking is provided on the south side, while a contra-flow bicycle lane is provided on the north side, accommodating westbound cycling traffic. Sidewalks are provided on both sides. This eastbound segment of Richmond Street West meets the one-way westbound segment of Richmond Street West at Bathurst Street, such that both segments force drivers to continue either north or south onto Bathurst Street; there is no vehicular through-traffic.

Transit Network

St. Andrew Subway Station is located approximately 1.5 kilometres east of the site, while Bathurst Subway Station is located approximately 2.2 kilometres to the north. However, the King Street streetcar provides a stop approximately 235 metres to the south of the subject site which offers a semi-dedicated right-of-way for frequent, reliable east-west transit service.

Overall, the Bathurst and King-Spadina areas have excellent rapid and surface TTC services. The subject site is located within walking distance of a number of streetcar routes, as well as all night bus routes. These are summarized below (see **Figure 4** - TTC Transit Network Map).

511 Bathurst (Streetcar) – The 511 Bathurst streetcar route operates between Bathurst Station on Line 2 Bloor-Danforth and Exhibition Loop, generally in a north-south direction. The route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.

504 King (LRT) – The 504 King streetcar route operates between Dundas West Station and Broadview Station on Line 2 Bloor-Danforth, generally in an east-west direction. It also serves the St Andrew and King stations on Line 1 Yonge-University. The route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.

510 Spadina (LRT) – The 510 Spadina streetcar route operates between Spadina Station (Line 1 Yonge-University and Line 2 Bloor-Danforth) and Union Station (Line 1 Yonge-University) via Spadina Avenue and Queens Quay West, generally in a north-south direction. The route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.

501 Queen (Streetcar) – The 501 Queen streetcar route operates between Neville Park Loop and Long Branch Loop, generally in an east-west direction. It serves Queen and Osgoode Stations on Line 1 Yonge-University. The route is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.

307 Bathurst (Bus) – The 307 Bathurst Blue Night bus route operates between Exhibition Loop and the area of Bathurst Street and Steeles Avenue West, generally in a north-south direction.

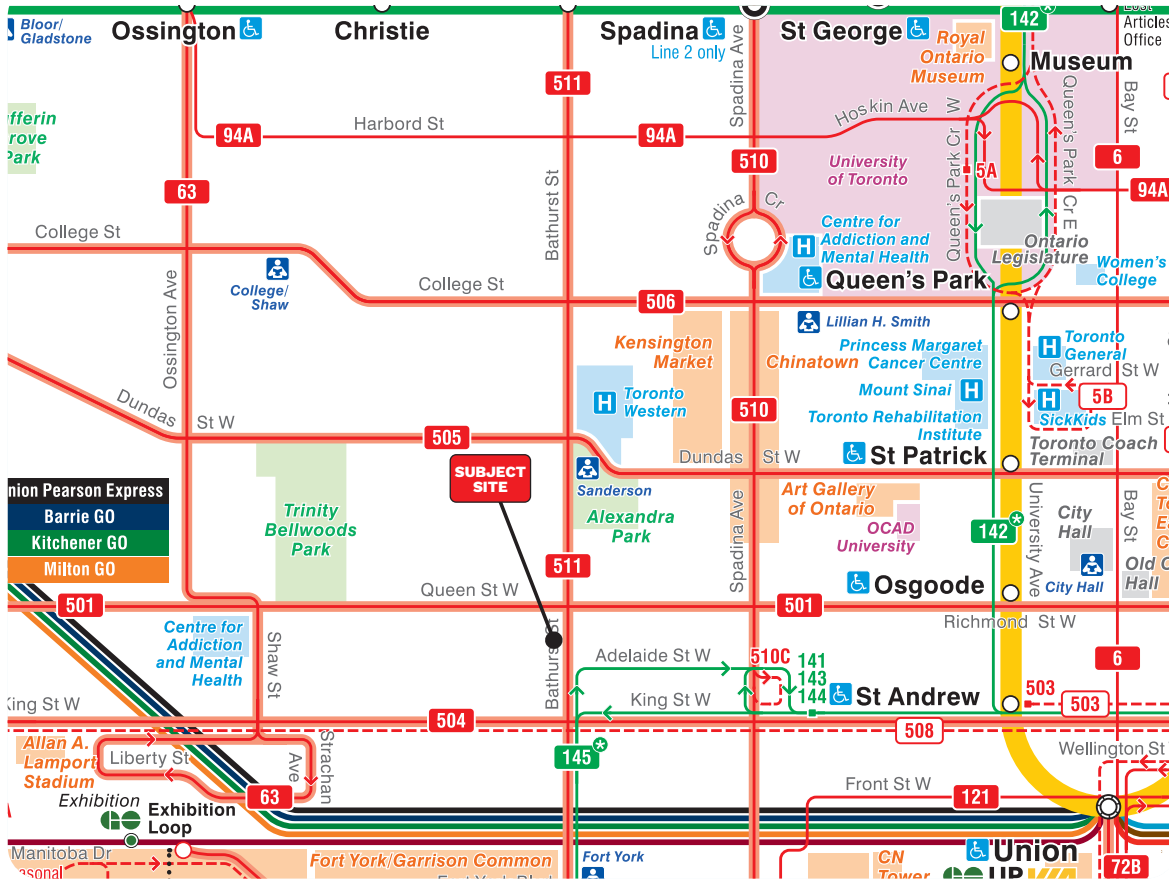


Figure 4 - TTC Transit Network Map

Cycling Network

With regard for cycling networks adjacent to the subject site, there is a painted contra-flow westbound cycling lane beginning on the segment of Richmond Street West adjacent to the site, which is a continuation of the protected westbound cycle lane which runs along Richmond Street West east of Bathurst Street. The Local segment of Richmond Street West is also painted for a shared cycling/vehicular lane in the eastbound direction.

To the south of the subject site is a semi-protected cycle lane running in an eastern direction along Adelaide Street. Both of the Richmond Street West and Adelaide Street West cycle routes extend from Parliament Street in the east to Bathurst Street in the west. Last, a short cycling lane is also present along Bathurst Street which provides connectivity between existing cycling infrastructure on Richmond Street and Adelaide Street.



3

Proposal

The proposed development comprises a base-tower building typology with ground-level retail, situated at a prominent intersection along Bathurst Street. At 17 storeys plus an amenity floor, the tower is in keeping with the established and existing, as well as planned and proposed, scale of development for this area, which may be characterized as an area in transition as redevelopment and reurbanization occurs along the Downtown fringe. Suitable to the subject site's location along a wide segment of Bathurst Street, the proposed building frames the west side of Bathurst in proportion to the 15- to 17-storey existing and proposed developments along the east side of Bathurst Street, while stepping down towards the low-rise residential area to the west. In addition to an architecturally distinguished tower, the proposal conserves significant portions of the building at 164 Bathurst Street, which has been identified by Heritage Preservation Services as having heritage character and integrates it within the podium as a defining feature facing the corner of Bathurst and Richmond Streets.

3.1 Description of the Proposal

Site Organization

The subject site is dually designated in the Official Plan, as discussed further in Section 4.4 of this report. The majority of the subject site is located within the *Mixed Use Areas* designation, while the westerly third, comprising 623-627 Richmond Street West, is located within the *Neighbourhoods* designation. Accordingly, the proposed building has been designed such that the westerly portion steps downwards in height and mass to function as the physical transition from the main residential tower along Bathurst Street, to the interface with the low-scale *Neighbourhoods* area to the west.

In the northwestern quadrant of the subject site, the proposed building steps up to 9 storeys, from 3 storeys along the western property line, which matches the existing condition of the two abutting residential properties, to a 6-storey element. A 3.0 metre setback is provided from the property line for the 3-storey portion, with an additional setback of 1.5 metres for the 6-storey portion.

The northeast corner of the subject site will be defined by the conservation of the heritage facade and portions of the building at 164 Bathurst Street. At the ground level, the retained structure will be given a prominent position by the new ground-level elements of the proposed building set back approximately 1.0 metre from the heritage facade on Richmond Street West and approximately 0.9 metres from the heritage facade along Bathurst Street.

The 17-storey residential tower is located towards Richmond and Bathurst Streets, which allows for an appropriate transition of the building massing to the lower-scale residential buildings to the west and south. From the main tower, the building steps down to 9 storeys to the south, stepping down an additional 3 storeys, with a 1.1 metre setback from the south property line. This height complements the scale of the neighbouring residential building to the south. The 9-storey element provides a setback of approximately 3.1 metres to the property line. There is also a 1-storey building element along the southern property line which comprises the ramp to the underground garage.

Overall, the height and mass of the proposed building is located towards Bathurst Street and Richmond Street West, which appropriately scales the major elements in the context of the street widths in addition to the adjacent existing and approved developments. The southwest corner of the subject site provides for the vehicular access to loading areas and parking ramps. This deliberate siting of the building preserves access to light for the rear yards of the adjacent properties (148-150 Bathurst Street).

Podium

The podium has been designed to provide for a varied and interesting building as experienced from the pedestrian realm and establishes a prominent corner along Bathurst Street. There are three distinct elements to the podium faces: the western portion along Richmond Street West, which is defined by the vehicle entrance and primary residential lobby entrance; the north and east corner, as defined by the existing heritage building; and the southern face along Bathurst Street, defined by the retail space and entrances.

The north façade along Richmond Street West provides for the vehicle entrance to the subject site at grade. Two residential floors are bridged over this entrance, with the third storey rising to 13.5 metres, providing a transition in scale towards the abutting 2-storey residential building. The building then steps up to the 6-storey portion of the podium, which shares a form and material palette across the first five residential floors of the proposed building to the edge of the retained heritage façade to the east. This portion of the podium provides a further stepback, with three additional residential storeys to the top of the podium at the ninth floor. This portion of the podium provides for a variation in material and colour to the floors below which effectively softens the mass of the building in this location.

The podium surrounding the retained heritage building has been carefully and purposefully considered to ensure attention is given to the conserved heritage façade, while locating the new structure away from the street frontage. The retained heritage facade will remain in situ along the property frontage on both the north and east; the two storeys above are indented away from the property line, rising from behind the roof and approximate south footprint of the heritage building. This allows the roof and peak of the heritage building to be conserved with integrity. The main tower is then sited above the third storey.

The podium as experienced from the east retains the historic building façade and roofline at the north of the subject site. South of the historic façade, the ground floor along Bathurst Street is composed of retail storefronts with several individual entrances, accommodating multiple retail spaces. The ground floor provides a ceiling height of 7 metres, with prominent vertical lines highlighting the retail space and the façade glazing. The podium form is continued from the north façade, and the second and third floor is set back from the heritage building. Above this corner, the main tower is set back from the façade of the heritage building. The remainder of the podium façade, comprising the majority of the east building face, reflects the podium's north face with a 5-storey element above the retail main floor, with an additional 3-storey element defined from the lower podium by stepbacks and variations in color and material. Setbacks are provided at the south to transition the building towards the abutting residential properties to the south.

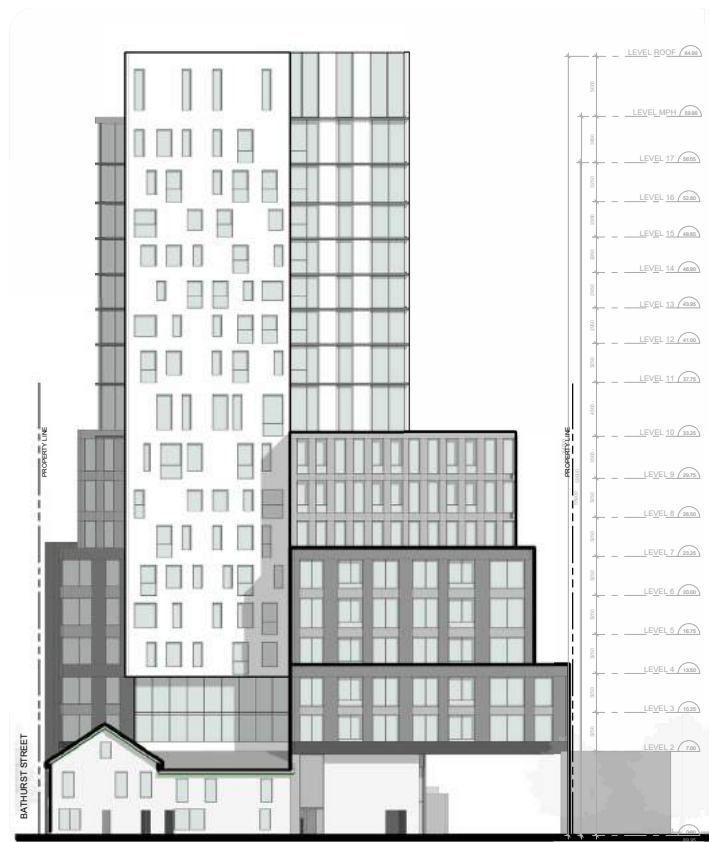


Figure 6 - North Elevation (Prepared by Kirkor Architects)

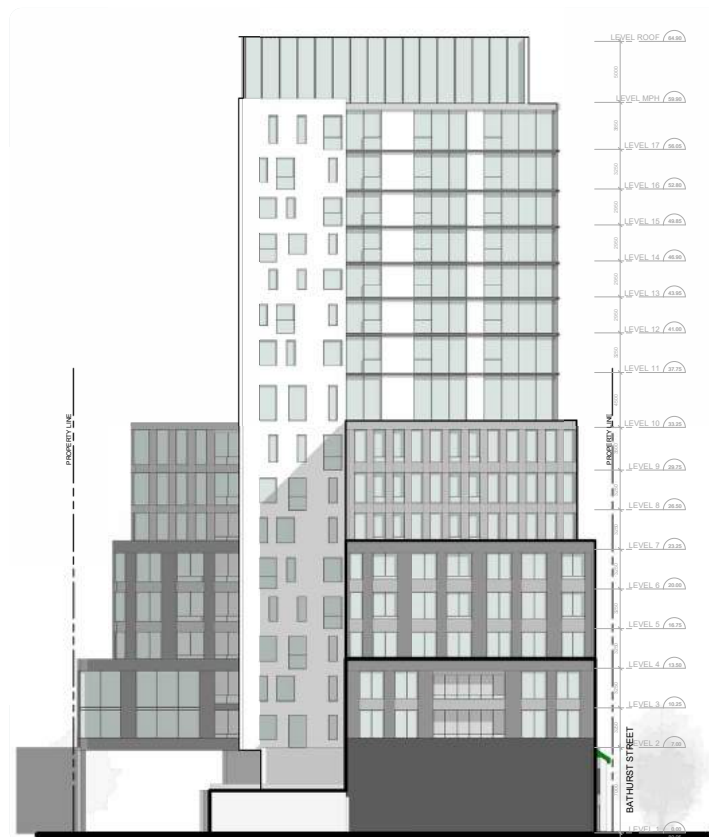


Figure 7 - South Elevations (Prepared by Kirkor Architects)

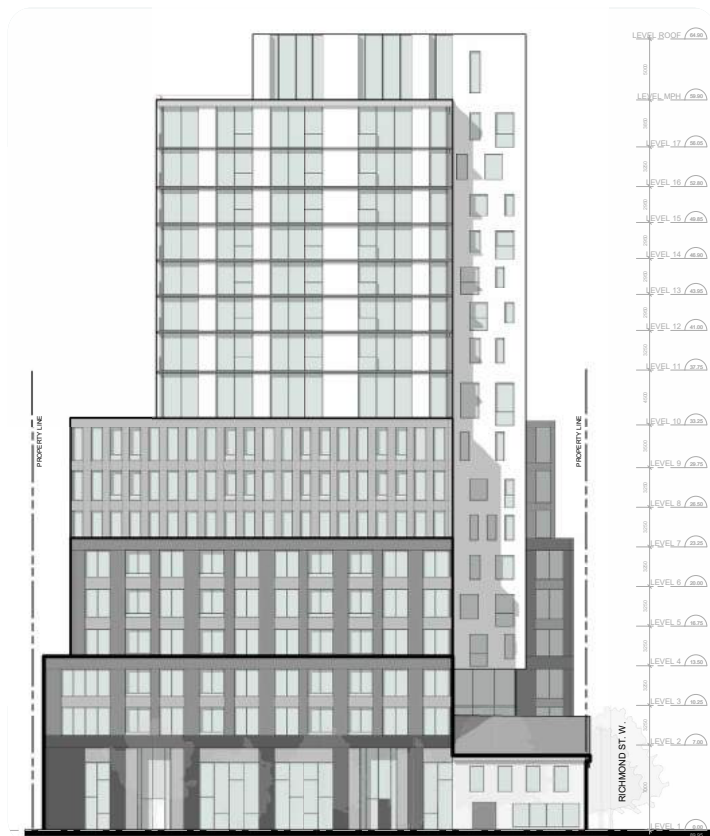


Figure 8 - East Elevation (Prepared by Kirkor Architects)

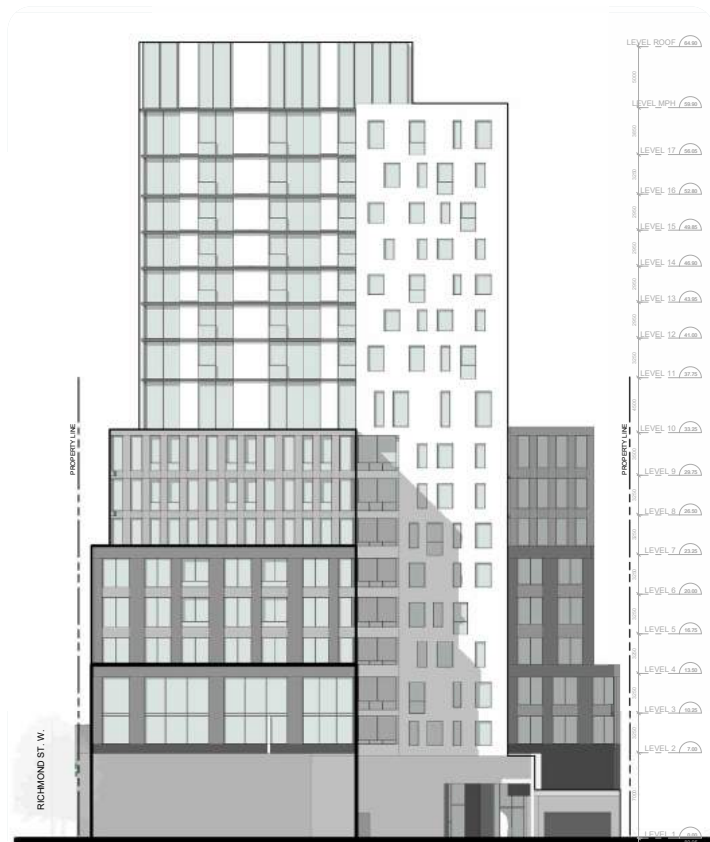


Figure 9 - West Elevation (Prepared by Kirkor Architects)

Tower

The tower portion of the building features an articulated, prominent structure which will define this corner on Bathurst Street. Of the 17 storeys, the tower portion accounts for floors 10 through 17. The 10th floor accommodates the majority of amenity space for the building's residents, with outdoor amenity areas at the northwest corner and along the south side of the building, both connecting to an indoor amenity space which occupies the majority of the 10th floor.

The tower form is demarcated by stepbacks on each side. On the west side, the tower element is set back approximately 8.8 metres from the west face of the 9-storey portion of the podium which provides for an outdoor amenity area of approximately 159 square metres. The north face of the tower is set back approximately 4.9 metres from the north face of the conserved heritage façade, and approximately 2.4 metres from the setback portion of the outdoor amenity area which wraps around from the northwest corner. To the east, the tower is set back 6.25 metres from the east face of the conserved heritage facade and 6.45 metres from Bathurst Street. The south face of the tower is setback approximately 18.0 metres from the south property line.

The tower form is slim, with a floorplate size of approximately 740 square metres.

The appearance of the tower's mass is softened through the use of changes in material and articulation of its facades, with several distinct elements. The northeast corner of the tower, extending along approximately half of the north face and wrapping around a small portion of the east face, is flat but punctuated by a highly varied and scattered form of window shapes and sizes. This provides an asymmetrical and unexpected structure rising from the third through to the 17th floor. Towards the northwest corner, the tower edge is defined by recessed windows and corner glazing, which provide a soft edge to the building form. Along the other prominent street face, the bulk of the tower is defined by a protruding element along the 10th through 17th floors with substantial glazing and prominent vertical lines, defined from the podium element by the substantial south stepback.

The variation and visual interest are carried through the less prominent south and west tower faces, which do not provide frontage on a public street but will be visible from certain vantages south and west. The tower's northeast corner is replicated on the southwest corner, giving the illusion of a distinct rectangular building protruding through the outer tower structure. Along the south face, the west third of the tower (Floors 3 through 17) and along the west elevation the south half of the tower reflects the same building face with a scattered and unpredictable window pattern. The remainder of these two tower faces feature floor-to-ceiling glazing in a highly regular pattern, in contrast to the irregular portion of the tower.

The tower top is defined by the mechanical penthouse and amenity areas developed within the tower's structure, rising 5 metres above the 17th floor and set back from the tower element on the east and south faces. From the east, this element is setback approximately 2.5 metres, providing a prominent progression along the stepbacks from the podium element below. To the south, this level is set back approximately 7.9 metres from the south face of the tower. This mechanical penthouse level comprises approximately half of the floor area along the west, with the eastern half comprised of an indoor amenity area of approximately 166 square metres. It is adjacent to and connects with an outdoor amenity area on the roof which is approximately 220 square metres. The roof of this level provides for green roof space. Overall, the tower top is modest, but distinct from the main tower below, suitable to the height and scale of the building.

Public Realm

The proposal includes enhancements to the public realm, primarily along the adjacent public street frontages. As identified in the Landscape Plan (**Figure 10**), the public realm improvements include the reconstruction of the adjacent sidewalks and the addition of street trees. At present there are six street trees along Bathurst Street, in varying conditions of health. As deemed suitable by the Arborist's Report included with the application, these trees will either be protected and conserved or replaced by more robust trees in appropriate planting mediums. There are no street trees along the south side of Richmond Street adjacent to the subject site, although there is a concrete planter on the street which presumably functions as traffic calming.

Generous sidewalk space exists adjacent to the site, and this will be maintained and enhanced. Along Richmond Street West, the sidewalk width is approximately 6 metres from property line to curb. The previous commercial establishment at 164 Bathurst Street occupied the majority of this area with an outdoor patio, reducing the available pedestrian through-way. This sidewalk width will be maintained with the proposed development. Along Bathurst Street, the sidewalk is approximately 7 metres wide. This generous width will be maintained. This segment also provides for several bicycle rings, which will be replaced one-for-one.

In addition to the infrastructure improvements to the public realm, the ground floor of the proposed building will enhance the street frontage on the two adjacent public streets. Along Richmond Street West, the north face of the development will feature the primary building entrance and residential lobby, bringing new activity to the street. Featuring prominently at the corner, the conserved heritage building will contain retail space with entrances onto both streets. Along the south portion of the building on Bathurst Street, the ground floor continues with active retail frontages and several entrances directly onto the street. This will provide new destinations for pedestrian traffic as well as greater visual interest.

