



# **96** PLANNING & URBAN DESIGN RATIONALE

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#### **5800 YONGE STREET**

CITY OF TORONTO

PREPARED FOR: TIMES 5800 INC.

# 96 BOUSFIELDS INC.

Job Number - 1837

# BOUSFIELDS INC.

PLANNING I DESIGN I ENGAGEMENT

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Figure 1 - Location Map



This Planning and Urban Design Rationale report has been prepared in support of applications by Times 5800 Inc. to amend the City of Toronto Official Plan and the former City of North York Zoning By-law No. 7625, as amended (the "applications"), with respect to a 3.28 hectare (8.1 acres) site located on the west side of Yonge Street, south of Drewry Avenue within the North York Centre, municipally known as 5800 Yonge Street (the "subject site"). See **Figure 1**, Location Map.

would The applications facilitate the comprehensive redevelopment of the subject site with four new residential and mixed-use buildings with heights ranging from 34- to 44-storeys containing a total of 1,496 dwelling units and a new 4,675 square metre (0.46 hectare) public park organized around a network of public streets and a system of pedestrian connections. The proposed development contains a total gross floor area of 117,827 square metres, comprised of 111,188 square metres of residential gross floor area and 6,639 square metres of non-residential gross floor area resulting in a density of 3.6 times the area of the lot (the "proposal").

From a land use planning perspective, the proposal will contribute to the achievement of policy directions supporting intensification and infill on underutilized sites within the built-up urban area, particularly in locations which are well served by municipal infrastructure, including existing public transit and significant future transit investment. In this regard, the subject site would be considered a strategic growth area as defined by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, which are to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Specifically, the subject site is located within the an *urban growth centre* (North York Centre) and it falls within two overlapping major transit station areas offering convenient walking distance to Finch subway station on TTC Line 1, Yonge-University, the Finch GO Bus Terminal and the planned the Yonge Street and Cummer/ Drewry intersection, which has been planned to accommodate a new station on the Line 1 TTC subway extension.

From a built form and urban design perspective, the proposal has been carefully organized, sited and massed in a manner that complements and contributes to the existing and emerging tall building context in North York Centre, while remaining sympathetic to the low-rise neighbourhoods to the west. At the pedestrian scale, the podium buildings contain ground level retail and active spaces fronting onto Yonge Street and the new road network, designed to encourage a lively public realm on an otherwise underutilized suburban site. Above, the taller building elements employ a point-tower configuration designed to meet the general built form and urban design policies of the City of Toronto Official Plan and the principles contained within the City's Tall Building Guidelines. Accordingly, a variety of building heights and step-backs have been incorporated into the design to limit light, view and privacy impacts within the subject site and on the surrounding properties. While the proposed density is slightly greater than that permitted by the North York Centre Secondary Plan, given the foregoing reasons it is our opinion that the proposal is appropriate from a built form and urban design perspective.

In our opinion, the proposal represents good planning and urban design, and reflects an exciting and unique opportunity to create a new, transitoriented, complete community. This report concludes that intensification of the subject site contributes to the achievement of numerous policy objectives articulated in the Provincial Policy Statement (2014), A Plate to Grow: Growth plan for the Greater Golden Horseshoe (2019) and the City of Toronto Official Plan, all of which promote intensification on underutilized sites within built-up areas particularly in locations that are well served by existing and planned municipal infrastructure. For the reasons outlined in this report, we recommend approval of the requested rezoning and official plan amendment applications.

# SITE & SURROUNDINGS

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## 2.1 The Site

The subject site is located on the west side of Yonge Street, south of Drewry Avenue known municipally as 5800 Yonge Street. It is comprised of a large irregularly-shaped parcel of land which spans from Yonge Street to Fairchild Avenue with a frontage of approximately 122.0 metres along Yonge Street, a depth of approximately 312.0 metres resulting in a total area of 32,762 square metres (3.28 hectares). See **Figure 2**, Aerial Photo.