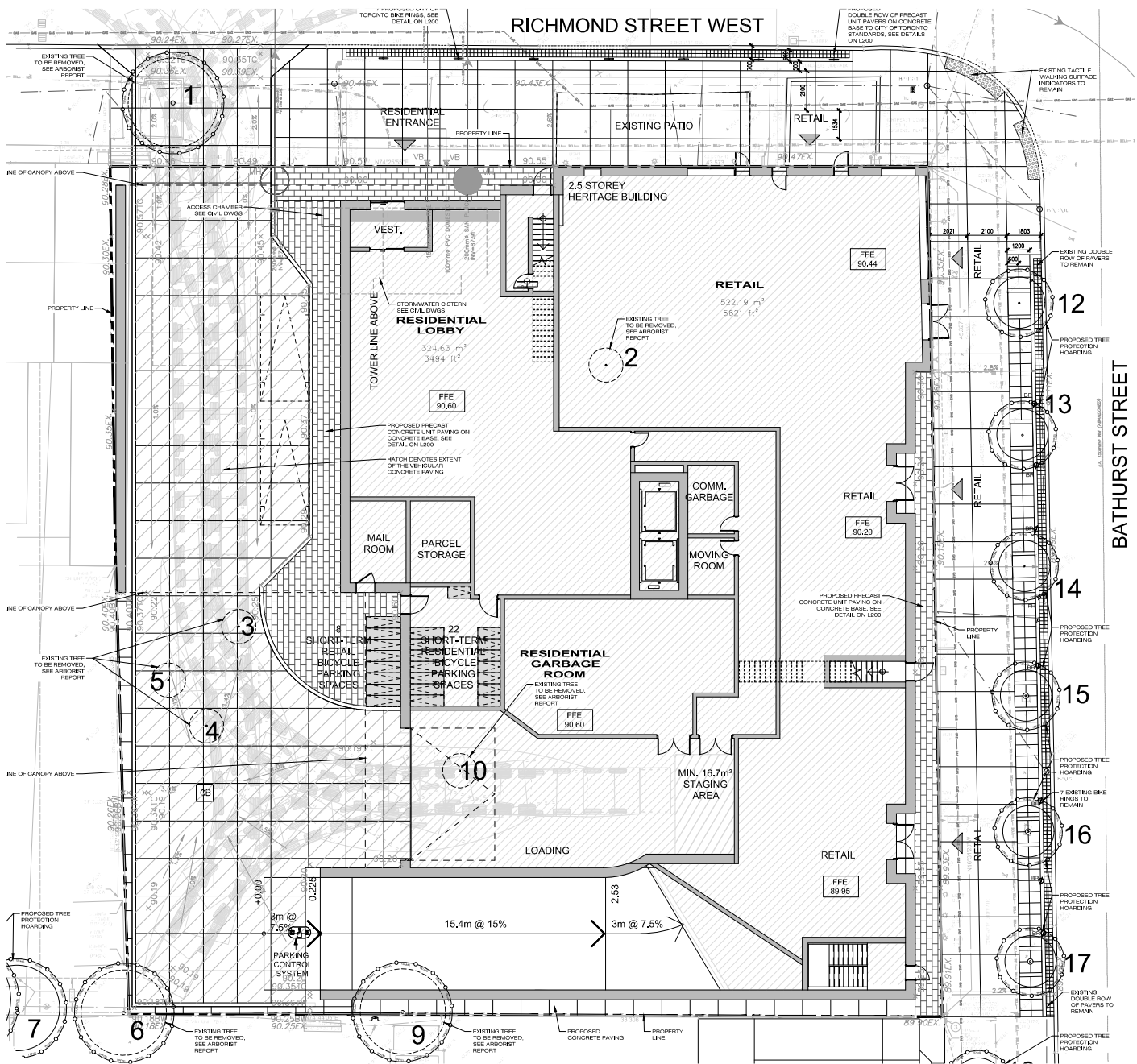


Figure 10 - Landscape Plan

Unit Distribution and Amenity Space

The proposed development provides for 217 residential units, comprised of a variety of configurations. Overall, there will be 18 studio units (18%), 96 1-bedroom units (44%), 81 2-bedroom units (37%), and 22 3-bedroom units (10%). Together, 2- and 3-bedroom units comprise 47% of the building's units. In this respect, the unit mix meets and exceeds the recommendations of the "Growing Up Guidelines", which recommends 10% 3-bedroom units, 15% 2-bedroom units, and a total of 25% of all units provided as 2- and 3-bedroom. This is discussed in Section 4.9.

The unit types are dispersed throughout the building. Levels 2 and 3 will contain 18 units each; Levels 4 through 9, 15 units per floor; Level 10 will provide for 7 units (in addition to amenity space), and Levels 11 through 17 providing 12 units per floor.

Residential amenity space is provided throughout the building, meeting the City's guidelines of 4.0 square metres per unit, provided as 2.0 square metres per unit of indoor amenity space and 2.0 square metres as outdoor amenity space. Amenity area is provided on Levels 10 and the mechanical penthouse level. Level 10 provides an outdoor amenity area along the northwest roof of the podium, comprised of approximately 159 square metres. This adjoins an indoor amenity area of 274 square metres, which faces west and south, and adjoins an additional outdoor amenity space of approximately 64 square metres on the south side of the building. The mechanical penthouse level provides an indoor amenity area along the east side of the building of approximately 166 square metres, and a large outdoor amenity area along the south side, wrapping around to the east, with a total area of 220 square metres. The outdoor amenity areas are designed to provide passive recreational spaces of varied sizes and with a mix of hard and soft landscape features.

Parking, Loading, and Access

The proposed development accommodates resident and visitor parking within a 2-level underground parkade. The parkade entrance ramp is located along the south edge of the site, accessed at the southwest corner, with vehicles access via the drive aisle along the western edge of the subject site, running south from Richmond Street West. A lay-by along the proposed building is also provided for 2 vehicles to park for passenger loading. The parkade ramp leads to the visitor parking section on the P1 level, where the 18 visitor spaces, including one accessible space, are located. A barrier gate separates this section from the resident parking spaces, which are located beyond this section across the P1 and P2 levels. 51 resident parking spaces are provided, a ratio of 0.24 spaces per unit, which is considered appropriate given the location of this development in a transit-rich area, located close to services, amenities, and office employment areas, and connected with a dense cycling and walking network.

Ample bicycle parking is provided totaling 244 spaces, in excess of the City minimum requirement of 225 spaces. This allocation consists of 214 resident bicycle parking spaces and 22 resident visitor spaces, in addition to 8 spaces associated with the retail component provided as 3 long-term and 5 short-term spaces. All 8 retail bicycle parking spaces are located towards the southwest corner of the building in an exterior bicycle rack. The 22 residential visitor spaces are located in a bicycle parking room at the southwest corner of the building, with a direct access from both the outside and from the interior lobby. The resident parking spaces are allocated as 120 in bicycle stackers in a large central room on P1, and a smaller room in the southwest corner of P1 holding 34 bicycles. The remaining 60 spaces are provided in a central room on level P2.

Loading and waste collection for the building will be serviced by the one Type "G" loading space, located within the southwest corner of the building, north of the parkade entrance with access via the drive aisle from Richmond Street West.

3.2 Key Statistics

Site Area	1,969.38 square metres
Residential GFA	15,615.71 square metres
Non-Residential GFA	522.19 square metres (retail)
Total GFA	16,137.90 square metres
FSI	8.19
Height	59.90 metres (17 storeys) 64.90 metres including mechanical penthouse
Residential Units	Studio: 18 1 Bedroom: 96 2 Bedroom: 81 3 Bedroom: 22 Total: 217
Residential Amenity Space	Indoor: 439.36 square metres (2 m ² /unit) Outdoor: 442.76 square metres (2 m ² /unit) Total: 882.12 square metres (4 m ² /unit)
Car Parking Spaces	Resident parking: 51 spaces (0.24/unit) Visitor parking: 18 spaces (0.08/unit) Retail spaces: 0 spaces Total parking: 69 spaces (0.32/unit)
Bicycle Parking Spaces	Long-term parking: 214 spaces Short-term parking: 22 spaces Long-term parking non-residential: 3 spaces Short-term parking non-residential: 5 spaces Total parking: 244 spaces
Loading Spaces	1 Type G

3.3 Required Approvals

In our opinion, the proposed development conforms with the Official Plan-designated *Mixed Use Areas*, which apply to the majority of the site. An Official Plan Amendment is required to redesignate the western portion of the subject site from *Neighbourhoods* to *Mixed Use Areas*, which in our opinion is appropriate for this location given the site context.

An amendment is required to City-wide Zoning By-law 569-2013 in order to rezone the site to Commercial Residential (CR) and bring it into the new city-wide zoning by-law, increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the proposal.



Policy & Regulatory Context

4.1 Overview

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

4.2 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS"). In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on transit-supportive development, encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

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

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other

modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region."

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

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

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

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

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

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

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

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

Heritage is addressed in the PPS by Policy 2.6.1 which states that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Policy 2.6.2 directs that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. According to Policy 2.6.3, planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Policy 2.6.4 provides that planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

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

4.3 Growth Plan for the Greater Golden Horseshoe (2019)

On May 16, 2019, a new Growth Plan (*A Place to Grow: The Growth Plan for the Greater Golden Horseshoe*) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

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

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

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

Similar to the PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

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

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

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

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

A "major transit station area" is defined by the Growth Plan as "the area including and around any existing or planned higher order transit station or stop within a settlement area [...] Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk".

While the City is required to delineate the boundaries of major transit station areas through its 2019 Growth Plan conformity exercise, it is our opinion that the site would fall within an area that would be appropriate for inclusion within a major transit station area. In this regard, the subject site is within approximately 235 metres (both radius distance and straight-line walking distance) from the planned King/Bathurst Station, and 640 metres (both radius distance and straight-line walking distance) of the Queen/Spadina Station on the Ontario Line subway.



Figure 11 - Schedule 2 - Growth Plan for the Places to Grow Concept

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

With respect to forecasted growth, Schedule 3 of the Growth Plan forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. The 2016 Census data indicates that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City's population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census undercoverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051.

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

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

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

The Growth Plan includes a number of policies applying to "major transit station areas". In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 (see **Figure 12**) will be identified in official plans and that planning will be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". The Ontario Line subway is not captured by this Schedule, but it is clear that policies which apply to the existing and planned subway lines shown would also apply to the Ontario Line.

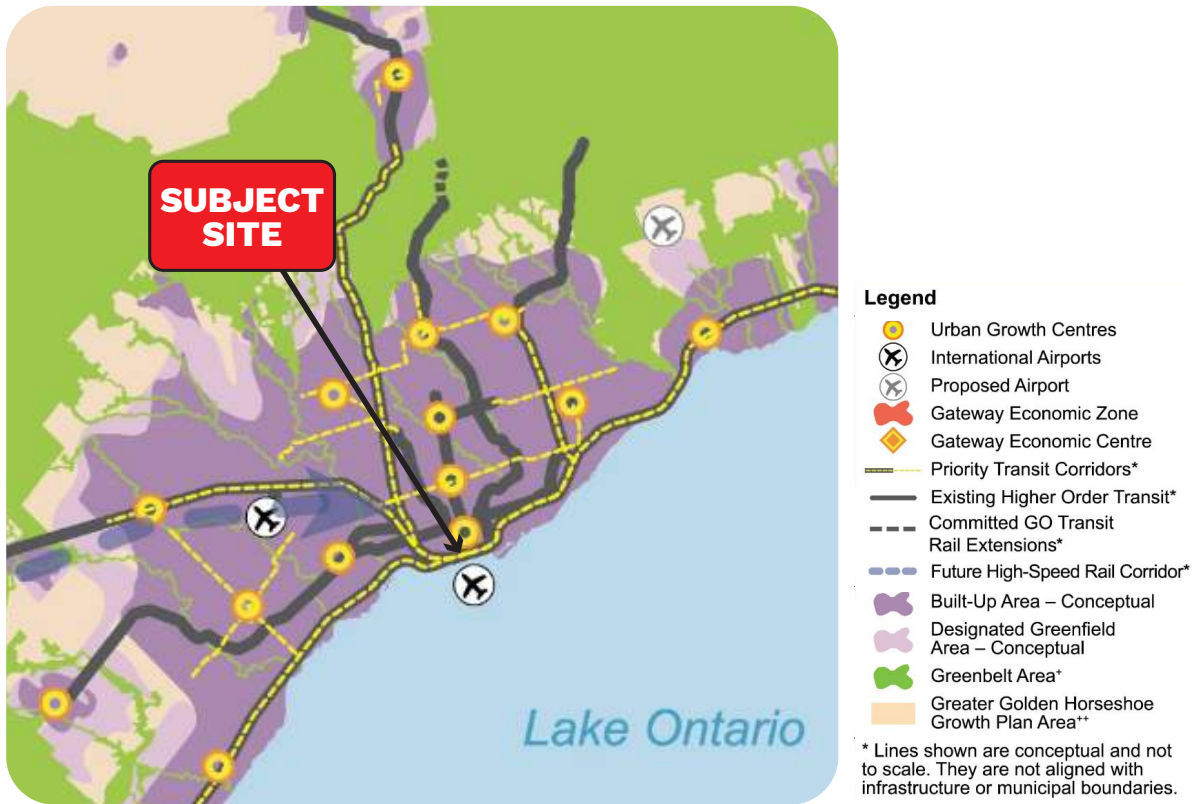


Figure 12 - Schedule 5 – Growth Plan for the Greater Golden Horseshoe

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

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

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

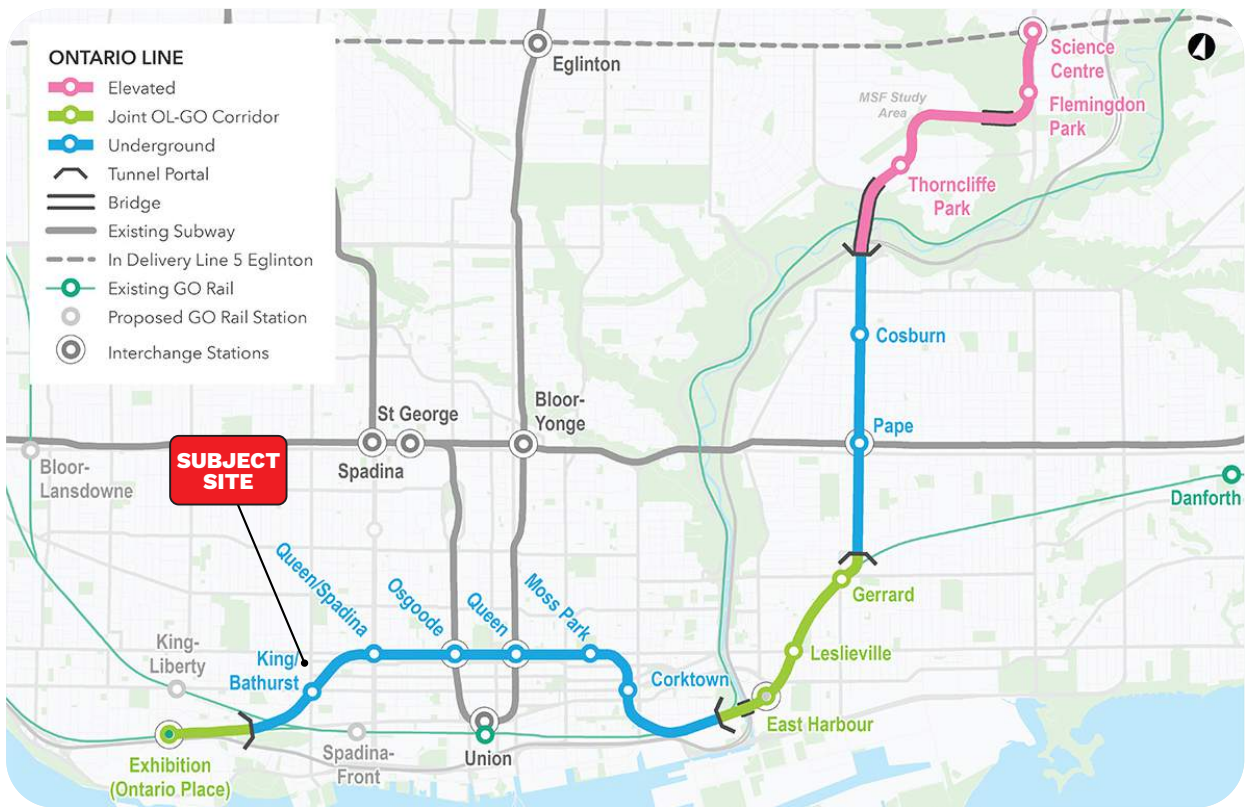


Figure 13 - Ontario Line Alignment Map

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership and rental housing.

Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

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

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

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

Policy 4.2.7(1) refers to heritage resources, stating that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

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

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development and, more particularly, the requested Official Plan Amendment and Zoning By-law Amendment applications conform with the 2019 Growth Plan and, specifically, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in "strategic growth areas", including "urban growth centres".

4.4 City of Toronto Official Plan

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

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

Growth Management Policies

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

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

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

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

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

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

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include Centres, Avenues, Employment Areas and the Downtown and Central Waterfront, where transit services and other infrastructure are available. On Map 2, the subject site is identified as part of the Avenues, extending off of Queen Street West, and Bathurst Street is the conceptual boundary line for the western extent of Downtown (see **Figure 14**, Urban Structure).

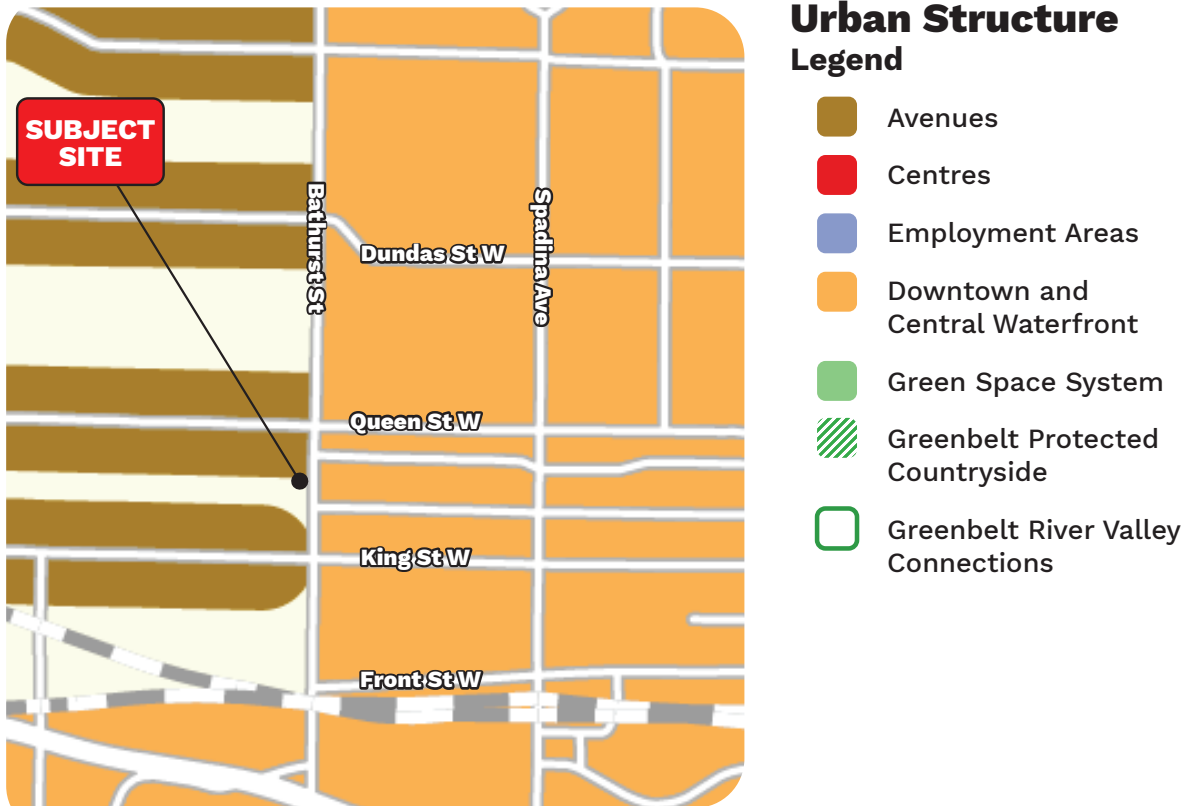


Figure 14 - Toronto Official Plan Map 2 – Urban Structure

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

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

While the subject site is not technically located in the *Downtown*, the Official Plan identifies Bathurst Street as its western boundary and therefore it represents the transition from *Downtown* to the community to the west. In our opinion it would not be logical to expect the western street edge and built form to be dramatically different in scale from the opposing east side (which is located within the *Downtown*), but that it should complement and reflect the east side of the street in built form. Bathurst Street should be framed as the periphery to *Downtown*. In this respect, we have given consideration to the Official Plan's guidance for the *Downtown* in assessing the policy context for this subject site.

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

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

out in the Growth Plan. Development should be accommodated which builds on the strength of *Downtown* as the premier employment centre in the GTA.

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

The Plan states that *Downtown* is seen as an attractive place to live and that new housing in the *Downtown* makes an important contribution to the economic health of the City. Policy 2.2.1(4) provides that the quality of the *Downtown* will be improved by, among other matters: supporting the development of complete communities; developing buildings that are shaped, scaled and designed to enhance liveability; and providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes.

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

Section 2.2.3 addresses policies for the *Avenues*, and states that:

"The Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies."

This section specifies that *"There is no "one size fits all" program for reurbanizing the Avenues. A framework for change will be tailored to the situation of each Avenue through a local Avenue Study that will involve local residents, businesses and other stakeholders for each Avenue, or sections of longer Avenues."*

Policy 2.2.3(3) states that development may be permitted on the *Avenues* prior to an Avenue Study and will be considered on the basis of all of the policies of this Plan. Development on the *Avenues* prior to an Avenue Study will implement the policies of the Plan for the relevant designation area(s).

Policy 2.2.3(4) provides that development in *Mixed Use Areas* on *Avenues*, prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenue. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located. This review will:

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

Policy 2.2.3(5) states that development requiring a rezoning will not be allowed to proceed prior to completion of an Avenue Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.

Policy 2.2.3(6) directs that in addition to satisfying all other policies of this Plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on an Avenue that precedes the completion of an Avenue Study will:

- support and promote the use of transit;
- contribute to the creation of a range of housing options in the community;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- provide universal physical access to all publicly accessible spaces and buildings;
- conserve heritage properties;
- be served by adequate parks, community services, water and sewers, and transportation facilities;
- be encouraged to incorporate environmentally sustainable building design and construction practices that:
 - reduce stormwater flows;
 - reduce the use of water;
 - reduce waste and promote recycling;
 - use renewable energy systems and energy efficient technologies; and
 - create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

Policy 2.2.3(7) states that the land use designation policies in Chapter Four of this Plan apply to and prevail on lands broadly shown on Map 2 as *Avenues*. Where a portion of an Avenue as shown on Map 2 is designated *Neighbourhoods*, or *Parks and Open Space Areas* the policies of Chapter Four will prevail to ensure that any new development respects and reinforces the general physical character of established neighbourhoods, and that parks and open spaces are protected and enhanced.

On September 30, 2020, City Council adopted the Final Report on the Queen Street West Planning Study, an Avenue Study first begun in 2013. City Council adopted the recommendations and findings of the Study into policy by way of Official Plan Amendment 445, which applies Site and Area Specific Policy 566 to the Queen Street West corridor from near to Bathurst Street in the east, to Roncesvalles Avenue in the west. SASP 566 contains policies respecting built form, streetfront character, live music and performance venues, residential development unit type diversity, and public realm.

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

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

In this regard, Queen Street and King Street being proximate to the subject site and including Bathurst Street adjacent to the subject site, are shown as "Transit Priority Segments" on Map 5 (Surface Transit Priority Network, see **Figure 15**). The Ontario Line subway (formerly the "Downtown Relief Line") is not captured within the Official Plan yet.

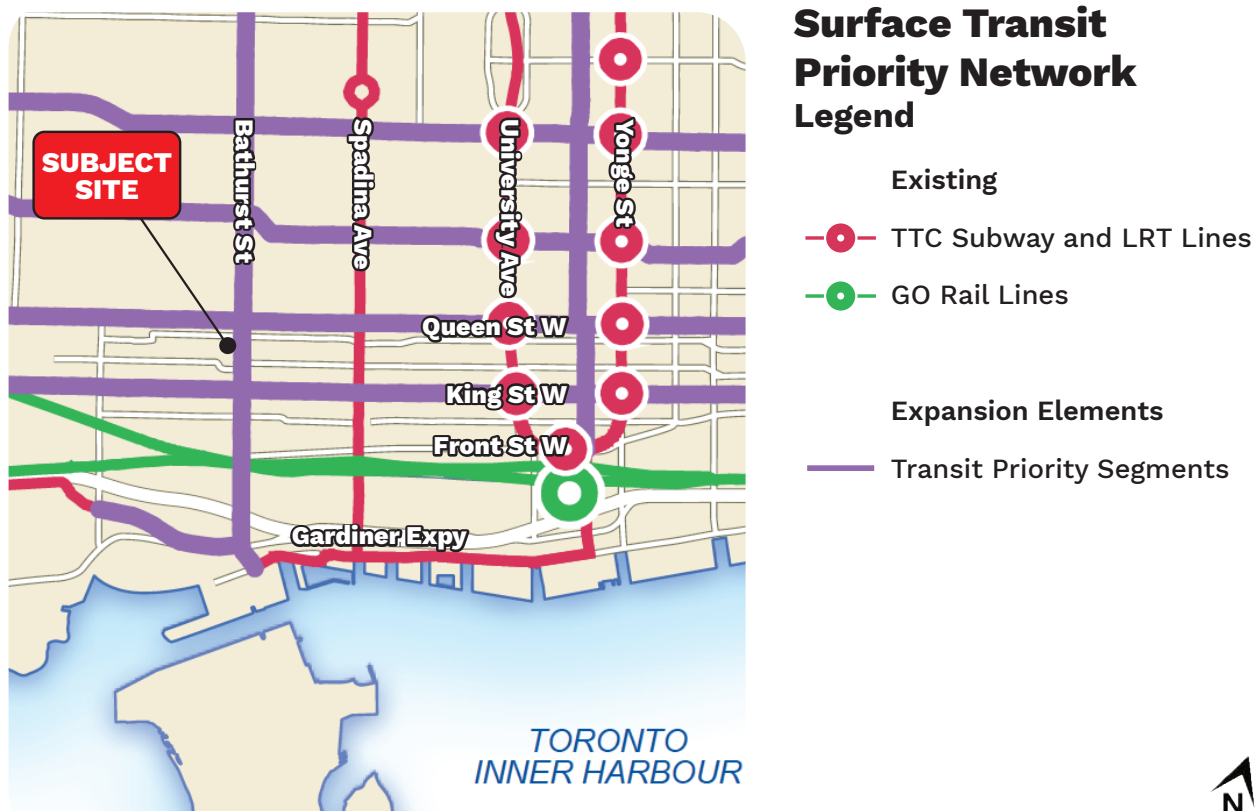


Figure 15 - Toronto Official Plan Map 5 – Surface Transit Priority Network

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

Furthermore, Policy 2.4(8)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics".

Land Use Designation Policies

The subject site is currently composed of sites which fall into different land use designations, as indicated on Map 18, Land Use Plan (see **Figure 16**). 625 and 627 Richmond Street West are designated *Neighbourhoods*, while the majority of the subject site, including the lots that front on Bathurst Street, are designated *Mixed Use Areas*. Lands to the north along Bathurst Street are also designated *Mixed Use Areas*, as are the lands to the south of the subject site to Portugal Square. Lands to the west of the site, and south of Portugal Square, are designated *Neighbourhoods*. The lands east of the subject site across Bathurst Street are designated *Regeneration Areas*.

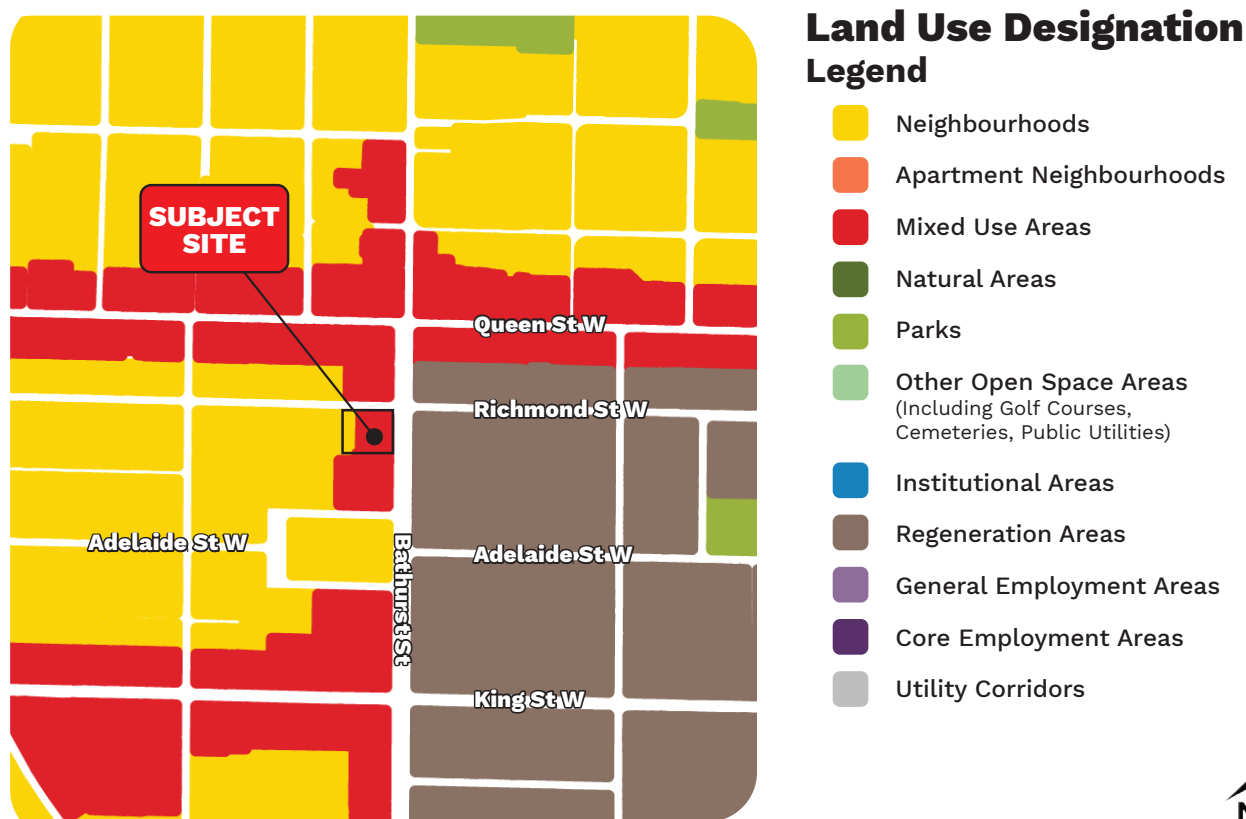


Figure 16 - Toronto Official Plan Map 18, Land Use Plan

Mixed Use Areas Policies

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

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

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

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

- having access to schools, parks, community centres, libraries and childcare;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents; and
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Section 2.3.1 of the Official Plan contains policies related to development of *Mixed Use Areas* adjacent or close to *Neighbourhoods*. Policy 2.3.1(3) provides that developments within *Mixed Use Areas* adjacent to *Neighbourhoods* will:

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

Policy 2.3.1(4) provides that intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that neighbourhoods are protected from negative impact.

Neighbourhoods Policies

The *Neighbourhoods* designation permits a variety of low-scale residential building forms, as well as low-scale institutional and educational buildings. This designation also allows for small-scale retail, service, and office uses fronting major streets as shown on Map 3 of the Official Plan, which includes Bathurst Street.

Section 4.1 provides that physical changes to established *Neighbourhoods* must be sensitive, gradual and generally "fit" the existing physical character. The objective is for new development to respect and reinforce the general physical patterns in the *Neighbourhood*.

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

Policy 4.1(5) provides that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- patterns of streets, blocks and lanes;
- size and configuration of lots;
- heights, massing, scale and dwelling type of nearby residential properties;
- prevailing building type(s);
- setbacks of buildings from the street or streets; and,
- prevailing patterns of rear and side yard setbacks.

Policy 4.1(7) provides that proposals for intensification of land on major streets in *Neighbourhoods* are not encouraged by the policies of the Plan. Where a more intense form of residential development than that permitted by existing zoning on a major street in a *Neighbourhood* is proposed, the application will be reviewed in accordance with Policy 4.1(5), having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*. In the case of the subject site, it is important to note that the designated Major Street, Bathurst Street, abuts the lots designated *Mixed Use Areas*, and so the principal mass of the proposed building will be located in that area.

Policy 4.1(8) states that Zoning by-laws will contain numerical site standards for matters

such as building type and height, density, lot sizes, lot depths, lot frontages, parking, building setbacks from lot lines, landscaped open space and any other performance standards to ensure that new development will be compatible with the physical character of established residential *Neighbourhoods*.

Policy 4.1(9) provides that in established *Neighbourhoods*, infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation will:

- have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties, while taking into account the existing form of development on the infill property;
- have setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties, while taking into account the existing form of development on the infill property;
- provide adequate privacy, sunlight and sky views for occupants of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- front onto existing or newly created public streets wherever possible, with no gates limiting public access;

- provide safe, accessible pedestrian walkways from public streets; and
- locate, screen and wherever possible enclose service areas and garbage storage and parking, including access to any underground parking, so as to minimize the impact on existing and new streets and on residences.

Policy 4.1(10) states that residential infill development applications on properties that vary from the local pattern in terms of lot size, configuration and/or orientation as a result of the assembly of lots that previously had adhered to the local pattern will be evaluated applying Policy 4.1(5).

Public Realm Policies

The Official Plan contains public realm policies that emphasize the importance of providing beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings to draw people together and create strong social bonds at the neighbourhood, city and regional level. Resulting from the Five-Year Review of the Official Plan, OPA 479 was adopted by City Council on January 29, 2020, and approved by Minister of Municipal Affairs and Housing on September 11, 2020. This OPA amended the Public Realm Policies by adding new policies, amending existing policies, and re-ordering policy sequences.

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

Policy 3.1.1(2) states that 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;
- provide opportunities for passive and active recreation;
- be functional and fit within a larger network; and
- contribute to the City's climate resilience.

Policy 3.1.1(5) promotes and encourages quality, creativity, and excellence in design.

Policy 3.1.1(6) states that City streets are significant public open spaces that connect people and places and support the development of communities that are sustainable, economically vibrant and complete. The policy encourages new and existing streets to incorporate a Complete Streets approach such that they be designed to:

- balance the needs and priorities of various users and uses within the right-of-way;
- improve the quality and convenience of active transportation options by considering the needs of pedestrians, cyclists and public transit users;
- reflect differences in local context and character;
- provide building access and address and amenities such as view corridors, sky view and sunlight; and
- serve as community destinations and public gathering spaces.

Policy 3.1.1(7) states that the design of sidewalks and boulevards will provide safe, attractive, interesting and comfortable spaces for pedestrians through:

- the provision of well-designed and coordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.

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

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

- expand and enhance the public realm network;
- have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
- enhance the walking and cycling networks by minimizing block lengths where appropriate, providing new and enhanced pedestrian and cycling connections, and integrating development with the local pedestrian and cycling networks;
- promote street-oriented development with buildings fronting onto and having access and address from street and park edges;
- provide adequate room within the development lot or block for parking and servicing needs, including the provision and extension of public lanes for service and delivery access where technically feasible and appropriate;
- identify opportunities and provide for the integration of green infrastructure; and
- allow for incremental, phased development.

Policy 3.1.1(16) requires that the preservation, long-term growth and increase in the amount of healthy trees will be a priority for all new development. Development proposals will demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved.

Built Form Policies

Resulting from the Five-Year Review of the Official Plan, OPA 480 was adopted by City Council on January 29, 2020, and approved by the Minister of Municipal Affairs and Housing on September 11, 2020. This OPA amended the Built Form Policies by adding new policies, amending existing policies, and re-ordering policy sequences.

Section 3.1.2 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately-developed built form. In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building, and site fit within the context of the neighbourhood and the City.

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

- generally locating buildings parallel to the street with a consistent front yard setback;
- on corner sites, locating the development along both adjacent street frontages and giving prominence to the corner;
- locating main building entrances so that they are visible and directly accessible from the public sidewalk; and
- providing ground floor uses that have views into and, where possible, access to adjacent streets
- preserving existing mature trees wherever possible and incorporating them into the development site; and
- 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.

A new Policy 3.1.2(2) provides that development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations.

Policy 3.1.2(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2(4) requires that new development locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties by, among other things:

- using shared service areas where possible within development blocks including public lanes, shared private driveways, and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings, where appropriate;
- providing underground parking, where appropriate;
- limiting new, and removing existing, surface parking between the front face of a building and the public street or sidewalk; and
- limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building facades along adjacent streets, parks and open spaces.

Policy 3.1.2(5) states that 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.

Policy 3.1.2(6) provides that 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.

Policy 3.1.2(7) requires that transition in scale will be provided within the development site(s), and measured from the shared and adjacent property line(s).

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

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

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

- improvements to adjacent boulevards and sidewalks respecting including sustainable design elements, which prioritize street trees and may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create enhance local character, fit with public streetscapes, and provide attractive, safe transitions from between the private to 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 street 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, to make the building and its open spaces more attractive and interesting.

With regards to amenity spaces, Policy 3.1.2(11) directs that 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.

Specification is provided by Policy 3.1.2(13) that outdoor amenity spaces should:

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

Built Form Policies – Building Types

OPA 480 also amended the Built Form Policies for Tall Buildings, replacing this policy section in its entirety. This section now covers three distinct types of buildings with policies for each. The new preamble identifies that:

“Three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise, and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development. These building types are defined by their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height. The built form relationships and design of these building types is informed by citywide urban design guidelines that help to ensure the proper form and fit with the existing and planned context.”

Policy 3.1.3(1) states that a mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:

- provide parcels of appropriate size and shape for the mix of building types;
- define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;
- ensure appropriate spacing of buildings; and
- ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

With regards to tall buildings, the non-policy text states that:

“Tall buildings are the most intensive form of growth that come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city’s structure visible, and contribute positively to the skyline. By concentrating development on a small part of the site, they can also provide high quality publicly accessible open spaces and areas for community services and amenity.”

Tall buildings play a role in achieving residential and office growth ambitions in parts of the Downtown and Central Waterfront and the Centres, as well as other areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met."

Policy 3.1.3(7) defines tall buildings as generally greater in height than the width of the adjacent right-of-way, while Policy 3.1.3(8) describes that tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole.

Policy 3.1.3(9) directs that the base portion of tall buildings should:

- respect and reinforce good street proportion and pedestrian scale; and
- be lined with active, grade-related uses.

According to Policy 3.1.3(10), the tower portion of a tall building should be designed to:

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

Policy 3.1.3(11) directs that satisfying the requirements of Policy 3.1.3(10) be achieved by:

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

Policy 3.1.3(12) directs that the top portion of a tall building should be designed to:

- integrate roof top mechanical systems into the building design;
- contribute to the surrounding skyline identity and character; and
- avoid up-lighting and excessive lighting.

Heritage Policies

Heritage conservation policies are included in Section 3.1.5 of the Official Plan. The Plan recognizes that the protection, wise use and management of Toronto's cultural heritage will integrate the significant achievements of our people, their history, our landmarks and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

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

Policy 3.1.5(22) states that a Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and will demonstrate conservation options and mitigation measures consistent with Official Plan policies. Furthermore, Policy 3.1.5(23) requires that a Heritage Impact Assessment evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register. Policy 3.1.5(26) requires that new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

Policy 3.1.5(30) requires that potential Heritage Conservation Districts will be identified and evaluated to determine their significance and cultural heritage values in a Heritage Conservation District study. Heritage Conservation Districts that have been evaluated to be significant for their cultural heritage value will be designated and conserved.

To address the foregoing policies, a Heritage Impact Assessment ("HIA") has been prepared by Goldsmith Borgal & Company Ltd. Architects (GBCA), as summarized in Section 5.8 of this report.

Housing Policies

The introductory text in Section 3.2.1 of the Plan notes that the current production of ownership housing, especially condominium apartments, is in abundant supply, however, a healthier balance is needed among high-rise ownership housing and other forms of housing, including purpose-built rental housing. The text goes on to state that policies, incentives and assistance are needed in order to respond to the City's unmet housing needs, especially mid-range and affordable rental housing.

Policy 3.2.1(1) supports a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents and includes ownership and rental housing, while Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan. Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

Policy 3.2.1(6) outlines the replacement policies with respect to new development that would result in the loss of six or more rental housing units.

Implementation Policies

Policy 5.3.2(1) provides that 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 and do not have the status of the policies of the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the urban design guidelines discussed in Section 4.8 below.

4.5 Garrison Common North Secondary Plan

The subject site is located within the area subject to the Garrison Common North Secondary Plan, which is bounded by Bathurst Street, Queen Street West, Dufferin Street and the CN Rail Lakeshore corridor. As set out in Section 2.1 of the Secondary Plan, its major objectives are to facilitate new development that will integrate within the established city fabric in terms of street and blocks, uses and density patterns, include a variety of land uses and densities including community services and facilities, and provide for a range of housing types in terms of size, type and tenure, among others.

Section 3 of the Secondary Plan sets out general policies with respect to urban structure and built form. As it relates to the site and the proposed development, these policies include Policy 3.1(a) which promotes future flexibility in use and adaptability in the design of new buildings, with particular focus on street level spaces to facilitate changes in market demand for services and activities. In addition, Policy 3.1(b) encourages new developments to provide for a range of dwelling types, with an emphasis on grade related units that are suitable for households with children.

As it relates to local commerce, Policy 5.1 of the Secondary Plan indicates that 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.

In terms of access, Policy 9.1 of the Secondary Plan states that 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.

On the lands shown as 2 on Map 14-1 a mix of employment and residential uses is permitted provided that employment uses are restricted to those compatible with adjacent and neighbouring residential uses in terms of emissions, odour, noise and generation of traffic. This area appears to include 625 and 627 Richmond Street West but does not apply with respect to the remainder of the site (**Figure 17**).

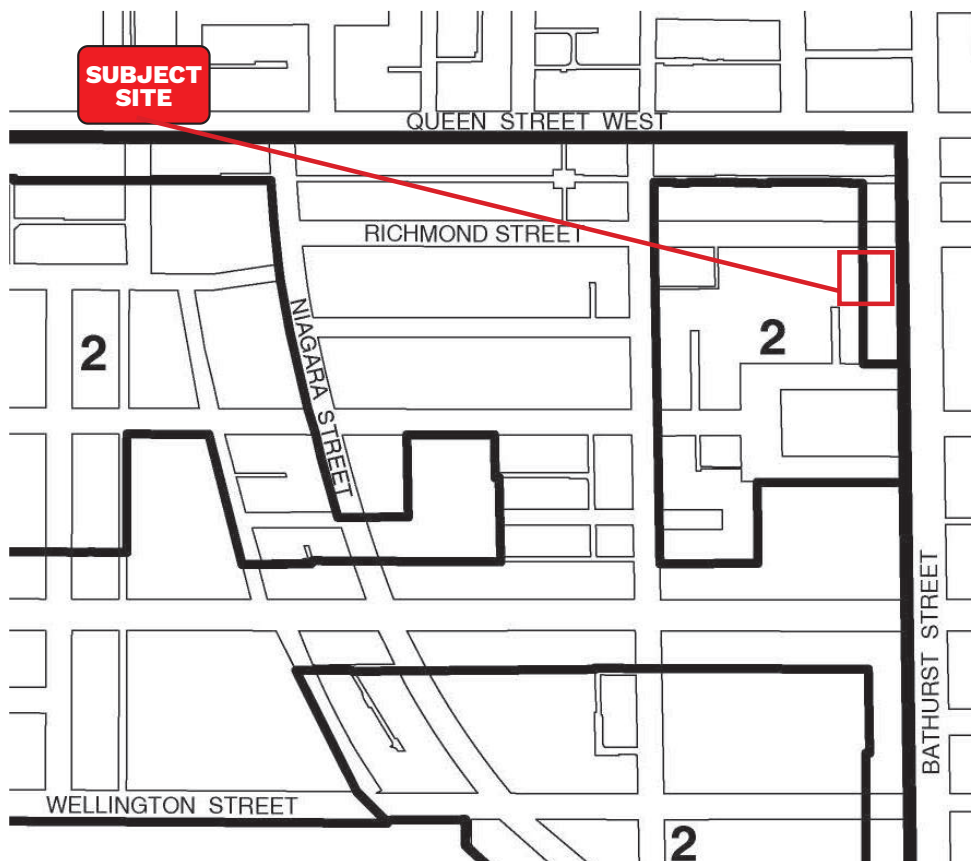


Figure 17 - Map 14-1 (Garrison North Secondary Plan Site and Area Specific Policies)

4.6 Heritage Conservation Districts

The subject site is not within a Heritage Conservation District (HCD), although it is situated in proximity to three of the City's major HCDs. To the north, the West Queen West HCD covers properties fronting Queen Street West on the north and south sides of the street from Bathurst Street to Roncesvalles Avenue. The Queen Street West HCD similarly covers properties on both sides of Queen Street West from Bathurst Street to University Ave. To the east, the King-Spadina HCD covers the area on the east side of Bathurst Street to the southern limit of the Queen Street West HCD to the north, to Simcoe Street to the west, and generally extends to between Wellington Street and King Street West along the south.

It is notable that the original boundaries of the King-Spadina HCD as provided in 2013 extended further to the west, across Bathurst Street, encompassing properties with frontage along the west side of Bathurst Street, as well as some adjacent properties in depth. At that time, 162 and 164 Bathurst Street were identified as 'contributing properties' within the HCD. Revisions to the HCD as of 2017 moved the western limit of the HCD boundary to the east side of Bathurst Street, excluding the subject site and the block faces south of the subject site from the District. On October 4, 2017, Council designated the King-Spadina HCD under Part V of the *Ontario Heritage Act* and adopted the King-Spadina Heritage Conservation District Plan (June 2017) through By-law 1111-2017. The HCD Plan has been appealed to the Local Planning Appeal Tribunal by numerous other landowners and, accordingly, is not in force.

162 Bathurst Street was destroyed by fire in March 2019. Further analysis of the building at 164 Bathurst Street, located at the subject site's northeast corner and planned for preservation within the new development, is provided in the Heritage Impact Assessment completed by GBCA and included with the development application.

4.7 Zoning

City of Toronto Zoning By-Law No. 438-86

Under the in-force Zoning By-law 438-86, as amended, the portion of the subject site with frontage on Bathurst Street is zoned CR T3.0 C1.0 R2.5 (Commercial-Residential), with a maximum permitted height of 25.0 metres. The remainder of the subject site is zoned R3 Z1.0, with a maximum height of 18.0 metres. Under the CR zoning category, a broad range of commercial and residential uses are permitted, including but not limited to apartment buildings, live-work studios, retail and restaurant uses, service shops and offices. Under the R3 zoning category, a broad range of residential uses are permitted. Non-residential uses, other than community uses and one retail use per apartment building, are not permitted.

The applicable zoning states that a building on a lot having a height limit of less than 18.0 metres must be contained within 45-degree angular plane projected over the lot from the lot lines which abut a street (other than a lane) at an elevation of 13.0 metres above the average elevation of the ground.

A number of permissive and restrictive exceptions apply to the subject site. The relevant exceptions include Section 12(2) 270, which generally limits the total retail and service commercial gross floor area to the amount existing on the lot in the year 1993, plus an additional 1,800 square metres, with a maximum gross floor area of 8,000 square metres for individual retail and service commercial uses.

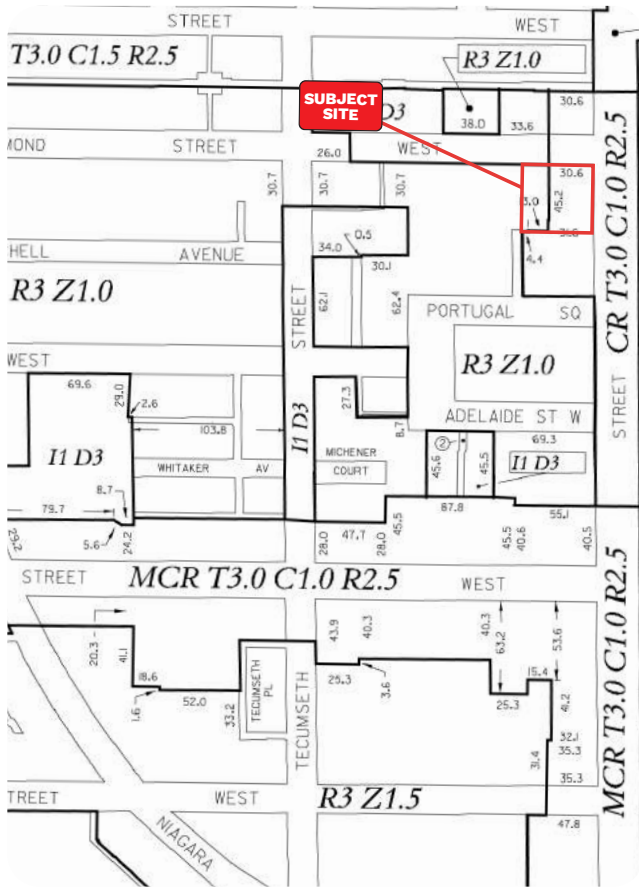


Figure 18 - Zoning By-law 438-86-Zoning Map

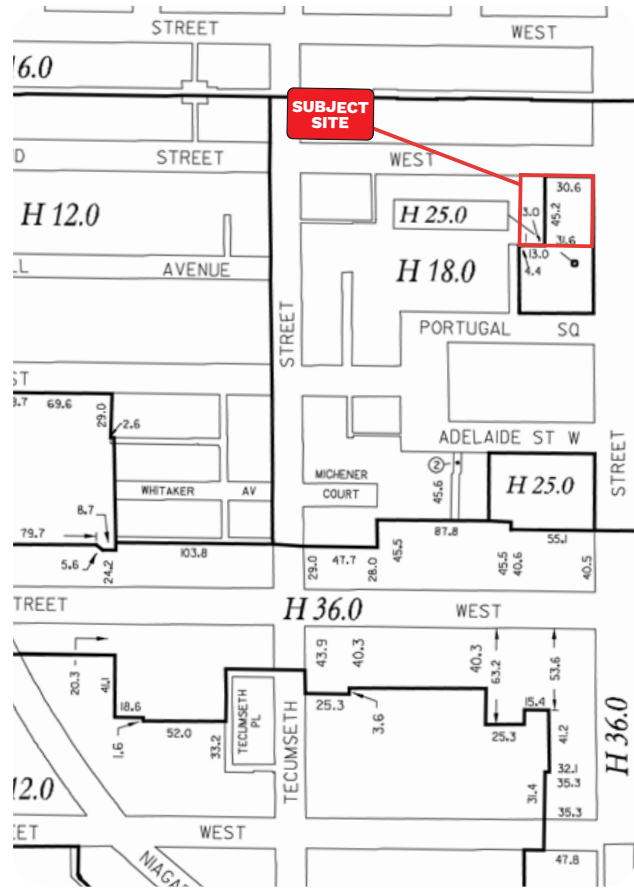


Figure 19 - Zoning By-law 438-86-Height Map

4.8 City-wide Tall Building Design Guidelines

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

The City-Wide Tall Building Design Guidelines are to be used in conjunction with these supplementary guidelines to evaluate all tall building development proposals.