The subject site contains a two-storey institutional office building that was formerly occupied by Toronto Hydro. The existing building is located on the east side of the subject site with its primary frontage along Yonge Street, while the west side is occupied by a high proportion of surface parking and open green space to the rear, towards Fairchild Avenue.

In terms of vehicular access, the subject site contains one private driveway that generally follows the south property line, connecting Yonge Street in the east to Fairchild Avenue in the west. Pedestrian access is provided from Yonge Street.

Interms of topography, the subject site is generally flat. It is occupied by a high proportion of green space along the west end of the subject site with a number of trees, shrubs and other vegetation along the north property line, straddling the backyards of the existing residential dwellings to the north.



5800 Yonge Street, Subject Site, view from Yonge Street



5800 Yonge Street, Subject Site, view from Fairchild Avenue



Figure 2 - Aerial Photo - Site Context



Figure 3 - Aerial Photo - Surrounding Context



## 2.2 Surroundings

The subject site is located along Yonge Street, south of Drewry Avenue within the North York Centre, an area that is bounded by Drewry/ Cummer Avenues to the north, Doris Avenue to the east, Highway 401 to the south and Beecroft Road to the west. North York Centre is a vibrant mixed-use urban growth area which contains a variety of built forms, including buildings with significant height generally focused along Yonge Street, the City's north-west spine and most significant street. See **Figure 3**, Aerial Photo.

Today, North York Centre is known as a high density downtown area that contains a variety of built forms including high- and mid-rise residential and mixed use buildings along Yonge Street, interspersed with remnant low-rise commercial properties accompanied by surface parking lots. Areas surrounding the North York Centre are characterized by low-rise residential neighbourhoods to the east and west beyond the *urban growth centre's* two ring-roads known as Doris Avenue to the east and Beecroft Road to the west, respectively.

The current built form found within the North York Centre is the product of over fifty years of planning which was originally focussed in a nodal pattern around two subway stations on TTC Line 1, Yonge-University located at Finch Avenue to the north and Sheppard Avenue to the south. The subsequent opening of the North York Centre subway station in 1987 facilitated the creation of a third node adjacent to the North York Civic Centre, approximately 750 metres north of the Sheppard subway station and 1.3 kilometres south of the Finch subway station. Over the course of time, development of the tallest buildings has primarily been concentrated around the three subway stations, however other developments with significant heights have occurred along the full length of the Yonge Street corridor, solidifying the North York Centre as a regionally-significant mixed-use centre.

#### 2.3 Immediate Surroundings

Within the area immediately surrounding the subject site, there are a broad range of land uses and building types that reflect both recent development trends in North York Centre towards higher densities and tall buildings, as well as underutilized properties with low-rise buildings that are typical of the earlier waves of development.

To the immediate north of the subject site are two properties that contain one-storey buildings occupied by a car dealership and a car rental agency, both of which contain significant surface parking areas (5840 to 5870 Yonge Street). Subsequent to the Local Planning Appeal Tribunal (the "LPAT") decision July 20, 2018, this property was recently approved for the development of a 32-storey mixed-use building and a new public park. Further north is an 'H' shaped 13-storey residential building fronting onto Yonge Street, with associated surface parking areas (5900 Yonge Street) and a 3-storey commercial plaza with retail at grade and residential units above, accompanied by a high proportion of surface parking areas facing both Drewry Avenue and Yonge Street (5906 and 5908 Yonge Street and 3 to 21 Drewry Avenue).

To the west of these properties is a low-rise residential neighbourhood primarily comprised of detached houses fronting onto a cul-desac known as Inez Court (5 to 28 Inez Court). These properties are the subject of a rezoning application to permit two buildings of 11- and 29-storeys fronting onto the east side of the future north-south extension of Beecroft Road and a new public park fronting onto the west side of the road, which is currently being adjudicated at the LPAT. To the north is a 6-storey apartment building with its primary frontage along Drewry Avenue (33 Drewry Avenue), a recently completed back-to-back 3-storey townhouse development (37 to 39 Drewry Avenue), a detached house (51 Drewry Avenue), a row of 3-storey townhouses fronting onto a private road (55 to 71 Drewry Avenue) and two rows of 3-storey townhouses fronting onto Rodeo Court (1 to 32 Rodeo Court).