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

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

The relevant Design Guidelines are addressed in Section 5.7 of this report.

4.9 Growing Up Guidelines

In 2015, City Planning staff initiated a study to explore how new multi-unit residential buildings and 'vertical neighbourhoods' can better accommodate the needs of households with children. This study resulted in the '*Growing Up: Planning for Children in New Vertical Communities Draft Urban Design Guidelines*'. A staff report summarizing the study process and draft Guidelines was adopted without amendment by City Council at its meeting on July 5, 2017. On July 28, 2020, a final recommendation report was before City Council, and the updated Growing Up Guidelines were adopted.

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

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

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

4.10 Pet-Friendly Guidelines

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

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

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

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

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



5

Planning & Urban Design Analysis

5.1 Intensification

Residential/mixed-use intensification on the subject site is supportive of numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan and the Garrison Common North Secondary Plan, all of which promote intensification on sites well served by municipal infrastructure, particularly higher-order public transit.

The subject site is located within an urban growth centre and forms part of a major transit station area as defined by the 2019 Growth Plan, given it is located within a 235 metre radius and walking distance of the planned King/Bathurst Station, and a 640 metre radius distance of the Queen/Spadina station on the Ontario Line subway. Accordingly, the subject site is located within a "strategic growth area" as defined in the Growth Plan. Strategic growth areas are a focus for accommodating intensification and higher-density mixed uses in a more compact built form.

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

From an Official Plan perspective, strong policy support is expressed for new housing on *Avenues*; Section 2.2.3 states that "the *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents... The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years." As the subject site is adjacent to the *Downtown*, Policy 2.2.1(1) provides that the Downtown Toronto Urban Growth Centre will be planned to "optimize the public investment in

higher order transit within the Centre" and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan.

Furthermore, Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking, for sites in areas which are well serviced by transit. The subject site is also located within an approximate 235 metres from the planned King/Bathurst Station (representing an approximate 3-minute walk) and 640 metres from the Queen/Spadina station on the Ontario Line subway (representing an approximate 8- to 9-minute walk).

The Garrison Common North Secondary Plan identifies that the area should accommodate a range of housing types, and a mix of residential uses and local services and shops. The improvement of commercial areas along Bathurst Street will also be encouraged.

In our opinion, the subject site is underutilized in its current form, given that it comprises two vacant lots, a surface parking lot, and several vacant low-rise buildings. Residential intensification on the subject site will more efficiently utilize and optimize the use of land and infrastructure by providing new housing in a transit-supportive compact built form, directly supporting the policy directions of the PPS, Growth Plan, Official Plan and Garrison Common North Secondary Plan, which seek to integrate land use and transportation planning in identified intensification areas.

Intensification on the subject site can take advantage of and support the wide range of shops, services, restaurants, recreational facilities and cultural facilities available within the area, notably the mixed-use corridors along Queen, King, and Bathurst Streets. Further, residential intensification will support transit ridership, assist in reinforcing the role of this community as a desirable living area and contribute to the achievement of population forecasts for the City, as set out in the Growth Plan and the Official Plan.

Optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships.

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

5.2 Land Use

The proposed land uses, including ground floor retail uses and residential uses above, are in keeping with the land use permissions of the Official Plan and the Garrison Common north Secondary Plan, which permit a broad range of uses on the subject site. As well, the existing CR zoning applying to the majority of subject site would permit the full range of proposed uses.

The *Mixed Use Areas* designation is one of four land use designations that is intended to accommodate the majority of the increased jobs and population anticipated by the Official Plan's growth strategy. The introductory text in Section 4.5 states that the *Mixed Use Areas* designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. The intent is that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. In this regard, the proposed uses will complement and reinforce the existing mix of uses in the area and will create new jobs and homes.

The proposed development will add approximately 520 square metres of non-residential gross floor area to this site and approximately 15,610 square metres of residential gross floor area. The inclusion of street-related retail space will contribute to the animation and vitality of the pedestrian realm along Bathurst Street, which is a major street as identified in the Garrison Common North Secondary Plan. The proposed residential units will add population, which will promote transit ridership and support retail and service commercial facilities in the vicinity of the subject site.

Housing

In accordance with Policy 3.2.1(1) the proposal supports a full range of housing in terms of form, tenure and affordability by providing 10% as 3-bedroom units, 37% as 2-bedroom units and 44% as 1-bedroom units. Furthermore, the proposal has regard for Policy 3.2.1(2) that provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan. Finally, Policy 3.2.1(6) is met given the existing rental units are currently occupied at lease rates which qualify them as luxury units and, therefore, are not required to be replaced.

A Housing Issues Report has been prepared by Bousfields Inc. to provide information related to the City's policies for rental replacement (attached as **Appendix B**). The report responds to provincial and municipal housing policies including those that relate to creating a diverse housing stock in terms of tenure, type, and form. The report analyzes the existing rental supply on the subject site, including the unit typology and floor areas versus the current lease rates. This establishes that all the rental units on the subject site qualify as above-market rates and therefore do not require replacement within the new proposed building.

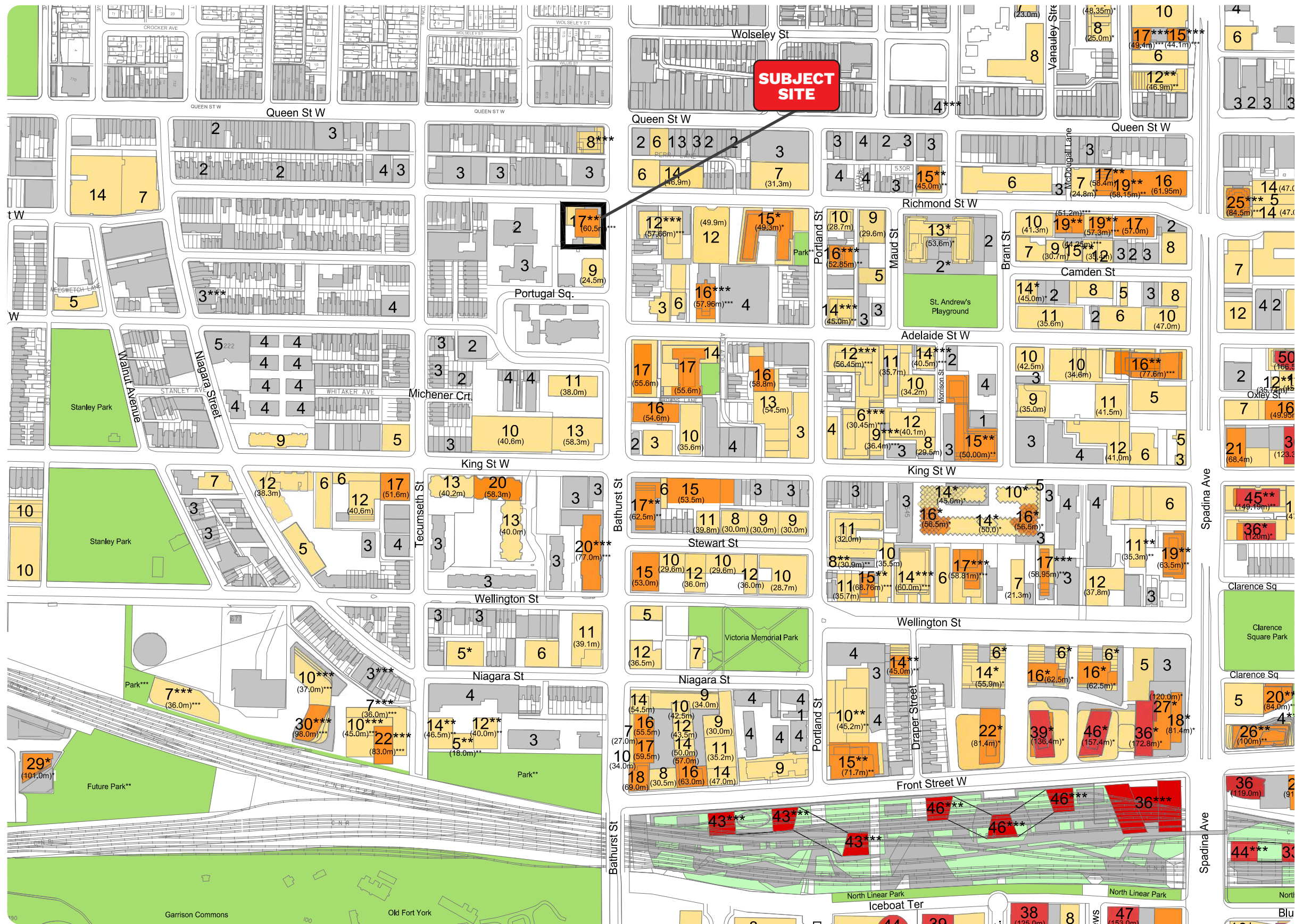
5.3 Height, Massing, and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for mixed-use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building given its location on the edge of the *Downtown*, on the periphery of the Queen Street West *Avenue* corridor, its frontage on a Major Arterial street (Bathurst Street), its proximity to a variety of transit options including streetcar service and future subway service, and its relation to other existing and approved buildings of a similar scale in the Garrison Common North and King-Spadina areas. Based on the foregoing, it is our opinion that the proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.3 of the Official Plan.

With respect to the broad urban structure, the subject site is located within the Garrison Common North Secondary Plan area, which is characterized by a wide variety of land uses, built form scale and typologies, which are reflective of the evolving post-industrial landscape of central Toronto. This area, and the King-Spadina West Precinct to the east, now include a diverse building stock of low-rise, mid-rise, and tall buildings. The pattern of building heights in central Toronto follows a general gradient from the core of the Financial District within the *Downtown*, where the tallest heights are located, decreasing steadily to the west across the King-Spadina area. The King-Spadina Secondary Plan explicitly defines this gradient and transitional heights across its constituent precincts from taller buildings in the east, with the lower heights falling towards Bathurst Street in the west. The Garrison Common North Secondary Plan does not provide any specific direction with respect to building heights; rather, its basic policy framework focuses on providing a diverse housing stock and diverse building forms, with a focus on adaptable ground-level spaces for a variety of business and employment opportunities.

Within this broad urban structure context, it is our opinion that the proposed height of 17 storeys (59.9 metres), plus the mechanical penthouse and amenity floor, would fit harmoniously with existing and approved building heights in the vicinity. In this regard, heights of existing, approved and proposed buildings in proximity to the subject site are shown on **Figure 20**, Height Map, and include the following:

Address	Building	Status
665 King Street West	17-storeys (58.0 metres) mixed-use	Approved
111 Bathurst Street	17-storeys (55.6 metres) mixed-use	Completed
523-525A Adelaide Street West	17-storeys (50.6 metres) mixed-use	Completed
533 King Street West	16-storeys (56.5 metres) mixed-use	Approved
650 King Street West	16-storey & 10-storey (54.6metres) mixed-use	Completed
135 Portland Street	16-storeys (50.0 metres) mixed use	Proposed
602 – 620 King Street West	15-storeys (57.4 metres) mixed-use	Completed
629 – 633 King Street West	15-storeys mixed-use	Completed
540-544 King Street West	15-storeys (50.0 metres) mixed-use	Approved
543 Richmond Street West	15-storey (49.3 m) mixed use	Approved
520 Richmond Street West	15-storeys (44.5 metres) mixed-use	Approved
700 King Street West	14-storeys (Unknown) Converted office to residential	Completed
451 Adelaide Street West	14-storeys (45.7 metres) institutional	Proposed
618 Richmond Street West	14-storey (47.6 m) residential	Completed
123 Portland Street & 502 Adelaide Street West	14-storeys (45.00 metres) mixed-use	Proposed
497 Richmond Street West	13-storeys (47.50 metres) mixed- use	Under Construction
555 Richmond Street West	12-storeys (approx. 49.4 metres) office	Completed
582 King Street West	12-storeys (51.40 metres) mixed-use	Proposed
575 Adelaide Street West	11-storeys (approx. 35.0 metres) residential	Completed
533 Richmond Street West	10-storeys (approx. 31.5 m) mixed-use	Completed



SUBJECT SITE

LEGEND

- # Height in storeys
- * Under Construction
- ** Approved/Not yet built
- *** Proposed
- 1 - 4 storeys
- 5 - 14 storeys
- 15 - 30 storeys
- 31 - 50 storeys
- 51+ storeys
- Subject Site

Figure 20 - Height Map

Following a review of the existing and planned and built form context, it is our opinion that a tall building on the subject site, which is located along Bathurst Street - a major corridor - is a logical location as it reflects and complements the east side of Bathurst Street where a number of tall buildings have been developed. This provides a suitable transition in heights, and appropriately frames the street with symmetrical building heights. The proposed building height also reflects the heights of buildings further to the south along Bathurst Street, which include a number of residential and mixed-use buildings which have been developed over time and, to this end, the proposed 17-storey building represents the continued evolution of the built form as envisioned by the urban structure and built form anticipated in the Garrison Common North Secondary Plan.

Within this context, the proposed building represents an appropriate example of the preferred form for tall buildings, whereas other buildings of similar height and older vintage in the area, have tended to be block- or slab-form structures. In contrast, the proposed tower is slender, with a typical tower portion floorplate of approximately 740 square metres, incrementally less than the maximum 750 square metre floorplate recommended by City guidelines. By way of example, the 9-storey Adelaide Square residential building to the south of the subject site has no significant features to diminish its height, scale, and bulk. Further to the south, the OneEleven condominium building (111 Bathurst Street) features a similar height as the proposed development, but with much larger floorplates for the upper storeys and is a slab-form building; this form is shared by the adjacent residential buildings, including the Musee Condos east along Adelaide Street West. Similarly, the Clock Tower Lofts at the northwest corner of King Street West and Bathurst Street, is a large, 14-storey building without any differentiating features between the lower building portions and the upper floors.

The massing of the proposed building would be appropriate and harmonious with the built form context of the surrounding area. The building would feature the three elements expected of a tall building: the 9-storey podium which reflects in height the approximate width of Bathurst Street, and which is differentiated through stepbacks and material as three segments; the slender 8-storey tower portion located towards the prominent intersection and away from lower-scale residential areas; and the tower top, containing active building amenity areas and the mechanical penthouse, contained within a fully-formed structure atop the tower element.

The podium features three distinct elements: the ground level, the mid-level, and the upper podium. The ground floor provides for a 7-metre floor to ceiling height, which allows the podium to accommodate the vehicle access at the rear (west) of the development, but also provides for a versatile ground floor which is adaptable for a wide variety of commercial and retail uses, while scaling the pedestrian-level experience appropriately in the context of the Bathurst Street right-of-way width and the ground floor heights of the buildings along the east side of the street. The mid-level of the podium consists of the 2nd through 6th floors, to a height of 23.25 metres. This portion is distinguished from the ground level portion through a modest, 1.55 metre setback above the first level along the east face and approximately 1.49 metres along the north face, as well as through the use of different materials and colours from the ground floor. The utilization of materials and colours will soften the visual impact, keeping attention on the ground level and offering prominence to the tower portion above. The top portion of the podium consists of floors 7 through 9, with a height of 33.25 metres. This 3-storey element utilizes similar methods as the lower podium to break up the sense of mass and scale, providing a 1.5 metre stepback on the north and east facades, and differentiated colour and materials from the podium below.

The tower portion includes floors 10 through 17 and has been deliberately designed to appear as two individual elements. The prominent northeast corner is defined by the smooth light faces of the edges of the north and east facades, which rise straight up from above the third floor indent above the conserved heritage façade. This is reflected on the opposite side of the tower, along the southwest corner, creating the illusion of a slim, separate building protruding from the main tower mass. These corners are also inset from the main tower faces, and an irregular pattern of windows is scattered along this element. The more prominent sides of the tower protrude away from this narrow set of corners. The main faces of the tower stand in juxtaposition to these corner elements, being defined by standard, squared lines and floor-to-ceiling glazing, symmetrical from face-to-face and across each tower level from floors 10 through 17.

The mass of the building has been configured in order to minimize any perceived impacts to the residential properties adjacent to the subject site to the west and south, as well as to the *Neighbourhoods* area to the west. The tower element is sited towards the northeast corner of the subject site and intersection of Richmond Street West and Bathurst Street, which provides a wide right-of-way and an active public realm. Similarly, the podium is also located along these public street frontages to the north and the west. The building then steps down towards the west and the south. To the west, the tower element is set back above the 9th floor by approximately 8.8 metres from the west with additional stepbacks above the 6th and 3rd floors which provide 1.5- and 3.0-metre setbacks, respectively. The tower element provides a setback to the west property line of 13.28 metres.

The building mass on the south side is also stepped back to provide appropriate transition from the low-scale residential building which abuts the south property line. The tower is set back approximately 7.0 metres from the south edge of the podium above the 9th floor, and approximately 2.0 metres from the south building edge above the 3rd floor. In this location, the tower element provides a setback to the south property line of approximately 10.15 metres.

The rear southwest portion of the site is open air, providing the at-grade circulation space for loading and access to the underground parkade, which ensures there is no imposition of the building mass on the abutting properties including the parking lot and playground for St. Mary's Elementary School to the west, and rear parking areas associated with 146-148 Bathurst Street and the Adelaide Square building further south.

In terms of density, the proposed FSI of 8.19 is desirable and appropriate for this location. It is appropriate from a policy planning perspective to optimize density on the subject site given its location on the periphery of the *Downtown*, within an area of the Garrison Common North Secondary Plan intended for redevelopment and changes in land use, within walking distance to two future subway stations on the Ontario Line and within a presumed Major Transit Station Area given this proximity, and on the periphery of the Queen Street West *Avenue* designated area. Neither the Official Plan nor the Garrison Common Secondary Plan generally include density limitations, and specifically do not do so in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City".

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

5.4 Built Form Impacts

Light, View, and Privacy

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

In this regard, the underlying R3 zoning in Zoning By-law 438-86 has a minimum window separation distance requirement of 1.2 metres, while the CR zone specifies a minimum setback of 5.5 metres from principal residential windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site. For tower elements, the Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e. balconies are permitted within the setback zone).

Within the context of the parameters outlined above, the siting of the tower and the podium would result in contextually appropriate setbacks and separation distances and would result in acceptable LVP conditions. To the east, the Bathurst Street right-of-way is approximately 30 metres, which provides ample separation from facing buildings on the east of the street. To the north, the Richmond Street right-of-way provides a separation distance of approximately 20 metres from the property line to the north, with the Parkdale Queen West Community Health Centre (168 Bathurst Street), an institutional building, and to the west of this building, 636 Richmond Street West, a 1-2 storey commercial building.

To the west, the subject site and the proposed building will abut the 2-storey semi-detached residential buildings 629 and 631 Richmond Street West. The proposed development would be constructed to the western lot line, which is a similar condition for the adjacent residential dwelling. Three units are proposed on the 2nd and 3rd floors along the western property line and the building in this location is three storeys in height, which is a similar condition to the existing 2-storey residential buildings to the west. Two of

the units in the 3-storey podium in this location will have windows that only face north and south, and the middle unit will have windows facing west, however, given there are no windows on the east façade of 629 Richmond Street West, we do not anticipate LVP impacts.

Above the 3rd floor the building steps up with 6- and 9-storey elements, with setbacks of 3.0 and 4.5 metres, respectively. While the proposed development provides windows on the western façade at both the 6th and 9th floors, the siting of the building does not result in a direct overlook condition to the rear yards of the dwellings at 629 and 631 Richmond Street West. Moreover, it is anticipated that appropriate screening will be provided on the outdoor amenity area adjacent to the properties to the west to mitigate overlook and privacy concerns.

The tower is set back 13.28 metres from the west property line, which is slightly greater than the recommended 12.5 metres. We note that the semi-detached dwellings are not of a sufficient size to accommodate a future tall building.

To the south, the podium provides stepbacks above the 3rd and 9th floors, similar to the condition along the western property line. The building is set back 1.0 metres from the south property line with the 3-storey podium element providing a traditional side-yard setback condition to the low-rise dwelling to the south, which contain a blank wall condition on the northern façade and therefore there are no windows facing the subject site. Above the 3rd floor, the proposed building steps back 2.0 metres, providing a separation distance from floors 4 through 9 of approximately 15.68 metres to the 9-storey building to the south. It is our opinion that this is an appropriate facing condition.

The tower is set back 10.15 metres from the south property line, which provides an overall separation distance of from the proposed tower face to the north face of the Adelaide Place apartment building to the south of 22.73 metres. While this is slightly less than the recommended 25 metres as specified in the Tall Building Guidelines, Adelaide Place does not provide any stepbacks or transitions in building mass. Moreover, it is our opinion that Adelaide Place is more appropriately characterized as a mid-rise

building given its height adjacent to the Bathurst Street right-of-way and is unlikely to redevelop with a tower. In this respect, it is our opinion that the separation distance and tower location on the subject site is appropriate.

Similarly to the west-facing amenity area, it is anticipated that appropriate screening will be provided on the outdoor amenity area adjacent to the properties to the south to mitigate overlook and privacy concerns.

Shadow Impacts

A shadow study has been prepared by Kirkor Architects and Planners and has been submitted under separate cover. The shadow study assesses the shadow impacts at the Spring and Fall equinoxes (March 21st/September 21st) and at the Summer Solstice (June 21st). The shadow study demonstrates that the proposed development would have acceptable incremental shadow impacts on the low-rise residential area, designated *Neighbourhoods*, to the immediate west.

With respect to neighbouring sidewalks, on March 21st/September 21st the proposed building will cast shadow at various times on the north and south sidewalks on Richmond Street West as well as the east and west sides of Bathurst Street. At 9:18 a.m., shadow on the north and south sides of Richmond Street West to the northwest and continues consistently from west to east, reaching the edge of Richmond Street at Bathurst Street at 1:18 p.m. By 2:18 p.m., the building's shadow falls across the Richmond and Bathurst intersection and by 4:18 p.m., the shadow falls along Richmond Street West to the east of Bathurst. The shadow is off the sidewalk by 5:18 p.m. It is our opinion that this is typical shadowing condition, with continues and incremental movement.

On June 21st, the building shadow impact is similar, however is lessened given the shorter length of the shadow. At 9:18 a.m., shadow falls to the northwest on either side of Richmond Street West and moves quickly, receding to the east along Richmond Street West. From 12:18 p.m. to 1:18 p.m. the shadow falls only within the segment of the street directly north of the subject site. At 2:18 p.m., the shadow has cleared the sidewalk along the north side of Richmond Street West, and to the east reaches only to the centreline of Bathurst Street. At 3:18 p.m., the building shadow falls across Bathurst Street and to the opposite building faces and moves south to fall further southeast from the subject site across Bathurst Street for the remainder of the afternoon and evening. The movement of the shadow ensures that the majority of the public street frontages not impacted for more than a few hours during each day.

On December 21st, incremental shadow impact on the adjacent public streets is present, however, these areas are largely shadowed throughout the day by existing development in the immediate area.

At no point does the building cast new shadow onto Queen Street West .

With respect to *Neighbourhoods*, there is limited shadow impact for a short period during the day. The only impacted *Neighbourhoods* areas are a small number of properties to the west and northwest of the subject site. At 9:18 a.m. on March and September 21st, shadow is cast to the northwest impacting the front yards of the two semi-detached dwellings immediately adjacent to the west property line and a corner of St. Mary's schoolyard. The shadow would also extend across Richmond Street West and fall on the front and rear yards of a number of the south-facing dwellings on the north side of Richmond Street West, however, the shadow is off these residential properties by 11:18 a.m. and completely off the *Neighbourhoods* by 12:18 p.m. with the exception of a small corner of the lot next to the Parkdale Queen West Community Health Centre.

On June 21st, there is incremental impact on a number of the front yards of the dwellings on the north side of Richmond Street West until 11:18 a.m. On December 21st, the proposed development does not contribute additional shadow in the *Neighbourhoods* areas to the immediate north, however, shadow will fall on the *Neighbourhoods* areas up to approximately two blocks north of Queen Street West but it moves steadily throughout the day resulting in no *Neighbourhoods*-designated properties shadowed by this building for any extended time. From 10:18 a.m. to 11:18 a.m., a small shadow falls across the property abutting the Parkdale Queen West Community Health Centre to the west and after 12:18 p.m., the shadow no longer impacts the *Neighbourhoods* areas to the north, both south and north of Queen Street West.

With respect to *Parks and Open Space Areas*, there are no parks or identified public spaces located in proximity to the subject site. The closest designated park is St. Andrew's Market and Playground, approximately 350 metres to the west along Adelaide Street West. There is no shadow impact to this park from the proposed building.

Wind Impacts

RWDI has been retained to provide an assessment of the potential pedestrian level wind impact of the proposed development. The assessment used computational modeling and simulation of wind conditions, based on the local wind climate, the design of the proposed development, and the existing surrounding buildings.

The report found that grade level wind speeds during the summer season are expected to be within acceptable levels. During the winter season, the northwest corner of the building and the primary residential entrance are expected to experience wind speeds that are higher than desired.

There are no unsafe winds expected at grade level around this project. The outdoor amenity spaces at Levels 10 and 17 will require wind mitigation and control measures to ensure that wind conditions are suitable based on each season for their intended use. The placement of wind control features, including landscaping, will help to achieve appropriate levels of wind comfort based on the programming of the outdoor amenity spaces.

The predicted wind conditions should be quantified and confirmed using wind tunnel scale model tests at an appropriate design stage.

5.5 Urban Design Official Plan

In our opinion, the proposed development conforms with the applicable public realm and built form policies of the Official Plan, in particular 3.1.1(2), 3.1.1(5), 3.1.1(7), 3.1.2(1), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.2(6), 3.1.2(7), 3.1.2(9), 3.1.2(10), 3.1.3(9), 3.1.3(10), 3.1.3(11) and 3.1.3(12), as well as Policies 2.1(a), 2.1(c), 2.1(d), 3.1(a), 5.1, and 9.1 of the Garrison Common North Secondary Plan. In particular, the proposal will:

- locate the base podium building parallel to the street frontage;
- expanding housing options;
- incorporate retail units at grade along Richmond Street West and Bathurst Street to animate the public realm and create a strong street presence with active uses facing the public sidewalk;
- provide all parking underground;
- utilize a private laneway for vehicular access;
- enclose loading spaces, underground parking ramp, and garbage storage within the building;
- mass the base building to frame the adjacent streets with good proportion;
- design the tower element with a base building, middle and top that have been carefully integrated into a whole through the use of stepbacks and cohesive but distinctive materials, with an integrated mechanical penthouse; and
- provide indoor and outdoor amenity space which meets the intent of the Zoning By-law.

Built Form Policies – Building Types

OPA 480 amended the Official Plan Built Form Policies for Tall Buildings, replacing this policy section in its entirety.

Policy 3.1.3(7) defines tall buildings as generally greater in height than the width of the adjacent right-of-way, while Policy 3.1.3(8) describes that tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole.

- The proposed building qualifies as a tall building in accordance with this definition. As described previously, the building has a distinct 9-storey base, a tower, and a tower top defined by the tapering of the upper floor.

Policy 3.1.3(9) directs that the base portion of tall buildings should:

- respect and reinforce good street proportion and pedestrian scale; and
- be lined with active, grade-related uses.
 - The first floor has been designed with extra height to frame the public street and accommodate active retail uses facing both public streets. Additional setbacks allow for increased sidewalk space and circulation on both fronting streets.

According to Policy 3.1.3(10), the tower portion of a tall building should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.
 - The proposal features a relatively slim tower, which within the constraints of the subject site has been appropriately located and designed with the intention of limiting impacts on the surrounding area.

Policy 3.1.3(11) directs that satisfying the requirements of Policy 3.1.3(10) be achieved by:

- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floorplates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.
 - The tower is set back above the base building, has each of the four faces aligned with the lot lines including frontages aligned to the street, provides a slim tower floorplate of approximately 740 square metres, and has provided an appropriate separation distance with consideration to potential development opportunities to the west and south, which will remain unimpeded.

Policy 3.1.3(12) directs that the top portion of a tall building should be designed to:

- integrate roof top mechanical systems into the building design;
- contribute to the surrounding skyline identity and character; and
- avoid up-lighting and excessive lighting.
 - The tower top features the mechanical penthouse fully integrated within the tower structure, set alongside tower-top residential amenity space. Minimal lighting will be used on the exterior, and the tower is tapered through stepbacks over the upper storey.

City-wide Tall Building Design Guidelines

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

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

- The proposed building is similar in height to the tall buildings southeast across Bathurst Street (Musee Condos), and other developments planned or proposed in the vicinity of Bathurst Street and Richmond Street West. The tower contributes an appropriate transitioning height among the buildings of varying heights in the vicinity. The podium provides a transition downwards to a pedestrian-scaled interface with the street and is in scale with the low-rise buildings to the west and south.

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

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

Guideline 1.5 – Prominent Sites and Views from the Public Realm: Provide an appropriate, high-quality design response for tall buildings on or adjacent to prominent sites, and when framing views from the public realm to prominent sites.

- The building setbacks and orientation ensure that the tower does not intrude into views of St. Mary's Parish south along Bathurst Street.

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

- The building is sited towards the front property lines, with modest setbacks to improve the pedestrian realm on both public streets.

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

- The building features a primary residential entrance and residential lobby on Richmond Street West, and retail entrances along Bathurst Street and Richmond Street West.

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

- The building's servicing and loading areas are located at the rear of the site, accessed via the private lane from Richmond Street West and wholly contained within the building.

Guideline 2.4 – Publicly Accessible Open Space: Provide grade related, publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

- Setbacks along both public streets provide for additional public pedestrian space.

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

- The building features two significant rooftop outdoor amenity areas on floors 10 (joined by a contiguous indoor amenity area), as well as a large outdoor amenity area on the roof of floor 17, adjoined by a rooftop indoor amenity area, and designed in harmony with the mechanical penthouse.

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

- The building base height (33.25 metres) has been designed to be proportionate to the width of Bathurst Street (approximately 30 metres). The ground floor provides a floor to ceiling height of 7.0 metres, which is reflective of the low-rise building forms adjacent to the south and west, while the overall height of the building base (9 storeys) is comparative to the height of the 9-storey apartment building to the south (Adelaide Square, 10 Portugal Street).

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

- The ground floor features a prominent primary residential entrance and lobby, as well as retail space with direct access from both public streets.

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

- The first floor is 7.0 metres in height, allowing for flexibility in design and use of the non-residential space, and framing the street and pedestrian realm.

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

- The base building features a façade primarily composed of transparent glazing, offering unobstructed views to and from the retail and lobby spaces from the public street. The podium façade design emulates the heights of other recently developed buildings along Bathurst Street. The base building is articulated through the use of stepbacks, the preserved heritage building facade integrated within the new development, the varied materials and colour palette and window patterns which are used to create multiple distinctive elements of the building podium.

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

- The tower floorplate is approximately 740 square metres, which is less than the recommended size. This provides for a slim tower which limits the impacts of shadows cast from the building as well as limiting the perceived mass of the building.

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

- The tower is sited towards Richmond and Bathurst Streets and away from the low-scale buildings to the south and west, and away from the *Neighbourhoods* designated area to the west. The tower is set back 10.15 metres from the south lot line, which provides for an overall separation distance of 22.73 metres from the 9-storey building to the south. There are no public parks or public open spaces in the immediate vicinity of the proposed building.

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

- The tower is setback approximately 13.3 metres from the west lot line, and 10.15 metres from the south lot line. Overall, the south face of the tower has a separation distance of 22.7 metres from the mid-rise building to the south, which is not expected to redevelop and as such will not need to accommodate a tall building.

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

- Given the constraints of this site, the tower has been placed as far away as practicable from low-scale areas to the south and west and provides articulation and various setbacks from the public realm to the north and east to provide visual interest.

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

- The tower top is defined by setting back the mechanical penthouse and enclosed rooftop amenity area from the main tower top floor from the north and east creating a distinct but modest addition to the skyline, and fully constructed as a continuation of the building form and materials. Lighting at this level, if any, will be minimal.

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

- A landscape plan is provided with this application. This plan proposes to rebuild and replace the existing public sidewalks adjacent to the subject site, which will result in slightly increased sidewalk space, as well as the retention or replacement of street trees along Bathurst Street.

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

- The proposed development will include the reconstruction of the adjacent public sidewalks and will increase the available pedestrian space. Along the north of the subject site, adjacent to Richmond Street West, the development will provide for a 1-metre setback for the new building west of the retained heritage façade, which will increase the available overall sidewalk width to approximately 7.0 metres. Along Bathurst Street, the new portion of the building will provide a 0.87 metre setback, resulting in approximately 6.0 metres of sidewalk width from building to curb.

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

- The Pedestrian Level Wind Assessment is summarized in Section 5.4 above.

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

Detailed wind mitigation measures will be addressed through Site Plan Approval.

5.6 Heritage Impact

Goldsmith Borgal & Company Ltd. Architects (GBCA) has been retained to undertake a Heritage Impact Assessment (HIA) for the purposes of an Official Plan and Zoning By-law Amendment application. This HIA has been prepared in accordance with HIA Terms of Reference (October 2014), in consultation with Heritage Preservation Services Staff, and evaluates the impact of the proposed development on existing heritage resources.

The subject site is occupied by numerous separate addresses (152, 156/158, 160, 162, 164/166 Bathurst Street and 623/625/627 Richmond Street), and none of the five extant structures on are listed in the City's Heritage Register. The subject site, fronting Bathurst Street, has been vacant since a five-alarm fire on March 4th, 2019. The fire devastated properties at 160 and 162 Bathurst Street. GBCA has evaluated the remaining properties on the subject site and concluded that the building at 164-166 Bathurst (including its two-storey return on Richmond Street) meet the objective criteria for determining cultural heritage value. The proposal consists of removing the non-heritage buildings on the development site, and retaining significant portions of 164-166 Bathurst Street for reuse and to permit a mixed-use development.

The proposed development is also proximate to two buildings that are listed on the Heritage Register, across Bathurst Street, including 159-161 Bathurst Street (1870). 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 GBCA's view, and in light of consideration of strategies to reduce impacts to heritage properties, this proposal balances demands for intensification with those of heritage preservation in a manner that allows both objectives to be appreciated as a part of a complex and changing urban environment. The original facade at 166-164 Bathurst Street will be retained to the fullest extent possible in order to retain the appearance of a three-dimensional volume from Bathurst and Richmond Street.

Transitory shadow impacts have been identified on two properties listed on the City's Heritage register (159 and 161 Bathurst Street). These will be transitory in nature and will not materially affect the heritage attributes of these properties.

Setbacks for the new tower will reveal the original massing and form of the 164-166 Bathurst Street building. Where the new development aligns with the street line on both Bathurst and Richmond Street, the elevations are scaled to match the adjacent heritage properties. Furthermore, added articulation on all levels of the elevation and the reduction of overall height lends itself to a more sympathetic relationship in distinguishing itself from the existing heritage building.

Further investigations as they pertain to the condition of what lies behind the non-original shopfronts as well as the condition of the masonry walls will require to be performed to comfortably confirm next steps into their restoration, in compliance with accepted standards and guidelines.

The Heritage Impact Assessment, in support of the proposed development, has been submitted under separate cover.

5.7 Transportation

BA Consulting Group Ltd. has been retained to undertake an Urban Transportation Considerations report for the proposed development. This report documents a review of the transportation-related aspects of the project including parking, loading, bicycle parking, vehicular access, and traffic operations.

Key aspects reviewed as a part of this study include the following:

- A review of the proposed development program and site plan;
- A review of the area transportation context in the site vicinity;
- A review of transit service in the site vicinity;
- A review of the existing traffic activity levels and patterns in the study area;
- Development of new site-related traffic forecasts and assignments reflecting the current site development plan;
- A review of the vehicular parking, bicycle parking, and loading supply and arrangements proposed for the site; and
- The site driveway operations under future total traffic conditions.

The analysis of the proposed development in context of its location provides the following:

- 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 centres.
- Several Toronto Transit Commission (TTC) streetcar routes operate within 500 metres of the proposed development site including 501 – Queen, 504 – King, 511 – Bathurst, and 508 – Lakeshore. Several future transit enhancements are planned that will further enhance transit accessibility in the area including Regional Express Rail (i.e. GO Transit and SmartTrack), Spadina-Front GO Station, the Ontario Line (with a planned station located at the Bathurst Street/King Street West) intersection, and waterfront transit improvements.

- Included among the local area cycling facilities are Martin Goodman Trail (located along the Waterfront), the Richmond Street/Adelaide Street cycle tracks, Wellington Street West bike lanes, Fort York Boulevard bike lanes, Denison Avenue contra-flow lane, Shaw Street signed route, and Beverly Street bike lanes. A number of planned improvements will foster a comprehensive and safe cycling network.
- There are a substantial number of shared mobility services within a 500-metre radius of the site including approximately 8 car-share vehicles and approximately 8 Bike Share Toronto stations.
- Transportation Demand Management measures included in the TDM Plan include:
 - Reduced vehicular parking supply;
 - Consideration for partially subsidized car-share trial membership;
 - Bicycle parking (higher than the requirement);
 - Bicycle repair station;
 - Bike Share Toronto station on site or in the area;
 - Widened sidewalks;
 - Real-time transit information signage;
 - Multi-modal wayfinding signage;
 - Community outreach (promotional events); and
 - Ongoing TDM marketing.

With regards to the proposed parking supply:

- The application of the proposed parking supply ratios results in a requirement for 51 resident parking spaces and 18 visitor parking spaces, with 0 parking spaces provide for the retail component.
- The proposed resident parking supply is determined to be 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 obtained by BA group at other residential developments in the City's downtown area, and a review of parking demands observed/recorded by BA Group at other residential developments in the City's downtown area.

It is proposed to meet the minimum bicycle parking requirements of city-wide Zoning By-law 569-2013 Zone 1 minimum bicycle parking requirements (which are comparable to the Toronto Green Standard, Tier 1 minimum bicycle parking requirements) and to ignore the non-residential GFA exception. As such, more bicycle is proposed on site than is required.

In the architectural plans, 244 bicycle parking spaces are illustrated including:

- 60 long-term bicycle spaces for residents on the P2 level;
- 154 long-term bicycle spaces for residents on the P1 level;
- 3 long-term bicycle spaces for retail on the P1 level;
- 22 short-term bicycle spaces for residential visitors on the ground floor; and
- 5 short-term bicycle spaces for retail on the ground floor.

With regards to loading and servicing:

- The application of City of Toronto Zoning By-law 438-86 loading requirements to the proposed site uses results in a requirement for 1 Type G loading space.
- One (1) Type 'G' loading space is proposed to support the development proposal. The proposed loading supply satisfies the loading requirements of Zoning By-law 438-86.

With regards to traffic operations:

- The proposed development is forecast to result in approximately 90 and 86 two-way person trips in the weekday morning and afternoon peak hours respectively.
- In total, 25 two-way vehicle trips are anticipated during the weekday morning peak hour, and 25 two-way vehicle trips are anticipated during the weekday afternoon peak hour.

- Traffic operations analyses were undertaken during the weekday morning and afternoon street peak hours under existing baseline, future background and future total conditions for a five-year planning horizon. The Richmond Street West/Bathurst Street signalized intersection was analyzed. Under future background traffic conditions, the Richmond Street West/Bathurst Street signalized intersection operates under acceptable level of service with overall V/C ratios of 0.39 in the weekday morning and 0.51 in the weekday afternoon peak hours.

- Under future total traffic conditions, all signalized intersections in the study area operate at levels similar to the future background scenario. The addition of site traffic has modest impacts on the overall intersection operations. All individual movements and the intersection overall would continue to operate at acceptable levels of service and within capacity.

- Unsignalized intersections analyzed include Richmond Street West/Tecumseth Street and Richmond Street West/site access/168 Bathurst Street parking ramp. Both intersections are anticipated to operate acceptably (LOS A or B) under the future total scenario.

- Based on the analysis conducted as part of this study, traffic operations at all unsignalized intersections within the study area will be acceptable considering additional traffic generated by the proposed development.

Based on the analysis conducted by BA Group, the forecast vehicle site traffic generated by the proposed development will have minimal to small impacts on the overall operation of the network's signalized and unsignalized intersections. All of the study area signalized and unsignalized intersections can acceptably accommodate site-related traffic activity and will continue to operate within the capacity and at acceptable levels of service.

The Urban Transportation Considerations report, in support of the proposed development, has been submitted under separate cover.

5.8 Servicing

The Functional Servicing Report prepared by Husson Engineering and Management in support of the proposed development, has been submitted under separate cover. The report provides site servicing and stormwater management design information in support of the application for the proposed residential development. Specifically, this report demonstrates how the site will be serviced and the stormwater management measures that will be undertaken to deal with the quantity, quality and water balance requirements for the site.

The proposed development meets the City of Toronto's requirements as follows:

- Retention measures, including a cistern with retention storage in conjunction with an irrigation system for on-site re-use and landscaping will be provided to reduce runoff volumes.
 - Quality control will be provided by a StormFilter system to treat the storm runoff to a minimum of 80% TSS removal for the driveway. The remainder of the site will be rooftop or landscape and therefore, 80% TSS removal is provided.
 - A cistern in conjunction with an inlet control device will be provided on site to meet the storage requirements and to limit the release rates to below the allowable release rate as per the WWFM Guidelines.
 - An effective erosion and sediment control plan has been prepared to limit sediment from leaving the site during construction.
 - Gravity connections can be provided to the new development from the existing municipal sanitary sewer on Richmond Street West.
 - A hydrogeological impact assessment was completed by PGL Environmental Consultants and recommendations in the report will be followed. An application for a Discharge Permit for Private Water into the sanitary sewer will be made under a separate cover.
 - Groundwater collected by the foundation drainage system will be pumped to the sanitary sewer at a rate of 0.4L/s.
- The sanitary, storm and groundwater discharge from the site to the combined sewer system has been analyzed to confirm compliance with the MECP Procedure F-5-5. The reduced stormwater discharge in the 2-year storm will offset the increase in wastewater and groundwater flows from the new development.
 - The water system has been analyzed and adequate fire and domestic flows can be provided to the site from the municipal main.
 - The existing municipal infrastructure can support the proposed site without the need for external upgrades or retrofit.

A Preliminary Hydrogeological Impact Assessment was also prepared by PGL Environmental Consultants. PGL assessed groundwater conditions at the Site, and potential impacts on groundwater from dewatering during the excavation and operation of the Site. The report is preliminary as PGL has not finished collecting groundwater elevations for three months, as mandated by Toronto Water. The report will be updated once that work is complete.

Seven monitoring wells were installed at the Site: two shallow wells, four intermediate wells, and one deep well ranging in depth from 4.5m to 13m below ground surface. Groundwater conditions were assessed by reviewing existing information and reports on geology and hydrogeology. The hydraulic conductivity is based on published literature associated with soil stratigraphy where the water table was observed. This data was then used to approximate flow volumes during construction dewatering and long-term dewatering for the development. PGL then evaluated potential impacts to groundwater due to construction dewatering.

The key results of the hydrogeological impact assessment for the Site are:

- Construction dewatering will be required during the excavation, with a maximum estimated flow of 966L/day;
- There are no anticipated impacts to aquifers, nearby water wells, or baseflow to surface water features due to the planned construction dewatering for the new residential building;

- Construction dewatering at the Site will not likely require registration in the Environmental Activity and Sector Registry;
- A Permit to Take Water is not likely required for the construction dewatering;
- Long-term dewatering of groundwater for the entire Site is anticipated to be a maximum of 300L/day;
- Groundwater at the Site met the City of Toronto Sanitary Sewer By-Law limits;
- Groundwater at the Site exceeded the City of Toronto Storm Sewer By-Laws for Total Suspended Solids and total manganese. Confirmatory sampling or groundwater treatment should be completed prior to dewatering operations; and
- If the construction dewatering plan changes or any of the assumptions stated in this report are otherwise violated, re-evaluation of the potential hydrogeological impact will be required.

5.9 Community Services and Facilities

A Community Services and Facilities Study (CS&F) report was prepared by Bousfields Inc., and attached as **Appendix A**, to provide a review of the community services and facilities that are available to residents in the vicinity of the subject site. The purpose of the report is to identify the range of existing resources available within the Study Area, and to identify any priorities that should be considered in connection with the proposed development. As per the Scope of Work, this CS&F includes an analysis of the demographic characteristics of the Study Area, an inventory of the recent development activity within the Study Area with corresponding growth analysis and a review of facility priorities and/or opportunities for each key service sector.

The study area for the CSF Study was verified by City of Toronto SIPA Staff. The demographic component of the Study Area will reflect the boundaries of the Niagara Neighbourhood Profile. The Niagara neighbourhood area is bounded by the Queen Street West to the north, Bathurst Street to the east, Atlantic Avenue to the west, and Lake Ontario to the south. Due to the location of the proposed development on the

eastern extent of the Niagara Neighbourhood, SIPA staff requested that community services and facilities be evaluated across an alternative Study Area bounded by College Street to the north, University Avenue to the east, Lake Ontario to the south, and Dovercourt Road to the west.

This report compiles an inventory of key publicly funded services and facilities, including schools, childcare facilities, community centres, parks and libraries, using data such as enrolment, capacity, service boundaries and types of programs. Neighbourhood census and National Household Survey data was gathered from the 2011 and 2016 Niagara Neighbourhood Profile found on the City's website to develop a snapshot of the demographic profile of the area and its residents.

The Niagara Neighbourhood differs quite significantly from the City of Toronto as a whole. With regard to population, Niagara's population increased significantly from 2011 to 2016 with a total of 9,170 new residents and an increase of 6,320 households for the 1- and 2-person household categories. This is indicative of increased development within this area, likely through mid-rise and taller built forms.

The CS&F Study found that the Study Area contains a broad range of community services and facilities from all of the key service sectors that were surveyed. This area of the City has experienced significant population growth; however, this demographic of people is largely working age residents who speak English and do not have children. As a result, there is a lower demand for community services and facilities with this population in comparison with other groups, including children and seniors. Notwithstanding, it is important that the residents of this area continue to have access to various community services and facilities, which will require continued investment in existing resources and the addition of new resources where appropriate. This is more likely to take the form of active recreation opportunities and/or arts and culture spaces.

Following a review of the Sector Maps in the Downtown CSF Strategy no major improvements have been identified in close proximity to the subject site. However, 860 metres to the southeast, major improvements and investment has already occurred at Canoe Landing including two new child care centres, two new schools, parks and recreation opportunities. The Downtown CSF Strategy encourages opportunities to explore partnerships and co-location for service providers, and to explore space/facility sharing opportunities. Additional conversations with City Staff are recommended to further understand how the application can contribute to the adjacent services and facilities.

Based on the existing and planned community services and facilities summarized above, it is our opinion that, while many service sectors have sufficient existing capacity to accommodate the estimated population increase, not only from the proposed development but additional approved and under construction projects, certain sectors may have accommodation issues in the future. This is most likely to occur in the school sector and child care sector as the Working Age groups transition into larger household sizes with children.

School accommodation is flagged as a potential service gap within the Study Area. Although there may be sufficient space to accommodate the projected students from the proposed development currently, future improvements should continue to be at the forefront of community service discussions. It is noted that school capacity is typically addressed through school board led accommodation reviews, and through the detailed review of development applications by each school board.



6

Conclusion

The proposed 17-storey mixed-use building represents an appropriate and desirable redevelopment of the subject site at a prominent corner at the intersection of Richmond Street West and Bathurst Street. Responding to the planned and existing built form in proximity to the site, the building frames Bathurst Street while providing a transition in heights from the King-Spadina area to the east, towards the Niagara community to the west. Situated at the periphery of the Downtown area, this development will increase the local housing stock with enhanced options of unit typologies, while also providing commercial retail space with frontage along Richmond and Bathurst Streets providing activation to the public realm.

From a land use planning perspective, there are a number of planning considerations that support the intensification of the site. Intensification on the subject site is promoted by the Provincial Policy Statement, the Growth Plan, and the Toronto Official Plan, and the Garrison Common North Secondary Plan, given its location adjacent to the Downtown Toronto urban growth centre and its location in proximity to two planned subway stations on the future Ontario Line, the planned Spadina-Front GO Station, and the Queen, Bathurst, and King West streetcars. Optimizing the use of land and infrastructure at this location is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships with the existing and planned built form context.

From a built form and urban design perspective, the proposed mixed-use residential building height of 17 storeys is contextually appropriate and will fit harmoniously within both the existing pattern of development in proximity to the site including the Bathurst Street corridor, the Niagara community to the southwest, the King-Spadina West Precinct to the east, and the planned, proposed, and approved heights of nearby sites. The building will fit within this generally established pattern of decreasing height from the King-Spadina East Precincts, while providing for taller heights on Bathurst Street, appropriately reflecting these heights on both sides of Bathurst Street to provide a common pattern of built form for the corridor.

The building has been carefully situated in the northeast quadrant of the subject site to maximize the separation from surrounding buildings and away from the Neighbourhoods to the east. The architectural sculpting of the building form includes multiple levels of stepbacks within the podium form, which transitions heights downward to adjacent properties. The preservation of two facades and the roof of the existing building 162-164 Bathurst Street and their inclusion within the building's podium creates a significant landmark for this intersection, while complementing the new retail space along both street frontages. The tower portion of the building has been crafted with a striking visual form which is very distinct from the podium portions and elegant in its continuous vertical lines, with facades that are fine-grained and well-articulated to diminish the sense of mass of the tower structure. This building respects and responds effectively to the relevant urban design guidelines and policies.

For these reasons, it is our opinion that the proposed development would be a desirable addition to this prominent intersection at the periphery of Downtown, and achieve the objectives as set out by City and Provincial land use planning policy. As such, we recommend approval of this rezoning and official plan amendment application.