5900 Yonge Street



5906 and 5908 Yonge Street and 3 to 21 Drewry Avenue



27 Inez Court



25 Inez Court



View of northwest corner of Yonge Street and Drewry Avenue



Further north, on the north side of Drewry Avenue, are several low-rise commercial properties occupied by office and retail uses surrounded by surface parking areas (20, 24, 28 and 30 Drewry Avenue and 5926 and 5928 Yonge Street), a 6-storey apartment building (5940 Yonge Street) and a 17-storey slab style apartment building known as Connaught-Yonge Square (6000 Yonge Street).

To the east of the subject site, on the east side of Yonge Street is the former site of Newtonbrook Plaza, which has since been demolished (5799-5915 Yonge Street). As noted in Section 2.5 below, Newtonbrook Plaza has been approved for the comprehensive redevelopment of three mixed use blocks containing 4 towers with an approved density of 4.09 times the area of the lot, heights ranging from 28- to 37-storeys and a new local street and park block on the site.

To the south of the former Newtonbrook Plaza site, on the east side of Yonge Street, are several tall buildings with heights of up to 24-storeys. Specifically, these include 22- and 24-storey residential condominium buildings atop a 2-storey podium known as Luxe Condos (5791 and 5793 Yonge Street), a 12-storey 'L' shaped condominium building known as Turnberry Court Condos (5795 Yonge Street), an 18-storey office building known owned by True North REIT (5775 Yonge Street) and 15- and 22-storey residential condominium buildings known as Place Nouveau I & II (5765 and 5785 Yonge Street).



5791 and 5793 Yonge Street



5775 Yonge Street



5795 Yonge Street



View from subject site looking southeast





5760 Yonge Street



5754 Yonge Street



5734 Yonge Street (left) and 5740 Yonge Street (right)

Further east is a low-rise residential neighbourhood consisting of single-detached dwellings, open space public parks and a secondary school, known as the Newtonbrook neighbourhood.

To the immediate south of the subject site is a large parcel of land that spans between Yonge Street and Talbot Road, which is occupied by vacant lands generally fronting onto Yonge Street, hydroelectric transformers within the centre of the lot, and a large surface parking lot fronting onto Talbod Road (5760 Yonge Street). Further south is a 12-storey apartment building with retail uses at grade and surface parking to the rear (5754 Yonge Street), a 22-storey residential condominium building which is significantly set back from the street to accommodate a vehicular drop-off area known as the Palm Condominium Residences (5740 Yonge Street), an 8-storey office building with parking areas to the rear (5734 Yonge Street) and an extensive surface parking lot and "kiss-n-ride" drop-off area associated Finch subway station on TTC Line 1, Yonge University.

Further south within the block bounded by Hendon Avenue, Yonge Street, Finch Avenue West and Greenview Avenue is a cluster of tall buildings with heights of up to 30-storeys, including two office towers of 22- and 23-storeys known as North American Centre (5700 Yonge Street), two 3-storey mixed use buildings (1 and 3 Duplex Avenue) and two residential condominium buildings of 28- and 31-storeys atop a 3-storey podium occupied by grade related dwelling units known as the Meridian Residences I and II (15 and 25 Greenview Avenue). On the east side of Yonge Street, in the block bounded by Bishop Avenue, Kenneth Avenue, Finch Avenue East and Yonge Street are a mix of uses and building heights, including two, 2-sorey commercial plazas (5607 to 5667 Yonge Street, a bus terminal associated with Finch subway station, and six residential buildings that range from 12 to 25 storeys (1, 3, 29 and 39 Pemberton Avenue), 14 storeys (8 Pemberton Avenue) and 23 storeys (7 Bishop Avenue).