Appendix A

**Community
Services &
Facilities
Study**

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1

Introduction

1.1 Overview

This Community Services and Facilities Study (CS&F) report was prepared by Bousfields Inc. to provide a review of the community services and facilities that are available to residents in the vicinity of 152-164 Bathurst Street and 623-627 Richmond Street West in the City of Toronto (the "subject site"). The purpose of the report is to identify the range of existing resources available within the Study Area, and to identify any priorities that should be considered in connection with the proposed development

As per the Scope of Work, this CS&F includes an analysis of the demographic characteristics of the Study Area, an inventory of the recent development activity within the Study Area with corresponding growth analysis and a review of facility priorities and/or opportunities for each key service sector.

1.2 Proposed Development

The proposal involves the redevelopment of the southwest corner of Bathurst and Richmond Street to allow for a mixed-use tower infill development. The proposal contemplates a 17-storey tower that will include 217 residential units and new grade-related retail space along Richmond Street West. The proposed development is comprised of approximately 16,131 sq. m of gross floor area including; 15,609 sq.m of residential and 522 sq.m of retail. The proposal will result in an overall density of approximately 8.19 FSI.

1.3 Study Area

The study area for the CSF Study was verified by City of Toronto SIPA Staff. The demographic component of the Study Area will reflect the boundaries of the Niagara Neighbourhood Profile. The Niagara neighbourhood area is bounded by the Queen Street West to the north, Bathurst to the east, Atlantic Avenue to the west and Lake Ontario to the south. Due to the location of the proposed development on the eastern extent of the Niagara Neighbourhood, SIPA staff requested that community services and facilities be evaluated across an alternative Study Area bounded by College Street to the north, University Avenue to the east, Lake Ontario to the south and Dovercourt Road to the west **(See Figure A1)**.



Figure A1 - Study Area

1.4 Methodology

This report compiles an inventory of key publicly funded services and facilities, including schools, childcare facilities, community centres, parks and libraries, using data such as enrolment, capacity, service boundaries and types of programs. Neighbourhood census and National Household Survey data was gathered from the 2011 and 2016 Niagara Neighbourhood Profile found on the City's website to develop a snapshot of the demographic profile of the area and its residents. Due to methodological issues with the National Household Survey (NHS), data should be considered to be approximate. As the NHS is a separate data source, it is not directly comparable to the Census.

DEMOGRAPHIC PROFILE

1.1 NIAGARA NEIGHBOURHOOD

The subject site is located within the Niagara Neighbourhood Profile as defined by the City's Social Development Finance and Administration Division (**see Figure A2**). The following information in the Demographic Section of this report will compare and contrast data from 2011 and 2016.

1.2 POPULATION

Table A1 below highlights that the total population of Niagara increased significantly from 2011 to 2016, gaining 9,170 residents. The population from 2011 to 2016 increased in all categories. More specifically, significant increases occurred in the Working Age Category of 7,560 residents, Youth with 565 as well as Seniors with 370. Notably, the Working Age population is proportionally much larger than the city average with 81% compared to 57%. In addition, the 2016 Niagara Senior's population (65+) was significantly lower than the City average with 5% compared to Toronto's 16%.

Table A1 - Population

Age	Niagara Neighbourhood (2011)	Demographic Study Area (2016)	City of Toronto (2011)	City of Toronto (2016)
Children (0-14)	1,370	2,045	400,860	398,135
	6%	7%	15%	15%
Youth (15-24)	1,780	2,345	333,510	340,270
	8%	8%	13%	12%
Working Age (25-54)	17,065	24,625	1,503,260	1,566,225
	80%	81%	57%	57%
Seniors (65+)	1,065	1,435	377,440	426,945
	5%	5%	14%	16%
TOTAL	21,280	30,450	2,615,070	2,731,575



Figure A2 - Neighbourhood Map

1.3 HOUSEHOLD SIZE

Table A2 below provides a breakdown of the household size for the neighbourhood.

Family composition within the Niagara Neighbourhood between 2011 and 2016 has displayed significant increases in population resulting in major fluctuations occurring in the 1 person households and 2 person households. In particular, the 1 person households saw a net increase of +3235, however the overall proportion decreased by 5% from 59% to 54%. The 2 person households also saw a net increase of +3085, except with a proportional increase from 31% to 35%. The remaining categories of 3, 4 and 5 person households stayed proportionally similar, however, they also did see slight increases. It should be noted that 67% of the population within this neighbourhood are couples without children.

Table A2 - Household Size

	Niagara Neighbourhood (2011)	Niagara Neighbourhood (2016)	City of Toronto (2011)	City of Toronto (2016)
1 person	6,840	10,075	331,180	359,955
	59%	54%	32%	32%
2 people	3,560	6,645	307,845	333,425
	31%	35%	29%	30%
3 people	790	1,380	168,750	175,720
	7%	7%	16%	16%
4 people	305	525	142,760	146,580
	3%	3%	14%	13%
5 or more people	75	155	97,350	97,245
	1%	1%	9%	9%
Total private households	11,570	18,780	1,047,885	1,112,925

1.4 HOUSING

Table A3 below outlines the breakdown of private dwelling units within the Niagara Neighbourhood. In 2011, the neighbourhood had a total of 12,645 private dwellings. Between 2011 and 2016, the total number of private dwellings increased by 7,015 units.

In 2016, apartments greater than 5 storeys were proportionally the most common structure type in neighbourhood (83%), followed by apartment less than 5-storeys (9.0%) and row-houses (4%). The data indicates that this neighbourhood offers predominantly apartments greater than 5 storeys which is a significantly greater than the proportional average across the City of Toronto in 2016 at 44%. The Niagara neighbourhood has proportionally less low-rise built forms compared to the overall City of Toronto, specifically single-detached and semi-detached built forms.

Table A3 - Dwelling Type

Dwelling Category	Niagara Neighbourhood (2011)	Niagara Neighbourhood (2016)	City of Toronto (2011)	City of Toronto (2016)
Single-detached house	0%	0%	26%	24%
Semi-detached house	1%	1%	7%	6%
Row house	6%	4%	6%	6%
Duplex	3%	2%	4%	4%
Apartment, < 5 storeys	14%	9%	16%	15%
Apartment, 5+ storeys	75%	83%	41%	44%
Total Number of Private Dwellings	12,645	19,660	1,047,885	1,179,057

1.5 SOCIO-ECONOMIC CHARACTERISTICS

Based on **Table A4** below, proportional changes to household income within Niagara from 2011 to 2016 was most significant in the \$80,000-\$124,999 and the \$125,000+ categories, which saw a proportional increase of 5 percent and 13 percent respectively. The proportion of residents earning under \$20,000 and \$20,000-49,000 also decreased from 2011 to 2016 by 4 percent and 9 percent respectively. This data suggests that the household income levels are rising in the Niagara neighbourhood.

Table A4 - Income Level

Income Level	Niagara Neighbourhood Area (2011)	Niagara Neighbourhood Area (2016)	City of Toronto (2011)	City of Toronto (2016)
Under \$20,000	13%	9%	16%	13%
\$20,000 - \$49,999	27%	18%	32%	25%
\$50,000 - \$79,999	28%	22%	23%	21%
\$80,000 - \$124,999	20%	25%	17%	19%
\$125,000 and over	12%	25%	12%	22%
Median household income	\$ 59,929	\$ 79,441	\$ 61,959	\$ 65,829

1.6 LANGUAGE

When analyzing languages within the Niagara neighbourhood, the vast majority of the population speaks English at 69% while non-official languages comprise the majority of the remainder at 28%. Furthermore, 35% of the population identifies as a visible minority, compared to the 51% City average. **(See Table A5)**

Table A5 - Mother Tongue

Mother Tongue	Niagara Neighbourhood (2011)	Niagara Neighbourhood (2016)	City of Toronto (2011)	City of Toronto (2016)
English	71%	69%	53%	53%
French	2%	3%	1%	1%
Non-Official Language	27%	28%	46%	46%

1.7 DEMOGRAPHIC SUMMARY

In summary, the Niagara Neighbourhood differs quite significantly from the City of Toronto as a whole. With regard to population, Niagara's population increased significantly from 2011 to 2016 with a total of 9,170 new residents. More specifically, the Working Age population is much greater than the city average with 81% compared to 57%. In terms of household size, the Niagara Neighbourhood experienced a significant increase in population resulting in major fluctuations of the 1 person households and 2 person households. In total, an increase of 6320 households occurred across the 1 and 2 person households. This may indicate an increase in infill development from 2011 to 2016, most likely through mid-rise and taller built forms. The most significant difference between the Niagara neighbourhood and city-wide characteristics is the breakdown of built form typology which indicates the most common form of development is apartments greater than 5 storeys; 83% compared to the city-wide proportion of 44% - a +39% proportional difference. Financially speaking, the Niagara neighbourhood between 2011-2016 experienced proportional increases in the \$80,000-\$124,999 and \$125,000+ income categories, 5% and 13% respectively. Finally, 69% of the neighbourhood speaks English as their mother tongue with 28% speaking a non-official language. Based on the ethnic breakdown of the neighbourhood, 35% identify as a visible minority which is less than the City average of 51%.



2

Nearby Development Activity

To further understand the context of the Study Area, this report reviewed active and recently approved residential and mixed-use development applications located within the Study Area. As of May 2021, there were 9 active development applications, of which 7 were residential/mixed-use. The data was gathered through the City's Application Information Center (AIC) website and LPAT status/decision databases. The applications will generate an estimated 1658 units. The table below illustrates key aspects of these developments. **(See Table A6)**

Table A6 - Nearby Developments

Address	Status	Section 37	Height (Storeys)	Res GFA. m ²	Non Res. GFA m ²	Unit Count	Est. Pop Low (1.6)
655 Queen Street West	OMB Appeal	n/a	8	4,841	919	68 Total 30 Bachelor 13 1-Bedroom 18 2-Bedroom 7 3-Bedroom	108
604-618 Richmond Street West	Built	\$660,000	14	15,500	500	218 Total 102 Bachelor 91 1 Bedroom 20 2-Bedroom 5 3-Bedroom	287
520 Richmond Street West	Built	\$0	15	8,579	215	125 Total 100 1 Bedroom 11 2-Bedroom 14 3-Bedroom	207
497 & 505 Richmond Street West	Built	\$1,160,000	14	22,958	4,171	290 Total 133 1 Bedroom 156 2-Bedroom 1 3-Bedroom	517
543 Richmond Street West	Approved	\$550,000	15	35,750	1750	485 Total	1173
135 Portland Street	Under Review		16	8,224	0	129 Total 13 Bachelor 52 1 Bedroom 51 2-Bedroom 13 3-Bedroom	233
123 Portland Street & 502 Adelaide Street	Under Review		14	9,481	271	116 Total 1 Bachelor 60 1 Bedroom 30 2-Bedroom 25 3-Bedroom	226
451 Adelaide Street	Appeal Received		14	0	6597	146 Hotel Rooms	n/a
544 King Street	Under Review		15	5,459	15,500	95 Total 6 Bachelor 57 1 Bedroom 22 2-Bedroom 10 3-Bedroom	163
578 King Street West	OMB Appeal		9	0	4,931	n/a	n/a
582 King Street West	Appeal Received		8	0	23,960	n/a	n/a
602 - 622 King Street West	Closed	\$350,000	14 & 16	10,628	23,300	132 Total 80 - 1 Bedroom 40 - 2 Bedroom 14 - 3 Bedroom	1,012
Total						1,658	2,751

The population projections above were determined using a rate of persons per unit type as set out in the City of Toronto’s Design Criteria for Sewers and Watermains. These rates are as follows: 3.1 person per unit (“ppu”) for 3-bedroom apartment units, 2.1 ppu for 2-bedroom apartment units, and 1.4 ppu for 1-bedroom or bachelor apartment units. Where unit mixes are not available or undetermined, the average household size for the City of Toronto (2.42) would be applied.

Based on these persons per unit rates, the Proposal for the subject site is estimated to yield approximately 357 persons. In our opinion, this is a reasonable estimate considering the proposed unit mix.

It should be noted that the population projection increase from the developments detailed in **Table A6** would occur incrementally as these developments are at different points in the review process and will be constructed with different timelines in response to the market demands and other factors. **Table A7** provides a breakdown of the population increase by the status of the developments listed above.

Table A7 - Population Projections

Development Status	# of Projects	# of Units	Estimated Population
Proposed (Application Submitted)	3	340	662
Approved	1	485	1,173
Appealed	4	68	108
Under Construction or Built	4	765	2,023
Total	12	1,658	2,751

As demonstrated in **Table A7**, the estimated population resulting from the developments in the Study Area is 2,751 residents, the majority of which are associated with developments that are under construction or built and approved.

Additionally, shown in **Table A6** are Section 37 bonusing contributions. Common community benefits that saw monetary contributions for improvements include parks and playgrounds, public art and public realm improvements.

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3

Community Services and Facilities

Community Services and Facilities Map



Study Area



Subject Site

Child Care Services

1. West End Jr YMCA
2. West End Parents Day Care Centre
3. The Orchard Montessori School
4. West End Parents Day Care Satellite
5. Carmelite Day Nursery
6. West Neighbourhood House After School Program
7. Carmelite Day Nursery of Toronto
8. Garderie La Farandole – Pierre Elliott Trudeau
9. Kensington Kids Early Learning Centre
10. Westside Montessori School
11. St. Stephen's – Community House Day Care
12. Cecil Kids! After School Program
13. Orde Day Care Centre
14. Hydrokids - Opg
15. Children's Primary Centre
16. Catholic Settlement House Day Nursery
17. Givins/Shaw School Community Day Care
18. Trinity Bellwoods Community Children's Group/Care
19. Fraser School – Community Day Care Centre
20. Scadding Court Community Centre After School Programs
21. Jingbao (Downtown Bilingual Children's Centre
22. Alexandra Park Early Learning & Child Care Centre
23. Orde Day Care Satellite
24. University Settlement Day Care Centre
25. Ogden Day Care Centre
26. Kids & Company Queen West
27. Life-Bridge Child Care
28. Blue Butterfly Montessori School Inc.
29. George Brown – Queen Street Day Care Centre
30. Discovering Minds Montessori Preschool Inc.
31. Garrison Creek Community Day Care
32. Toronto Kiwanis Boys & Girls Clubs – St Mary – Tp Loblaw
33. Alpha (Brant Street Day Care)
34. Studio 1,2,3 Early Learning Centre
35. Kinder College Early Learning Centre
36. Downtown Kids Academy Inc.
37. City Kids Early Learning & Child Care Centre
38. St. Stephen's Harbourfront Child Care
39. Waterfront Neighbourhood Centre After School Program
40. St. Stephen's Waterfront Child Care Centre
41. St. Stephen's Canoe Landing Before and After Program
42. The Neighbourhood Group Canoe Landing Child Care
43. Downtown Montessori At Concord City Place
44. Kids & Company – Front Street Site
45. Metro Hall Early Learning & Child Care Centre
46. Kids & Company St Andrews
47. Downtown Montessori At Simcoe Place
48. Downtown Montessori At Infinity Place (Day Care Connection)
49. Waterclub Jr YMCA

Schools

1. Niagara Street Junior Public School
2. Ryerson Community School
3. Parkdale Collegiate Institute*
4. St. Mary
5. St. Mary Catholic Academy
6. Bishop Marrocco/Thomas Merton
7. St. Josephs College
8. Neil McNeil High School

Recreation

1. Trinity Community Recreation Centre
2. Scadding Court Community Centre
3. Harrison Pool
4. Canoe Landing Community Recreation Centre

Surrounding Developments

1. 655 Queen Street West
2. 604-618 Richmond Street West
3. 520 Richmond Street West
4. 497 & 505 Richmond Street West
5. 543 Richmond Street West
6. 135 Portland Street
7. 123 Portland Street & 502 Adelaide Street
8. 451 Adelaide Street
9. 544 King Street
10. 578 King Street West
11. 582 King Street West
12. 602 - 622 King Street West

Libraries

1. Lillian H. Smith Branch
2. Sanderson Branch
3. Fort York Branch

Parks

1. Lakeview Avenue Parkette
2. George Ben Park
3. Fred Hamilton Playground
4. Roxton Road Parkette
5. Grace College Parkette
6. Bellevue Square Park
7. Sonya's Park
8. Glasgow Parkette
9. Lillian H Smith Park
10. Julius Deutsch Park
11. McCaul – Orde Parkette
12. Osler Playground
13. Trinity Bellwoods Park
14. Alexandra Park
15. Randy Padmore Park
16. Grange Park
17. St. Patrick's Square
18. Paul Garfinkel Park
19. Joseph Workman Park
20. Stanley Park North & Stanley Park South
21. Liberty Village Park
22. Bill Johnston Park
23. Massey Harris Park
24. Gateway Park
25. Toronto Inukshuk Park
26. Coronation Park
27. The Gore
28. Garrison Common
29. June Callwood Park
30. Stadium Road Park
31. Little Norway Park
32. Victoria Memorial Square Park
33. Northern Linear Park
34. Canoe Landing
35. Toronto Music Garden
36. Clarence Square Park
37. David Pecaut Square
38. Simcoe Park
39. Isabella Valancy Crawford Park
40. Olympic Park
41. Bobbie Rosenfeld Park
42. Roundhouse Park
43. Southern Linear Park
44. Peter Street Basin Park
45. Rees Street Parkette
46. HTO Park
47. HTO Park West

Human Services

1. Toronto Alliance Church, Food and Clothing Banks
2. YMCA of Greater Toronto Basic Culinary Skills Training Program
3. Women's Residence
4. The Salvation Army Florence Booth House
5. Fort York Residence
6. YMCA of Greater Toronto Emergency Shelter
7. Streets to Homes Assessment and Referral Centre (SHARC)
8. St Stephen's Community House
9. Evergreen Centre
10. YMCA of Greater Toronto Drop-in Program for Youth
11. West Neighbourhood House
12. Parkdale Queen West Community Health Centre
13. Evangel Hall Mission
14. Vance Latchford Place
15. St Francis Residence
16. John Gibson House & Stepping Stone Project
17. House of Compassion of Toronto
18. Strachan House
19. Eva's Phoenix
20. St Felix Centre
21. CAMH Problem Gambling and Technology Use Treatment Service
22. Evangel Hall Mission
23. Evergreen Health Centre
24. Child Development Institute
25. St Felix Centre
26. Stella's Place
27. Parkdale Queen West Community Health Centre
28. CAMH Child, Youth and Emerging Adult Program
29. West Neighbourhood House – Immigrant and Refugee Services Program
30. ACCES Employment
31. St Stephen's Community House
32. Cross-Cultural Community Services Association
33. Scadding Court Community Centre
34. Asian Community Aids Service
35. Toronto Community and Culture Centre
36. Centre francophone du Grand Toronto
37. Access Community Capital Fund
38. Toronto Region Immigrant Employment Council
39. College Medical Care Family Practice and Walk-in Clinic
40. Appletree Medical Group
41. Queen and Spadina Medical Centre
42. Appletree Medical Group
43. Simcoe Place Health Clinic
44. Infinity Health Centre
45. Imagine Health Clinic
46. West Neighbourhood House – Children, Youth and Family Support Program
47. Child Development Institute
48. Carefirst Seniors and Community Services Association



Figure A3 - Community Services and Facilities Map

3.1 SCHOOLS

Table A8 outlines the capacities, enrolments and utilization rates for schools within the catchment area to give a comprehensive understanding of school capacities.

Table A8 - Pupil Yields

	Capacity	Full-time Enrolment	Utilization Rate
<i>Public Elementary</i>			
Niagara Street Junior Public School 222 Niagara Street	277	277	100%
Ryerson Community School 96 Denison Avenue	602	315	52%
<i>Public Secondary</i>			
Parkdale Collegiate Institute* 209 Jameson Avenue	798	460	58%
<i>Catholic Elementary</i>			
St. Mary 20 Portugal Square	520	322	62%
<i>Catholic Secondary</i>			
St. Mary Catholic Academy 66 Dufferin Park Ave*	714	729	102%
Bishop Marrocco/Thomas Merton 1515 Bloor Street W*	1158	701	61%
St. Josephs College 74 Wellesley Street W*	714	755	106%
Neil McNeil 127 Victoria Park Avenue*	648	855	132%

* Outside the boundaries of the Study Area, but within the School Board's catchment area.

TDSB Schools

Within the Study Area there are two (2) public elementary schools and one (1) secondary school. Niagara Street Junior Public School and Ryerson Community School are operating at capacities of 100% and 52% respectively. Parkdale Collegiate Institute is the nearest secondary school in proximity to the subject site and is operating at 58% capacity. Although there is insufficient capacity at the local junior school, Ryerson Community School and Parkdale Collegiate Institute can both accommodate additional students from future development.

Approximate Pupil Yields of Proposed Development (Condominium)

Based on the number of units provided in the proposal (217 condo units), the Toronto District School Board estimates a projection of;

- Elementary: 7 pupils (Figure supplied by TDSB) and;
- Secondary: 2 pupils (Figure supplied by TDSB)

Based on these projections, there is sufficient capacity to accommodate the projected pupil yield anticipated from this development. The 7 anticipated elementary students can be accommodated at Ryerson Community School, and the 2 anticipated secondary students can be accommodated at Parkdale Collegiate Institute.

However, please note the number of residential units alone is currently not considered a good predictor of the student population associated with a new development. Therefore, it is important to consider that the actual pupil yields may be significantly different than the projected numbers and monitoring for these numbers will be important as specific details of the proposed development are finalized and as other developments in the area build out.

TCDSB Schools

As illustrated above, there is one Catholic Elementary school in the catchment area, St. Mary Elementary that is operating below capacity (utilization rate of 62%). In terms of Catholic secondary schools, three of the four schools are operating above capacity. St. Mary Catholic Academy and St. Josephs College are operating at 102% and 106% above capacity, while Neil McNeil is operating well over capacity at 132%.

Approximate Pupil Yield of Proposed Development - TCDSB

- Elementary: 4 pupils (figure supplied by TCDSB)
- Secondary: 2 pupils (figure supplied by TCDSB)

The four projected Catholic elementary students generated from the proposed development will need to be accommodated by St. Mary Catholic Elementary, operating at a current capacity of 62%.

With respect to the anticipated secondary school yield, the 2 students will have to be accommodated at Bishop Marrocco/Thomas Merton Catholic Secondary School, operating at 61% capacity. The Catholic secondary schools in the catchment area have an average utilization rate of 100.3%.

It is important to note that it has not been determined if potential students from this development will attend the schools listed in Table A8. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. As such, the TDSB and TCDSB may accommodate students outside of the area until adequate funding or spaces become available. Furthermore, it is also important to consider, that schools statistics change year by year and that by the time the proposed development is fully realized, the overcapacity issues may be resolved. Given the phased nature of the redevelopment, the school boards will have time to consider capacity issues prior to the full build-out.

3.2 CHILD CARE SERVICES

Table A9 lists childcare centres identified within the Study Area. Data pertaining to each childcare centre was sourced from City of Toronto’s Childcare locator website. At this point in time, the capacity and vacancies may not be representative of normal child care yields due to the ongoing COVID-19 pandemic. As such the child care centres were not directly contacted, rather the data was consolidated from the City’s child care locator to understand overall vacancies and general trends. More detailed childcare information is anticipated be explored throughout the application process.

Table A9 - Childcare Centres

Facility	Fee Subsidy Available	Enrolment / Reported Vacant						
		Capacity	Infant (0-18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Kindergarten (4 to 6 years)	School Age (6 to 12 years)	Total
West End Jr YMCA Address: 931 College Street Phone: 416-536-1166 x440	Y	Capacity	-	30	40	-	30	100
		Vacancy	-	Y	Y	-	Y	0
West End Parents Day Care Centre Address: 375 Dovercourt Rd Phone: 416-534-6761	Y	Capacity	-	15	40	-	30	85
		Vacancy	-	0	Y	-	Y	0
The Orchard Montessori School Address: 375 Dovercourt Rd Phone: 416-534-7979	N	Capacity	-	-	32	-	30	62
		Vacancy	-	-	0	-	0	0
West End Parents Day Care Satellite Address: 380 Ossington Ave Phone: 416-534-6761	Y	Capacity	-	-	-	52	30	82
		Vacancy	-	-	-	Y	Y	0
Carmelite Day Nursery Address: 108 Harrison St Phone: 416-536-5313	Y	Capacity	16	25	48	44	42	175
		Vacancy	Y	Y	Y	Y	Y	0
West Neighbourhood House After School Program Address: 319 Ossington Ave Phone: 416-532-7586 x126	Y	Capacity	-	-	-	-	0	0
		Vacancy	-	-	-	-	0	0
Carmelite Day Nursery of Toronto Address: 319 Ossington Ave Phone: 416-536-5313	Y	Capacity	-	-	-	-	30	30
		Vacancy	-	-	-	-	0	0
Garderie La Farandole – Pierre Elliott Trudeau Address: 77 Grace St Phone: 416-603-6062	Y	Capacity	-	10	24	39	60	133
		Vacancy	-	0	0	0	0	0
Kensington Kids Early Learning Centre Address: 401 College St Phone: 416-927-0870	Y	Capacity	10	15	40	26	-	91
		Vacancy	0	0	0	0	-	0

Facility	Fee Subsidy Available	Enrolment / Reported Vacant						Total
		Infant (0-18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Kindergarten (4 to 6 years)	School Age (6 to 12 years)		
Westside Montessori School Address: 95 Bellevue Ave Phone: 647-430-5321	N	Capacity	-	25	48	-	-	73
		Vacancy	-	-	-	-	-	-
St. Stephen's – Community House Day Care Address: 91 Bellevue Ave Phone: 416-925-2103 x1242	Y	Capacity	-	15	24	-	-	39
		Vacancy	-	Y	Y	-	-	0
Cecil Kids! After School Program Address: 58 Cecil St Phone: 416-392-1090	Y	Capacity	-	-	-	-	0	0
		Vacancy	-	-	-	-	0	0
Orde Day Care Centre Address: 18 Orde Str Phone: 416-598-3412	Y	Capacity	-	-	40	52	90	182
		Vacancy	-	-	0	Y	0	0
Hydrokids - Opg Address: 700 University Ave Phone: 416-551-9537	Y	Capacity	10	20	52	-	-	82
		Vacancy	Y	Y	Y	-	-	0
Children's Primary Centre Address: 177 Beverley St Phone: 416-977-1204	N	Capacity	-	-	9	22	-	31
		Vacancy	-	-	0	0	-	0
Catholic Settlement House Day Nursery Address: 131 McCaul St Phone: 416-977-0254	Y	Capacity	10	15	16	-	15	56
		Vacancy	0	Y	Y	-	Y	0
Givins/Shaw School Community Day Care Address: 49 Givins St Phone: 416-531-4628	Y	Capacity	-	-	24	39	45	108
		Vacancy	-	-	0	0	0	0
Trinity Bellwoods Community Children's Group/Care Address: 155 Crawford St Phone: 416-537-9021	Y	Capacity	-	-	-	-	35	35
		Vacancy	-	-	-	-	0	0
Fraser School – Community Day Care Centre Address: 79 Manning Ave Phone: 416-603-7372	Y	Capacity	-	10	40	26	45	121
		Vacancy	-	0	Y	Y	Y	0
Scadding Court Community Centre After School Programs Address: 707 Dundas St W Phone: 416-392-0335	Y	Capacity	-	-	-	-	0	0
		Vacancy	-	-	-	-	0	0

Facility	Fee Subsidy Available	Enrolment / Reported Vacant						
		Capacity	Infant (0-18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Kindergarten (4 to 6 years)	School Age (6 to 12 years)	Total
Jingbao (Downtown Bilingual Children's Centre Address: 96 Denison Ave Phone: 416-603-8885	N	Capacity	-	10	24	26	-	60
		Vacancy	-	0	0	0	-	0
Alexandra Park Early Learning & Child Care Centre Address: 75 Augusta Sq Phone: 416-393-5515	Y	Capacity	10	10	16	-	-	36
		Vacancy	Y	Y	Y	-	-	0
Orde Day Care Satellite Address: 132 St Patrick St Phone: 416-591-0040	Y	Capacity	10	15	24	-	-	49
		Vacancy	Y	Y	Y	-	-	0
University Settlement Day Care Centre Address: 23 Grange Rd Phone: 416-598-3444 x246	Y	Capacity	10	20	24	-	-	54
		Vacancy	Y	Y	Y	-	-	0
Ogden Day Care Centre Address: 33 Phoebe St Phone: 416-593-0624	Y	Capacity	-	15	24	52	40	131
		Vacancy	-	0	0	Y	Y	
Kids & Company Queen West Address: 308 Queen St W Phone: 416-345-1543	N	Capacity	30	30	32	-	-	92
		Vacancy	0	0	0	-	-	
Life-Bridge Child Care Address: 330 University Ave Phone: 416-552-6323	Y	Capacity	10	15	32	-	-	57
		Vacancy	Y	Y	Y	-	-	0
Blue Butterfly Montessori School Inc. Address: 300 Richmond St W Phone: 416-479-0202	N	Capacity	-	21	33	-	-	54
		Vacancy	-	0	0	-	-	0
George Brown – Queen Street Day Care Centre Address: 1001 Queen St W Phone: 416-535-6701	Y	Capacity	10	15	24	-	-	49
		Vacancy	Y	Y	Y	-	-	0
Discovering Minds Montessori Preschool Inc.	N	Capacity	-	-	37	-	-	37
		Vacancy	-	-	0		-	0
Garrison Creek Community Day Care Address: 222 Niagara St Phone: 416-703-0541	Y	Capacity	-	15	16	65	65	161
		Vacancy	-	Y	0	0	0	0

Facility	Fee Subsidy Available	Enrolment / Reported Vacant						
		Infant (0-18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Kindergarten (4 to 6 years)	School Age (6 to 12 years)	Total	
Toronto Kiwanis Boys & Girls Clubs – St Mary – Tp Loblaw Address: 20 Portugal St Phone: 416-925-2243 x35	Y	Capacity	-	-	-	-	0	0
		Vacancy	-	-	-	-	0	0
Alpha (Brant Street Day Care) Address: 20 Brant St Phone: 416-368-9735	Y	Capacity	-	-	-	-	30	30
		Vacancy	-	-	-	-	Y	0
Studio 1,2,3 Early Learning Centre Address: 410 Richmond St W Phone: 416-343-0093	Y	Capacity	4	10	16	-	-	30
		Vacancy	0	0	0	-	-	0
Kinder College Early Learning Centre Address: 218 Richmond St W Phone: 416-479-0004	N	Capacity	20	30	47	-	-	97
		Vacancy	0	0	0	-	-	
Downtown Kids Academy Inc. Address: 905 King St W Phone: 416-345-9973	N	Capacity	5	20	24	-	-	49
		Vacancy	0	0	0	-	-	0
City Kids Early Learning & Child Care Centre Address: 34 Bathurst St Phone: 416-392-0932	Y	Capacity	20	20	32	-	-	72
		Vacancy	0	0	0	-	-	0
St. Stephen's Harbourfront Child Care Address: 650 Queens Quay W Phone: 416-925-2103 x1756	Y	Capacity	16	20	-	-	-	36
		Vacancy	Y	Y	-	-	-	0
Waterfront Neighbourhood Centre After School Program Address: 627 Queens Quay W Phone: 416-392-1509	Y	Capacity	-	-	-	-	-	0
		Vacancy	-	-	-	-	-	0
St. Stephen's Waterfront Child Care Centre Address: 635 Queens Quay W Phone: 416-925-2103 x1756	Y	Capacity	-	-	40	52	60	152
		Vacancy	-	-	Y	Y	Y	0
St. Stephen's Canoe Landing Before and After Program Address: 20 Brunel Crt Phone: 416-832-7753	Y	Capacity	-	-	-	65	60	125
		Vacancy	-	-	-	Y	Y	0

Facility		Enrolment / Reported Vacant						
		Fee Subsidy Available	Infant (0-18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Kindergarten (4 to 6 years)	School Age (6 to 12 years)	Total
The Neighbourhood Group Canoe Landing Child Care Address: 20 Brunel Crt Phone: 416-832-7753	Y	Capacity	10	10	32	-	-	52
		Vacancy	0	0	0	-	-	0
Downtown Montessori At Concord City Place Address: 335 Bremner Blvd Phone: 416-623-1738	Y	Capacity	12	15	32	-	-	59
		Vacancy	0	0	0	-	-	0
Kids & Company – Front Street Site Address: 320 Front St W Phone: 416-345-1543	N	Capacity	9	19	24	-	-	52
		Vacancy	0	0	0	-	-	0
Metro Hall Early Learning & Child Care Centre Address: 55 John St Phone: 416-397-5171	Y	Capacity	10	20	32	-	-	62
		Vacancy	0	0	0	-	-	0
Kids & Company St Andrews Address: 73 Simcoe St Phone: 416-506-5437	N	Capacity	6	15	16	-	-	37
		Vacancy	0	0	0	-	-	0
Downtown Montessori At Simcoe Place Address: 200 Front St W Phone: 416-340-8757	Y	Capacity	12	15	32	-	-	59
		Vacancy	0	0	0	-	-	0
Downtown Montessori At Infinity Place (Day Care Connection) Address: 26 Grand Trunk Cres Phone: 416-849-3692	Y	Capacity	10	15	40	-	-	65
		Vacancy	0	0	0	-	-	0
Waterclub Jr YMCA Address: 208 Queens Quay W Phone: 416-915-7344	Y	Capacity	10	10	32	-	-	52
		Vacancy	Y	0	Y	-	-	0

There is a total of 49 child care facilities within the Study Area, 38 of which provide subsidized spaces, if available.

In total, the Study Area contains 3294 child care spaces. This distribution of the spaces are as follows: 265 infant spaces (8 percent); 565 toddler spaces (17 percent); 1162 pre-school spaces (35 percent); 560 spaces for children in full-time kindergarten (17 percent); and 737 spaces for school age children (22 percent). As of April 2021, 18 of childcare facilities indicated they had vacancies available for all age groups listed in Table 12

It is estimated that the proposed 217 dwelling units will generate demand for approximately 8 child care spaces. This is based on a residential population increase of 397 people (217 units multiplied by the average PPU based on the City of Toronto's Design Criteria for Sewers and Watermains), of which 7% (or 27) would be children, using the proportion of children from the 2016 Neighbourhood Profile for the Niagara Neighbourhood (children are aged 0-14).

The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA , which was reported at 61.7% (0.617) during the most recent census ($27 * 0.617$). A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre ($16 * 0.5$) as some children may be enrolled at private day care facilities or utilize another arrangement of child care. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

It is noted that the above analysis is based on online information of the Child Care and After School Program Locator tool. No direct calls to child care centres were conducted due to the ongoing COVID 19 pandemic. Further, the number of available child care spaces, and/ or the capacities of the centres, that have been reported in this CS&F study may change by the time the development has been approved and constructed. Further, there may be additional home-based child care services offered in the area that would not be captured by this analysis.

3.3 PUBLIC LIBRARIES

There are three public libraries within the study area. A brief description of the services and programs offered is provided below.

Lillian H. Smith Branch

The Lillian H. Smith Branch is located approximately 1.3 kilometres to the northeast at 239 College Street. This branch primarily serves the Kensington-Chinatown. The library is open 6 days a week, operating from 9 AM until 8:30 PM Monday through Friday, 9 AM until 5 PM on Saturdays and is closed Sundays. This branch features a meeting room that seats 30 people in a lecture format and 12 using a classroom layout. There is also an auditorium that seats 70 people lecture style and 28 classroom style. This library also offers 34 internet workstations which are equipped with Microsoft Office programs and internet access. Other features include a large print collection, an English as a Second Language collection, and wheelchair accessible furniture.

Sanderson Branch

The Sanderson branch is located approximately 660 metres north of the subject site at 327 Bathurst Street, and serves both the Kensington-Chinatown neighbourhood and the Trinity-Bellwoods neighbourhood. The library is open 6 days a week, operating from 9 AM until 8:30 PM Monday through Friday, 9 AM until 5 PM on Saturday's and is closed Sunday's. This branch has a program room that seats 70 people in a lecture style format and 36 people in a classroom orientation. Other features include a quiet study room, a youth hub, 13 workstations equipped with Microsoft Office programs and internet access, and collections in Chinese, Portuguese, Spanish and French.

Fort York Branch

The Fort York branch is located approximately 860 metres south of the subject site located at 190 Fort York Boulevard. This library serves both the Waterfront Communities and Niagara neighbourhood. The library is open 6 days a week, operating from 9 AM until 8:30 PM Monday through Thursday, 9 AM until 5 PM on Friday and Saturday, and is closed on Sunday. This branch has a meeting room that can sit 40 people in lecture style format, a reading terrace, 12 workstations equipped with Microsoft Office programs, wheelchair accessible furniture, and small collections in Chinese and French.

3.4 RECREATION

In terms of recreation centres, there are four centres located within the Study Area; Trinity Community Centre, Scadding Court Community Centre, Harrison Pool and Canoe Landing Community Recreation Centre. Trinity CC and Canoe Landing CC are the largest of the four centres and contains multiple facilities such as gymnasiums, indoor track, swimming pools and more. A detailed inventory of facilities and services are listed below in **Table A10**.

Table A10 - Recreation Centres

Location	Facilities	Services/Programs
Trinity Community Recreation Centre Address: 155 Crawford St Phone: 416-392-0743	<ul style="list-style-type: none"> • Craft Room • Dance Studio • Fitness/Weight Room • Gallery • Games Room • Gymnasium • Indoor Pool • Indoor Track • Kitchen • Multipurpose Room • Preschool 	<ul style="list-style-type: none"> • Leisure swim • Lane swim • Swimming classes • Children's programming
Scadding Court Community Centre Address: 707 Dundas St Phone: 416-392-0335	<ul style="list-style-type: none"> • Gymnasium • Indoor Pool • Multipurpose Room 	<ul style="list-style-type: none"> • Day camps for children • Science education • Athletic and recreational programs for children, youth, and adults. • Ballroom fitness for seniors • Bingo social club • Urban agriculture program
Harrison Pool Address: 15 Stephanie St Phone: 416-392-7984	<ul style="list-style-type: none"> • Indoor Pool • Dressing Room 	<ul style="list-style-type: none"> • Leisure swim
Canoe Landing Community Recreation Centre Address: 45 Fort York Blvd Phone: 416-397-4200	<ul style="list-style-type: none"> • Fitness/Weight Room • Gymnasium • Indoor Track • Kitchen • Playground • Multipurpose Room • Basketball Court • Walking Track • Teaching Kitchen 	<ul style="list-style-type: none"> • Drop-in sports programs • Child care

3.5 PARKS

Within the Study Area there are 47 parks each with varying levels of equipment and facilities. The largest park is Trinity Bellwoods Park which features ball diamonds, multipurpose fields, outdoor tennis courts, picnic sites, playgrounds, a wading pool, and large areas of open space. There are other major parks that contribute to the Study Area including Canoe Landing, Fred Hamilton Playground, Stanley Park North & South as well as Garrison Common. A total of 64.2 hectares of park space is available throughout the Study Area.

Table A11 - Parks

Park	Playground	Bike Trails	Outdoor Courts	Splash Pad	Picnic Site	Wading Pool	Ball Hockey	Baseball Diamond	Basketball Courts	Baseball Diamonds	Sports Pad Arenas	Sports Field	Area (Ha)
Lakeview Avenue Parkette													n/a
George Ben Park								x				x	0.7
Fred Hamilton Playground	x		x		x	x							1.8
Roxton Road Parkette													0.2
Grace College Parkette													n/a
Bellevue Square Park	x			x									0.6
Sonya's Park	x												0.1
Glasgow Parkette													n/a
Lillian H Smith Park													n/a
Julius Deutsch Park	x												0.1
McCaul – Orde Parkette													0.2
Osler Playground	x					x							0.7
Trinity Bellwoods Park	x	x	x		x	x	x	x	x	x	x	x	14.6
Alexandra Park	x			x	x			x					2.7
Randy Padmore Park	x					x							0.2
Grange Park	x			x									1.8
St. Patrick's Square													n/a

Park	Playground	Bike Trails	Outdoor Courts	Splash Pad	Picnic Site	Wading Pool	Ball Hockey	Baseball Diamond	Basketball Courts	Baseball Diamonds	Sports Pad Arenas	Sports Field	Area (Ha)
Paul Garfinkel Park													0.2
Joseph Workman Park	x												0.2
Stanley Park North & Stanley Park South	x					x			x	x			3.2
Liberty Village Park	x												0.5
Bill Johnston Park													0.7
Massey Harris Park				x									0.4
Gateway Park													0.2
Toronto Inukshuk Park		x											1.7
Coronation Park		x			x					x			9.9
The Gore													0.8
Garrison Common													3.3
June Callwood Park													0.4
Stadium Road Park													0.3
Little Norway Park	x					x				x			2.4
Victoria Memorial Square Park	x												0.8
Northern Linear Park													0.5
Canoe Landing		x										x	3.1
Toronto Music Garden													1.5
Clarence Square Park													0.8
David Pecaut Square													1.0
Simcoe Park													0.4

Park	Playground	Bike Trails	Outdoor Courts	Splash Pad	Picnic Site	Wading Pool	Ball Hockey	Baseball Diamond	Basketball Courts	Baseball Diamonds	Sports Pad Arenas	Sports Field	Area (Ha)
Isabella Valancy Crawford Park													0.2
Olympic Park													0.3
Bobbie Rosenfeld Park													0.2
Roundhouse Park	x												4.8
Southern Linear Park													0.4
Peter Street Basin Park													0.2
Rees Street Parkette		x											0.2
HTO Park													1.2
HTO Park West													0.7
Total													64.2

Based on the City of Toronto's Official Plan City Parkland Provision Map 8B, the Study Area has a range of 0-0.42 hectares of local parkland per 1000 people. This is primarily due to the downtown location of the proposal. Although the subject site is not served well by parks, there are adjacent areas that have ranges of 0.43-0.79 and up to 1.57-2.99 hectares of parkland per 1000 people that are anticipated to support future development.

3.6 HUMAN SERVICES

Within the study area for the CSF, there were multiple human services available to residents. These services include food banks, housing and homelessness services, mental health and addictions support, newcomer and settlement services, walk-in medical clinics, and abuse/assault services. **Table A12** lists the forty-eight (48) available services in the Study Area as well as a brief description of the programs that are offered.

Table A12 - Human Services

Organization	Address	Service
<i>Food</i>		
Toronto Alliance Church, Food and Clothing Banks	602 Queen Street W	A nonprofit organization that provides Saturday supper from 3pm-6pm, activities for children and youth, and distributes clothing on an as needed/by request basis.
YMCA of Greater Toronto Basic Culinary Skills Training Program	55 John Street	Charity organization offering a basic culinary skills training program with First Aid and Communications Food handlers certification.
<i>Homelessness</i>		
Women's Residence	647 Dundas Street W	A short-term emergency shelter for homeless women without children only. Has capacity for 116, includes meals, personal supplies, case management, and health care support.
The Salvation Army Florence Booth House	30 Norfinch Drive	Emergency shelter with capacity for 64 that offers counselling and referrals, life skills, clothing, meals, crisis intervention, and housing help.
Fort York Residence	38 Bathurst Street	Residence for men offering shelter, affordable, rent-gearred-to-income transitional housing, life skills, and employment supports.
YMCA of Greater Toronto Emergency Shelter	7 Vanauley Street	Charity organization providing shelter for young men ages 16-24 who are homeless or at risk of homelessness. Provides harm reduction and trauma informed residential services and has capacity for 40.
Streets to Homes Assessment and Referral Centre (SHARC)	129 Peter Street	Homeless prevention service offering assistance in accessing permanent housing, the housing search and application process, and rent negotiations.
St Stephen's Community House	260 Augusta Avenue	Homelessness service providing medical services, housing support, meals, access to washrooms and showers, and employment readiness and job matching services.
Evergreen Centre	365 Spadina Avenue	Social services organization providing support to street involved and homeless youth only, with access to primary medical care, dental care, checkups, lab tests, referrals, and ID replacement.
YMCA of Greater Toronto Drop-in Program for Youth	7 Vanauley Street	Charity organization providing drop-in services for youth and young adults ages 16-24 to access meals, substance use counselling, mental health counselling and crisis intervention, housing support services, and clothing.
West Neighbourhood House	588 Queen Street W	Social services organization providing drop-in services for socially isolated adults, including access to clothing, showers, laundry, housing help, and a community kitchen.

Organization	Address	Service
Parkdale Queen West Community Health Centre	168 Bathurst Street	Community-based non-profit health service organization promoting access to health care for street involved youth. Offers a range of services, including primary health care, dental care, counselling, and housing support.
Evangel Hall Mission	552 Adelaide Street W	Community service agency providing housing help, shower and laundry facilities, community suppers and a dental clinic.
<i>Housing</i>		
Vance Latchford Place	2 Murray St	Transitional housing support for adults 16 years and older who are homeless, at risk for homelessness, or hard to house. Provides 55 rooms with shared kitchens, lounges, and bathrooms, and 35 one-bedroom apartments.
St Francis Residence	229 Manning Avenue	Post-psychiatric residence offering permanent supportive housing in a community-based setting for 24 men and women who have a history of mental health problems.
John Gibson House & Stepping Stone Project	227A Crawford Street	Health service for adults 55 years or older, offering supportive housing services, meals, personal care, and addictions and mental illness support.
House of Compassion of Toronto	169 Shaw Street	Charitable organization providing permanent high supportive housing to those with severe and persistent mental illness. Has capacity for 8 men and 13 women.
Strachan House	805A Wellington Street W	Shelter and supportive housing program for those who are chronically homeless, people with complex mental health and addictions issues, and seniors. Provides shared kitchens and washrooms.
Eva's Phoenix	60 Brant Street	Long-term shelter offering employment training, job placement services, life skills training, and a housing program for homeless and at-risk youth.
St Felix Centre	25 Augusta Avenue	Transitional housing program for vulnerable and marginalized individuals facing poverty, homelessness, precarious housing, mental and physical health challenges, and women fleeing violence. Provides drop-in services for meals and general social support.
<i>Mental Health and Addiction</i>		
CAMH Problem Gambling and Technology Use Treatment Service	60 White Squirrel Way	Mental health organization providing assessment, referrals, and group treatment for youth, adults, and families, including individual and group treatment for parents of youth technology users.
Evangel Hall Mission	552 Adelaide Street W	Community service agency supporting individuals with mental health and/or addictions issues with the provision of alcoholic anonymous meeting, narcotics anonymous meetings, meals, housing help, and shoer and laundry facilities.
Evergreen Health Centre	365 Spadina Avenue	Social services organization providing support to street involved and homeless youth only, with access to primary medical care, dental care, checkups, lab tests, referrals, and addictions counselling.

Organization	Address	Service
Child Development Institute	197 Euclid Avenue	Mental health agency providing support to children with social, emotional, or behavioral problems. Services include child and family programs, childcare consultation, and intensive resource support.
St Felix Centre	25 Augusta Avenue	Transitional housing program for vulnerable and marginalized individuals facing poverty, homelessness, precarious housing, mental and physical health challenges, and women fleeing violence. Provides drop-in services for meals and general social support.
Stella's Place	18 Camden Street	Mental health organization providing comprehensive mental health assessment and treatment services, including walk-in counselling, integrated peer support, clinical and recovery services, and transition support.
Parkdale Queen West Community Health Centre	168 Bathurst Street	Community-based non-profit health service organization providing harm reduction-based health services including harm reduction supplies, safer drug use education and overdose prevention and intervention.
CAMH Child, Youth and Emerging Adult Program	80 Workman Way	Mental health organization providing clinical services including psychological assessment, treatment and recovery services, and addictions support for youth.
Newcomers		
West Neighbourhood House – Immigrant and Refugee Services Program	248 Ossington Avenue	An immigrant and refugee services program providing individual assistance with immigration, settlement-related issues, and applying for government benefits. They also assist with employment support, financial literacy, and accessing healthcare services.
ACCES Employment	489 College Street	Registered charity that connects skilled or internationally trained professional newcomers with job placements, mentorship, and networking connections.
St Stephen's Community House	91 Bellevue Avenue	Social service agency offering newcomer support groups, English language classes, housing services, and a peer training and development centre.
Cross-Cultural Community Services Association	302 Spadina Avenue	Cultural organization offering settlement services to newcomers, education and language training and counselling.
Scadding Court Community Centre	707 Dundas Street W	Community service provider offering translation and interpretation services, referrals to community resources, and employment related assistance.
Asian Community Aids Service	260 Spadina Avenue	Non-profit organization providing support to East and Southeast Asian individuals living with or affected by HIV/AIDS through peer support groups, settlement services, referrals, and counselling.
Toronto Community and Culture Centre	222 Spadina Avenue	Agency providing settlement services to newcomers and international students, within the Chinese community, through social services counselling, job skills and workshops, and social activities.