Further south, the North York Centre contains a significant proportion of tall buildings interspersed with remnant low-rise commercial buildings surrounded by surface parking lots, all of which are contained within the two "ring-roads" located along the east and west boundaries of the *urban growth centre* known as Doris Avenue and Beecroft Road, respectively. To the immediate <u>west</u> of the subject site is a low-rise residential neighbourhood consisting of 1- and 2-storey single-detached dwellings, RJ Land Elementary and Middle School and the Finch Hydro Corridor, which is associated with the Hydroelectric transformers to the south of the subject site. These areas are located outside of the *North York Centre* and are not planned for intensification or significant changes to the existing neighbourhood character.



5700 Yonge Street

15 and 25 Greenview Avenue



1 and 3 Duplex Avenue (foreground) and 5700 Yonge Street (background)



View of southeast corner of Yonge Street and Finch Avenue

#### 2.4 Transportation Context

Yonge Street is classified as a major arterial road with a 6-lane cross section and a 33.0 metre right-of-way width (existing and planned). It has sidewalks on both sides of the street and parking is prohibited at all times of day.

Fairchild Avenue is a local road with a 2-lane cross section and a 20.0 metre right-of-way width. Immediately adjacent to the subject site, it has sidewalks on both sides of the street and parking is prohibited between 9:00 a.m. and 4:00 p.m. during weekdays.

The subject site is well serviced by transit, including higher-order transit services and surface transit routes. Specifically, it is located within 300.0 metres (4 to 5 minutes walking distance) of the closest entrance to the Finch subway station on TTC Line 1, Yonge University (see **Figure 4**, TTC Transit Map). Additionally, Finch station includes the Finch GO Bus Terminal and YRT VIVA Bus Terminal.

In terms of surface transit routes, the following bus routes are provided along Yonge Street or within walking distance of the subject site:

#### TTC Routes:

- 97F Yonge generally runs north-south between Davisville subway station and Steeles Avenue
- 98C Willowdale generally runs north-south between the Yonge-Sheppard subway station and Steeles Avenue
- 42 Cummer generally runs east-west between Finch subway station and Middlefield Road
- 125 Drewry generally runs east-west between Finch station and Bathurst Street
- 320 Yonge Blue Night bus generally runs northsouth between Queens Quay and Steeles Avenue

#### YRT/VIVA Routes:

- Pink generally runs north-south and east-west between Finch GO Bus Terminal and Unionville GO (rush hour only)
- Blue generally runs north-south between Finch GO Bus Terminal and Newmarket GO Bus Terminal. The Blue line also has an express bus route.

#### GO Route

• 32 Brampton Trinity Common / North York – generally runs east-west from Trinity Common Mall in Brampton to York Mills Bus Terminal in North York.

The subject site is also within walking distance of the planned Cummer-Drewry station on the North Yonge Street Extension, a 7.4 km extension of TTC Line 1, Yonge University. Cummer-Drewry station is planned to be located at the Yonge Street and Cummer/Drewry Avenue intersection located approximately 200.0 metres north of the subject site.

#### 2.5 Development Activity

The area immediately surrounding the subject site has experienced significant development approvals in recent years, including the following:

5799-5915 Yonge Street (Newtonbrook Plaza):

Approved Official Plan and Zoning By-law Amendment applications pursuant to a 2016 Ontario Municipal Board (now known as LPAT) decision allowing for a comprehensive redevelopment of three mixed use blocks containing 4 towers with an approved density of 4.09 times the area of the lot, heights ranging from 28- to 37-storeys and a new local street and park block on the site.

5840 and 5860 Yonge Street:

Approved Official Plan and Zoning By-law Amendment applications pursuant to an LPAT decision dated July 20, 2018 allowing for a mixeduse development comprised of a 32-storey residential building containing 408 dwelling units and 734 square metre public park.



Figure 4 - TTC Transit Map



#### 3.1 Description of the Proposal

#### OVERVIEW

The proposal entails the comprehensive redevelopment of the subject site with a new master planned community containing two new public roads, residential and mixed-use buildings and a 4,675 square metre (0.47 hectare) public park on an underutilized site that currently contains a low-rise and low-density former institutional office building and a significant proportion of surface parking and open space areas.

The proposal includes four new residential and mixed-use buildings with heights of 34-storeys (109.25 metres excluding mech.), 37-storeys (118.25 metres excluding mech.), 38-storeys (120.25 metres excluding mech.) and 44-storeys (141.25 metres excluding mech.). Collectively, the buildings contain a total of 1,496 dwelling units, and a total gross floor area of 117,827 square metres, comprised of 111,188 square metres of residential gross floor area and 6,639 square metres of non-residential gross floor area for area resulting in a density of 3.6 times the area of the lot<sup>1</sup>.

The proposal was designed with an appropriate and compatible level of intensification that is in-line with the vision and intent for the subject site, as envisioned in the Yonge Street North Planning Study, Draft Implementation Plan (2014). Accordingly, it is our opinion that the existing site condition is inconsistent with the existing and emerging policy objectives of the City of Toronto and the province of Ontario.

#### GUIDING PRINCIPLES

The design of the proposal was developed using the following key guiding principles which shaped the overall site organization:

 <u>Road Network</u>: the proposal was designed around a new system of public and private roads to ensure new buildings have appropriate site access, in order to draw pedestrians into the subject site and extend the public realm.

- <u>Park:</u> the new system of roads allow for access to a significant public park at the west end of the site, with the possibility of integration with the adjacent property to the north to accommodate future expansion.
- <u>Height and Density</u>: the greatest heights and density were concentrated along Yonge Street and within the centre of the subject site to ensure an appropriate transition to the low-rise residential neighbourhoods to the west. The north-south road extension was designed to bisect the subject site into two distinct areas of intensity, thereby providing for a buffer from the neighbourhood to the west.

#### ROAD NETWORK

Two new public streets have been incorporated into the proposal, including a new east-west street that follows the south end of the subject site, leading to a new north-south street that would extend the "ring" road (Beecroft Road) which constitutes the westerly boundary of the North York Centre.

The new east-west public road has a right-ofway width of 20.15 metres with a two lane crosssection, a central turning lane, bicycle lanes and sidewalks on both sides of the street.

The new north-south public road (the "Beecroft Road extension") has a right-of-way width of 26.0 metres with a four lane cross-section, bicycle lanes and sidewalks on both sides of the street.

The proposal also includes two new private access roads, in an east-west and north-south direction, respectively. The east-west private access road follows the north perimeter of the subject site with a right-of-way width of 16.5 metres, connecting Yonge Street and the Beecroft Road extension, while the north-south private access road bisects the centre of the tower blocks with a right-of-way width of 18.5 metres, connecting the new east-west public road and the east-west private access road (see **Figure 5**, Draft Plan of Subdivision).

<sup>1</sup> Gross floor area and density were calculated based on the North York Centre Secondary Plan definitions.



Figure 5 - Draft Plan of Subdivison



Figure 6 - Site Plan

#### DEVELOPMENT BY PHASE

The proposal is planned in two phases, including development of two new residential towers ("Tower 1" and "Tower 2") within the centre of the subject site and the new public park at the west end of the subject site in *Phase 1* and two new mixed use buildings fronting onto Yonge Street ("Tower 3" and "Tower 4") in *Phase 2*, as described in detail below (see **Figure 6**, Site Plan).

#### PHASE 1

Phase 1 is comprised of two residential towers located in the centre of the subject site, within a block that is bounded by the east-west public road, the Beecroft Road extension, the new northsouth private access road and the new eastwest private access road and a new public park located between the Beecroft Road extension and Fairchild Avenue.

Tower 1: is comprised of a 37-storey tower including a 3-storey podium with a total height of 118.25 metres to the top of level 37 and 125.25 metres to the top of the mechanical penthouse. It contains a total gross floor area of 28,300.5 square metres, comprised of 387 dwelling units distributed as follows: 26 studio units (7%), 186 1-bedroom units (48%), 137 2-bedroom units (36%) and 38 3-bedroom units (10%). See **Figure 7**, South Elevation Tower 1.