Organization	Address	Service
Centre francophone du Grand Toronto	555 Richmond Street	Francophone organization offering assistance to new immigrants, temporary residents, and refugees through job search and employment counselling, skills and career development, and establishing social and professional networks.
Access Community Capital Fund	401 Richmond Street W	Organization offering access to affordable loans for small and emerging businesses, assistance developing business plans, and a workshop series for newcomers interested in starting a business.
Toronto Region Immigrant Employment Council	250 Dundas Street W	Agency that works to improve access to employment for skilled immigrants through the matching of immigrants with established professionals in their fields.
Health Care		
College Medical Care Family Practice and Walk-in Clinic	343 College Street	Walk-in medical clinic providing medical services, lab services, minor procedures, and nutritional services.
Appletree Medical Group	275 Dundas Street W	Medical practice providing family medicine physicians and walk-in appointments with an on-site pharmacy.
Queen and Spadina Medical Centre	455 Queen Street W	Family medical practice providing family care, cardiac care, chiropractic care, medical exams, women's health care and counselling/psychotherapy.
Appletree Medical Group	70 University Avenue	Medical practice providing family medicine physicians and walk-in appointments.
Simcoe Place Health Clinic	200 Front Street	Walk-in clinic specializing in general medicine, acupuncture, chiropractor, physiotherapy, registered massage therapy, and nutrition.
Infinity Health Centre	39 Lower Simcoe Street	Walk-in clinic specializing in naturopathic medicine, medical acupuncture, chiropractic health care, physiotherapy, registered massage therapy, and osteopathy.
Imagine Health Clinic	168 Bathurst Street	Walk-in clinic serviced by a University of Toronto student-run community health initiative of health care professional students and preceptors in medicine, nursing, pharmacy, and physiotherapy.
Abuse/Assault		
West Neighbourhood House – Children, Youth and Family Support Program	248 Ossington Avenue	Social services agency that offers a violence against women program which features individual and group counselling for women experiencing violence and abuse, and children exposed to violence in the home.
Child Development Institute	197 Euclid Avenue	Mental health agency providing mental health services for children with social, emotional or behavioral problems, services for women who have experienced family violence, and support for children and adolescents who have experienced physical or emotional abuse, or exposure to domestic violence.
Carefirst Seniors and Community Services Association	479 Dundas Street W	Non-profit agency offering an elder abuse prevention program, home care services, and community support services to Chinese seniors.

The background of the slide is a red-tinted architectural drawing of a building floor plan. The drawing shows various rooms, corridors, and structural elements. A large white circle with a thick border is centered on the left side of the page, containing the number 5.

5

Conclusion

Neighbourhood Demographics

In summary, the Niagara Neighbourhood differs quite significantly from the City of Toronto as a whole. With regard to population, Niagara's population increased significantly from 2011 to 2016 with a total of 9,170 new residents and an increase of 6,320 households for the 1- and 2-person household categories. This is indicative of increased development within this area, likely through mid-rise and taller built forms. This is also supported through the proportions of building greater than 5-storeys, 83% compared to the city-wide proportion of 44% - a +39% difference. The Working Age population is also much greater than the city average with 81% compared to 57%, with these households predominantly not having children. It is also noted that the vast majority of the population speaks English at 69% while non-official languages comprise the majority of the remainder at 28% and French at 3%.

Development Activity

There are currently 12 proposed, approved, appealed or under construction/ built developments in the area surrounding the subject site. Of the 12 developments identified, 1 has been recently approved, 3 are under review by City staff, and 4 are currently under construction. As the majority of these applications are under review, approved under construction or an increase in population will likely occur over a number of years and not within the immediate term.

Community Services & Facilities

In terms of school accommodation, of the TDSB elementary / middle schools within the catchment area of the subject site, one is operating well below capacity (52%) and the other at capacity (100%). There is one public secondary school that serves the subject site that is operating well below capacity (58%). There is one Catholic elementary school serving the subject site which is operating well below capacity (62%). Three of the four Catholic secondary schools are operating at or well above capacity, and the remaining one Catholic secondary school (Bishop Marrocco/Thomas Merton) is operating well below capacity (61%). Based on current enrolment numbers, it appears that there is space for both elementary and secondary students to be accommodated at the schools that serve the proposed development seven public elementary, two public secondary, four Catholic elementary, and two Catholic secondary.

There are 49 childcare facilities within the Study Area, 38 of which provide subsidized spaces, upon availability. This development is expected to produce 8 children requiring childcare. Due to the ongoing COVID-19 pandemic, phone calls with facility staff were not conducted as the data gathered from these centres is anticipated to be skewed significantly lower than traditional child care enrollments. Furthermore, 18 of the 49 locations indicated that there is vacancy through the online Child Care & Before-After School Program Locator. It is anticipated that the 8 children could be accommodated across these 18 centres. A brand new Child Care Centre is anticipated to be incorporated into "The Well" at the southwest corner of Spadina Avenue and Wellington Street West as per the Downtown CSF Strategy. Further analysis is recommended to confirm future capacity with child care centres located in the Study Area as enrollments trend back towards pre-COVID levels.

The subject site is served by three public library branches, the Lillian H Smith Branch, the Sanderson Branch, and the Forth York Branch. As it relates to recreation centres, the Trinity Community Recreation Centre, Scadding Court Community Centre, Harrison Pool, and Canoe Landing Community Recreation Centre are within the Study Area.

In terms of human services, due to the site location in the Downtown, a significant number of resources are available to future residents, forty-eight (48). These services were selected to most accurately represent the issues Torontonians are facing; however, additional resources can be accessed through the 211 Interactive Map Tool.

Conclusion & Recommendations

Overall, this CS&F Study has found that the Study Area contains a broad range of community services and facilities from all of the key service sectors that were surveyed. As demonstrated in the Demographic Profile, this area of the City has experienced significant population growth; however, this demographic of people is largely working age residents who speak English and do not have children. As a result, there is a lower demand for community services and facilities with this population in comparison with other groups, including children and seniors. Notwithstanding, it is important that the residents of this area continue to have access to various community services and facilities, which will require continued investment in existing resources and the addition of new resources where appropriate. This is more likely to take the form of active recreation opportunities and/or arts and culture spaces.

Following a review of the Sector Maps in the Downtown CSF Strategy no major improvements have been identified in close proximity to the subject site. However, 860 metres to the southeast, major improvements and investment has already occurred at Canoe Landing including two new child care centres, two new schools, parks and recreation opportunities. The Downtown CSF Strategy encourages opportunities to explore partnerships and co-location for service providers, and to explore space/facility sharing opportunities. Additional conversations with City Staff are recommended to further understand how the application can contribute to the adjacent services and facilities.

Based on the existing and planned community services and facilities summarized above, it is our opinion that, while many service sectors have sufficient existing capacity to accommodate the estimated population increase, not only from the proposed development but additional approved and under construction projects, certain sectors may have accommodation issues in the future. This is most likely to occur in the school sector and child care sector as the Working Age groups transition into larger household sizes with children.

School accommodation is flagged as a potential service gap within the Study Area. Although there may be sufficient space to accommodate the projected students from the proposed development currently, future improvements should continue to be at the forefront of community service discussions. It is noted that school capacity is typically addressed through school board led accommodation reviews, and through the detailed review of development applications by each school board.

Through the development review process, it is anticipated that the applicant will receive comments and feedback from City departments and other commenting agencies with respect to any capacity or accommodation concerns for CS&F resources resulting from the proposal. Therefore, our recommendation may be revised in the future should further details become available or should City priorities shift.

We trust that the information and conclusions presented in this Study will be sufficient for the City's purposes at this time. Should more information regarding the provision of services summarized in this CS&F Study be required, further investigations can be completed with a scope of work to be determined in consultation with City staff.

Appendix B

**Housing
Issues
Report**

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1

Introduction and Purpose

1.1 Introduction

This Housing Issues report has been prepared in support of applications by Originate Developments Inc. (the "Owner"), to amend the former City of Toronto Zoning By-law 438-86 and the City of Toronto Zoning By-law 569-2013, as amended, in order to permit the redevelopment of a consolidated land parcel at the southwest corner of Bathurst Street and Richmond Street West in the City of Toronto. The site is comprised of a square assembly of lots, municipally known as 152, 154, 156, 158, 160, 162, and 165 164 Bathurst Street, and 621, 623, 625, and 627 Richmond Street West (the "Subject Site"). More specifically, the subject site is currently occupied by a two-storey residential dwelling, a three-storey multiplex, two, two-storey commercial buildings, and a vacant lot (see **Figure B1**).

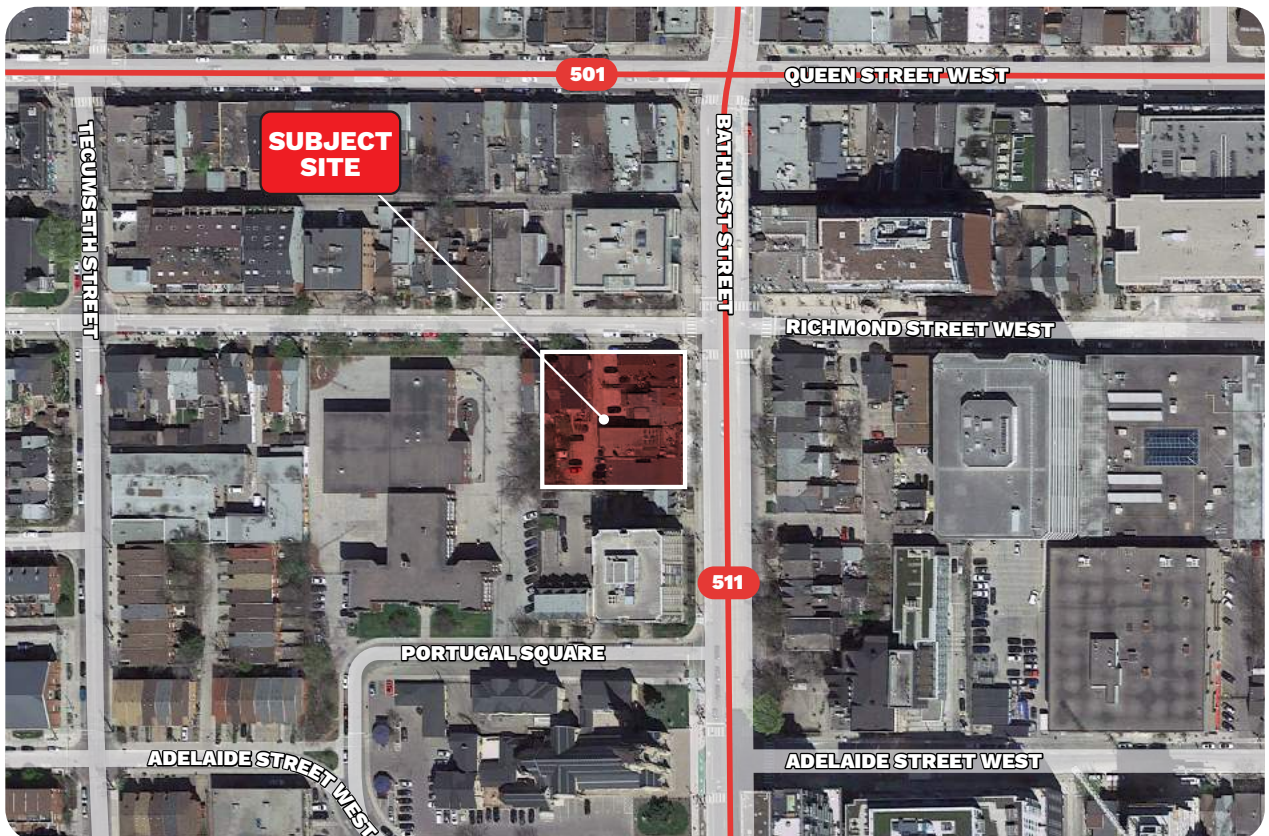


Figure B1 - Aerial Site Photo

This Housing Issues Report examines the existing rental units at 152-164 Bathurst Street & 623-632 Richmond Street West and their replacement in the proposed redevelopment of the site. At the time this report was written, the buildings included 12 dwelling units, all of which were occupied. The existing units were made up of eight two-bedroom units, one three-bedroom unit, two four-bedroom units and one five-bedroom unit. The subject site additionally contains three commercial units, one of which is currently vacant.

The proposal would involve the demolition of the existing buildings and the redevelopment of the site with a single residential tower with ground level retail. The proposed redevelopment will introduce an architecturally distinguished tower and will conserve significant portions of the historic building which used to contain the Football Factory. The building would have a height of 59.9 metres (64.9 metres to the top of the mechanical penthouse), with a total gross floor area of 16,137 square metres, comprised of 15,615 square metres of residential gross floor area and 522 square metres of non-residential gross floor area, resulting in an overall Floor Space Index ("FSI") of approximately 8.19 times the area of the lot. A total of 217 residential dwelling units are proposed.

Section 111 of the *City of Toronto Act* gives the City authority to protect rental housing in the city. In accordance with the in that section, Chapter 667 of the Municipal Code prohibits the demolition and conversion of any rental housing (on properties that contain six or more dwelling units) unless a permit has been issued under Chapter 667 of the Municipal Code. Further to this, the City of Toronto Official Plan (the "Official Plan") contains policies that apply when six or more rental units will be removed as part of a new development. The Official Plan additionally contains policies that apply when all of the rental housing units have rents that exceed mid-range rents at the time of the application. In this case, as all of the rental units proposed to be demolished exceed the mid-range rents and in our opinion qualify as high-end luxury units, the City's rental replacement policies do not apply.

On behalf of the Owner, we are pleased to submit this Housing Issues Report which addresses Section 111 of the *City of Toronto Act* and the Toronto Official Plan housing policies as they apply to the proposed redevelopment of the subject site. In our opinion, the proposal is compatible with the *Neighbourhoods* and *Mixed Use* land use designation and will contribute to the City's housing stock by providing dwellings units that are suitable for a range of individuals and families. As such, it is our opinion that the proposed development conforms with the relevant Provincial and Municipal policies governing housing in the City of Toronto.

2

Existing Properties

2.1 Subject Site

The subject site, municipally known as 152, 154, 156, 158, 160, 162, and 165 Bathurst Street, and 621, 623, 625, and 627 Richmond Street West has an area of approximately 1,969 square metres with a frontage of approximately 44 metres on Richmond Street West and 45 metres on Bathurst Street.

The subject site is an assembly of lots. Along the Richmond Street West frontage is a 2-storey semi-detached dwelling (623 and 625 Richmond Street West), built to lot line with 627 Richmond Street West, a single-detached dwelling. At the southwest corner of Richmond Street West and Bathurst Street, is a three-storey commercial retail building (621 Richmond Street West and 164 Bathurst Street, former Football Factory), which will be partially retained and incorporated into the proposed development. 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 residential and retail uses. Further south is a two-storey commercial retail building (156-158 Bathurst Street, Cyclemotive), and a two-storey mixed-use building (152-154 Bathurst Street).

A summary of the existing units and their typology is provided in **Table B1** below, while **Table B2** illustrates the existing rental areas by unit, and average unit sizes.

Table B1 - 152-164 Bathurst Street & 623-631 Richmond Street West, Unit Typology

Unit Type	Bachelor	1-bedroom	2-bedroom	3-bedroom	4+ bedroom
Occupied	0	0	8	1	3
Vacant	0	0	0	0	0
Total	0	0	8	1	3

Table B2 - 152-164 Bathurst Street & 623-631 Richmond Street West, Unit Size

Unit Type	Bachelor	1-bedroom	2-bedroom	3-bedroom	4+ bedroom
Unit Size (sq.m)	0	0	59.21	52.49	181.78
Unit Size (sq.f)	0	0	637.31	565.0	1,956.66

The building does not include communal indoor or outdoor amenity areas for residents. In terms of parking, 8 of the dwelling units rent a parking space in the rear parking area.



Proposal

Project Summary

The proposal contemplates the demolition of the existing three-storey semi-detached dwellings, three-storey singled-detached dwelling, three-storey mixed use building and two vacant lots and the redevelopment of the subject site with a single residential tower with ground-level retail at the intersection along Bathurst Street. The proposal consists of a total GFA of approximately 16,137 square metres and a resulting site density of 8.19 FSI. The proposed height of the residential tower is 17 storeys (64.9 metres including the mechanical penthouse) with a total of 217 residential units, providing a variety of configurations. Overall, there will be 18 studio units (18%), 96 one-bedroom units (44%), 81 two-bedroom units (37%), and 22 three-bedroom units (10%).

The proposal includes enhancements to the public realm, primarily being the adjacent public streets of Bathurst Street along the east, and Richmond Street West along the north of the site. As provided in in this ground floor plan, this includes the rebuilding of the adjacent sidewalks and the addition of street trees.

A more detailed description of the proposed development has been included in the Planning and Urban Design Rationale (dated June 2021), which has been submitted in support of the Rezoning Application.

4

Applicable Policy And Regulatory Context

This Housing Issues Report outlines the applicable housing policy that applies to the proposal. Further policy detail is included in Section 4.0 of our Planning Rationale Report.

4.1 Provincial Policies

The 2020 Provincial Policy Statement (the "PPS") provides overall policy direction on matters of provincial interest relating to land use planning and development. The PPS is intended to promote efficient development and land use patterns to support strong communities, to protect the environment and public health and safety, and promote a strong economy. With respect to housing, includes specific directions with respect to providing an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents. Relevant policies include:

- permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, and all types of residential intensification, including additional residential units, and redevelopment in accordance with Policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations; and
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the "2019 Growth Plan") came into force on May 16, 2019. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise.

The subject site is within a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. In accordance with the 2019 Growth Plan, a major transit station area is generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10 minute walk. In this regard, the subject site is within 235 metres both radius distance and straight-line walking distance from the planned King/Bathurst Station, and 640 metres radius distance of the Queen/Spadina station on the Ontario Line subway.

Section 2.2.6 of the 2019 Growth Plan sets out the housing policies. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality. Furthermore, Policy 2.2.6(3) states that municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes to support the achievement of complete communities.

4.2 Municipal Policy Framework

Development projects in the City of Toronto that involve the demolition and conversion of rental housing are governed by a number of policies and regulations that dictate how rental housing stock and rights of the tenants are protected, maintained and secured.

The Toronto Official Plan contains policies for protecting rental housing and tenant rights. Through the Toronto Municipal Code (Section 667) and Section 111 of the City of Toronto Act, the City has formalized the Plan's criteria into a process that landowners must follow when removing existing rental housing units on a property with more than six dwelling units (Code, Section 667-2). Within the City of Toronto, this process is referred to as the Rental Housing Demolition and Conversion Application (the "RHDC"). The RHDC application process reviews a development proposal as it relates to the impacts on existing units and tenants. Under this process, a proposal is reviewed in terms of its consistency with City's objectives, protection of rental housing and tenant rights and results in the securement of rental replacement units and the tenant relocation strategy.

In addition to the above, a development project that relates to and impacts rental units in the City of Toronto must also comply with the *Residential Tenancies Act, 2006*. The Act secures compensation and notice rights for tenants if the landlord intends to demolish, convert or renovate a rental unit.

The RHDC application process reviews a development proposal as it relates to the impacts on existing units and tenants. The process reviews a proposal in terms of its consistency with City's objectives, protection of rental housing and tenant rights and results in the securement of rental replacement units and the tenant relocation strategy.

4.3 Toronto Official Plan

Land Use Policies

The subject site is currently composed of sites which fall into different land use designations, as indicated on Map 18, Land Use Plan of the Official Plan. The properties at 625 and 627 Richmond Street West are designated *Neighbourhoods*, while the majority of the site, being the lots fronting Bathurst Street, are designated *Mixed Use Areas*. Lands to the north along Bathurst Street are also designated *Mixed Use Areas*, as are the lands to the south of the subject site up to Portugal Square. Lands to the west of the site, and south of Portugal Square, are designated *Neighbourhoods*. The lands east of the subject site across Bathurst Street are designated *Regeneration Areas*.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities. The *Neighbourhoods* designation permits a variety of low-scale residential building forms, as well as low-scale institutional and educational buildings.

Housing Policies

Section 3.2.1 of the Official Plan, as amended, contains the applicable housing policies. Policy 3.2.1(1) provides that a full range of housing in terms of form, tenure and affordability will be provided to meet the current and future needs of residents.

Policy 3.2.1(2) indicates that the existing housing stock will be maintained, improved and replenished and that the City will encourage the renovation and retrofitting of older residential apartment buildings. The P goes on to say that new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing will be encouraged by a coordinated effort from all levels of government through implementation of a range of strategies.

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

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

As discussed in more detail below, it is our opinion that the rental replacement policies outlined in Policy 3.2.1(6) do not apply to the subject site as the existing rental units exceed the mid-range rents at the time of the application.

4.4 Relevant Planning Process

In our opinion, the proposed development conforms with the City of Toronto Official Plan and, in particular, the proposed use is in keeping with the applicable *Neighbourhoods* and *Mixed Use* designation. To permit the proposed development, Amendments are required to the City-wide Zoning By-law 569-2013 and former City of Toronto Zoning By-law 438-86 in order to rezone the site and to bring the site into the new city-wide zoning by-law, increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the proposal.

The subject proposal also requires a Rental Housing Demolition and Conversion application under Section 111 of the *City of Toronto Act* to be filed, which is being submitted concurrently.

5

Analysis and Opinion

The proposed development is supportive of the policy directions set out in the Provincial Policy Statement 2020, the Growth Plan for the Greater Golden Horseshoe (2019) and the City of Toronto Official Plan. The proposed development will provide a range of housing types through intensification of an underutilized site that is well served by municipal infrastructure, including public transit.

The proposed development is in keeping with Section 3.2.1 of the Official Plan. As per Policy 3.2.1(1), the proposal contributes to a full range of housing, including housing suitable for families. The proposal contributes will introduce new condominium apartments to the site that will contribute to the diversity of housing options in the City. In conformity with Policy 3.2.1(2), the proposal ensures that the existing housing stock will be maintained, and the overall housing stock will be replenished through intensification and infill on a site that is currently underutilized.

With respect to Official Plan Policy 3.2.1(6), the subject site contains eleven rental units that exceed the mid-range rent threshold and therefore qualifies as a luxury unit. As such, it is our opinion that the rental replacement policies outlined in sub-Policy 3.2.1(6)(b) would not apply to the proposed development. However, as the proposal will result in the removal of rental dwelling units, Chapter 667 of the Municipal Code applies and the Owner would be required to abide by the Residential Tenancies Act, 2006.

5.1 Analysis of Unit Affordability

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

The Official Plan defines “affordable rents” as housing where the total monthly shelter cost (gross monthly rent including utilities but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. “Mid-range rents” is housing where the total monthly shelter costs exceed affordable rents but fall below one and one-half times the average City of Toronto rent. “High-end rent” is housing above this threshold. The applicable 2021 rent limits by relevant unit type are included in **Table B3**.

Table B3 - 2021 Average Rent Thresholds

Unit Type	Affordable Rent	Mid-Range Rent
Bachelor	\$1,211	\$1,816
1-bedroom apartment	\$1,431	\$2,146
2-bedroom apartment	\$1,661	\$2,491
3-bedroom apartment	\$1,887	\$2,830
4-bedroom townhouse	\$1,989	\$2,983

Gross Monthly Rent

The affordability analysis conducted for the subject site will be provided as a separate, confidential submission. The analysis was based on the June 2021 rent rolls, which will be included in a separate, confidential submission. In accordance with the Official Plan policies, the gross monthly rent analyzed for this report includes utility costs, and excludes extra amenities such as paid parking, cable, etc.

For the tenants at 152-164 Bathurst Street and 623-631 Richmond Street West, utility costs (water and heat) are included in the monthly rent for all tenants except for the 627 Richmond Street West, where the tenant assumes all utility costs. All tenants pay for hydro separately, except for Unit 2 (164 Bathurst Street), where hydro is included in the monthly rent. The Owner was able to provide an average of the hydro bills for each unit, which has been considered as part of the gross monthly rent. Parking is also included in the rent for eight tenants.

Unit Affordability Analysis

A summary of the affordability analysis is set out in **Table B4** below. All the units in 152-164 Bathurst Street & 623-632 Richmond Street exceed the mid-range rent threshold.

Table B4 - Summary of Rents in 152-164 Bathurst Street & 623-631 Richmond Street West

Unit Type	Affordable Units		Mid-Range Units		High End Units	
	Vacant	Occupied	Vacant	Occupied	Vacant	Occupied
Bachelor	0	0	0	0	0	0
1-bedroom	0	0	0	0	0	0
2-bedroom	0	0	0	0	0	8
3-bedroom	0	0	0	0	0	1
4+ bedroom	0	0	0	0	0	3
TOTAL	0	0	0	0	0	12

As the analyzed rents in 154-164 Bathurst Street & 623-631 Richmond Street West exceed the mid-range threshold, sub-Policy 3.2.1(6)(b) would not apply to the proposed development.

Tenant Assistance Package

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

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

The Owner will work with the City in preparing the tenant relocation and assistance package that exceeds the requirements set out in the *Residential Tenancies Act 2006*. Elements of the tenant relocation and assistance package may include:

- an extended tenant notice period beyond the existing *Residential Tenancies Act, 2006* requirement; and
- additional tenant compensation for the existing rental units above the *Residential Tenancies Act, 2006* requirements.

Through the authorities granted under Section 667 of the Municipal Code, City Planning Staff may require the Owner to enter into a Section 111 Agreement to secure the terms of the tenant compensation and assistance. The Owner will continue to work with City Staff throughout the approvals process of the Rental Housing Demolition and Conversion application.



Conclusion

It is our opinion that the proposed development is not subject to the City's housing policies, as per the Official Plan. The redevelopment of the site will remove twelve rental units, all of which exceed the mid-range rent, according to the City of Toronto 2021 Affordability threshold, and thus the rental replacement policies do not apply.

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