In terms of massing, the podium building is set back by 4.0 metres from the new east-west public road, 6.0 metres from the Beecroft Road extension, and 4.0 metres from the north-south private access road. Beginning at level 4, the tower element is positioned within the centre of the podium in a point tower configuration, with a 5.0 metre step back from the south façade, a 3.7 metres from the east façade, 2.0 metres form the north façade and 14.0 metres from the west façade. The tower element has a maximum floor plate area of 750 square metres.

The ground contains the lobby for the residential uses, loading areas, a daycare facility, residential units, grade related townhouse units facing the new east-west public street and the north-south private access road. Above the ground floor, level 2 contains additional day care space as well as a covered outdoor space for the daycare use, dwelling units, and the upper levels of the aforementioned townhouse units. Levels 3 and 4 contain indoor amenity rooms that are directly accessible from two outdoor patios located on levels 3 and 4, respectively, while the remainder of the floor area is occupied by dwelling units. The tower element above is entirely occupied by dwelling units.

Tower 2: is comprised of a 34-storey tower atop a 3-storey podium with a total height of 109.25 metres to the top of level 34 and 116.25 metres to the top of the mechanical penthouse. It contains a total gross floor area of 26,134.8 square metres, comprised of 363 dwelling units distributed as follows: 24 studio units (7%), 179 1-bedroom units (50%), 121 2-bedroom units (34%) and 39 3-bedroom units (11%). See **Figure 8**, South Elevation Tower 2.

In terms of massing, the podium building is set back by 4.0 metres from new east-west private access road, 10.45 metres from the Beecroft Road extension, and 4.0 metres from the northsouth private access road. Similar to Tower 1, beginning at level 4, the tower element is positioned within the centre of the podium in a point tower configuration, with a 5.0 metre step back from the north façade, a 4.0 metres from the east façade, 2.0 metres form the south façade and approximately 19.0 metres from the west façade. The tower element has a maximum floor plate area of 750 square metres and it has a minimum separation distance of 25.0 metres from Tower 2.

The ground floor contains the lobby for the residential uses, loading areas, storage rooms, residential units, grade related townhouse units facing the Beecroft Road extension, interior drop-off area, and the east-west private access road. Above the ground floor, level 2 contains the upper levels of the townhouse units and dwelling units. Levels 3 contains a large indoor amenity room and dwelling units, while level 4 contains an indoor amenity area that is directly accessible to a large outdoor amenity terrace as well as dwelling units. The tower element above is entirely occupied by dwelling units.



Figure 7 - South Elevation Tower 1



Figure 8 - South Elevation Tower 2



The proposed public park will be located at the west end of the subject site, between the Beecroft Road extension and Fairchild Avenue. It will have a total area of 4,675 square metres (0.47 hectares), which represents 14.27 percent of the total area of the subject site. Given the positioning of the park, pedestrians will have access from both the east and the west, thereby providing walking path throughout the site and east access to Yonge Street.

#### PHASE 2

Phase 2 is comprised of two residential towers atop a shared 4-storey podium located within a block that is bounded by Yonge Street, the eastwest public road, the north-south private access road and the east-west private access road. As previously noted, the greatest heights are concentrated along Yonge Street to ensure that an appropriate transition to the low-rise residential neighbourhoods to the west is achieved. Tower 3: is comprised of a 44-storey tower atop with a total height of 141.25 metres to the top of level 44 and 150.25 metres to the top of the mechanical penthouse, while Tower 4 is comprised of a 38-storey tower with a total height of 120.25 metres to the top of level 38 and 129.25 metres to the top of the mechanical penthouse. Both Towers 3 and 4 are positioned atop a shared 4-storey podium and collectively they contain a total gross floor area of 68,338.6 square metres, comprised of 746 dwelling units distributed as follows: 46 studio units (6%), 350 1-bedroom units (47%), 270 2-bedroom units (36%) and 80 3-bedroom units (11%). See **Figure 9**, East Elevation Tower 3 & Tower 4.

In terms of massing, the podium building is set back by between 5.6 and 6.6 metres from Yonge Street in order to achieve a minimum boulevard width of 10.0 metres, measured from the curb to the east building façade. It is set back by 4.0 metres from the new east-west public road, 4.0 metres from the east-west private access road and 4.0 metres from the north-south private



Figure 9 - East Elevation Tower 3 and Tower 4

access road. At level 3, the podium building steps back 4.8 metres along the east, north and south façades.

Towers 3 and 4 are located in a slightly off-set position, generally at the north and south ends of the shared podium building. Specifically, Tower 4 maintains a 5.0 metre step back from the front (east) podium façade, while Tower 3 is set back 12.0 metres from the front (east) podium façade. Each tower element has a maximum floor plate area of 750 square metres, and they have a minimum separation distance of 27.0 metres, save and except for balconies.

The ground floor of the shared podium building contains two large retail spaces with pedestrian access to Yonge Street, an office and parking lobby, lobbies for each tower, loading areas and townhouse units facing the north-south private access road. Above the ground floor, level 2 contains the tower lobbies, loading areas and townhouse units. Levels 3 and 4 are entirely occupied by office space totalling 4,601.7 square metres. Level 5 of the respective towers are entirely occupied by indoor amenity areas that have direct access to the outdoor amenity area located on the roof of the podium building, while level 6 of the respective buildings contain indoor amenity rooms and dwelling units. Above, the remainder of Towers 3 and 4 are occupied by dwelling units.

#### PARKING, LOADING AND ACCESS

In terms of <u>parking</u>, the proposal contains a total of 1,638 parking spaces located within a 5-level underground garage. Of the total number of parking spaces, 1,429 are resident parking spaces, 150 are residential visitor parking spaces and 52 are commercial parking spaces and 7 are parking spaces allotted to the daycare plus 5 shared, short-term drop-off spaces. In terms of bicycle parking, the proposal contains a total of 1,156 bicycle parking spaces, including 1,020 long-term resident spaces, 106 short-term resident spaces, 9 long-term commercial spaces and 21 short-term commercial spaces. All longterm bicycle parking spaces are located within level P1 of the underground garage and all shortterm parking spaces are located on the ground floor of the respective buildings and Tower 2 contains short-term spaces on level P1.

In terms of ¬loading, a total of 6 loading spaces are included within the proposal, including one type 'G' loading space within Tower 1, one Type 'G' loading space within Tower 2, two Type 'C', one Type 'B', and one Type 'G' loading spaces within the shared podium of Towers 3 and 4.

In terms of vehicular access, the proposal contains several entry points which lead to the shared parking garage entrances, including two entry points from Yonge Street via the new east-west public road and the north-south public access road, one from the north-south private access road via the new east-west public road at the south end of the subject site and one from the east-west private access road via the Beecroft Road extension at the west end of the subject site.

Towers 1 and 2 contain a shared garage ramp, which is located within the podium of Tower 2 with access from the east-west private access road. Towers 3 and 4 contain a shared garage ramp within the centre of the shared podium building with access from the east-west private access road. Furthermore, drop off areas are located off of or along the north-south private access road.

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# **3.2 Key Statistics**

Table 1 - Key Statistics

Site Area	32,762 sq. m. (3.28 ha)	
Parkland Dedication	4,675 sq. m. (14.27% of site area)	
<b>Gross Floor Area</b>	<b>117,826.9 sq. m.</b>	
Residential	111,188.0 sq. m.	
Retail	1,255.7 sq. m.	
Office	4,601.7 sq. m.	
Daycare	781.5 sq. m.	
Floor Space Index (F.S.I.)	3.6 FSI	
Unit Count	<b>1,496 (100%)</b>	
Studios	96 (6%)	
1-bedroom	715 (48%)	
2-bedroom	528 (35%)	
3-bedroom	157 (11%)	
Amenity Space	<b>5,023.3 sq. m. (3.36 sq. m./dwelling unit)</b>	
Indoor	3,284.4 sq. m. (2.2 sq. m./dwelling unit)	
Outdoor	1,738.9 sq. m. (1.16 sq. m./dwelling unit)	
Car Parking Spaces	<b>1,638</b>	
Residential	1,429	
Visitor (res)	150	
Commercial	52	
Daycare	7 (+5 short-term drop-off)	
Bicycle Parking Spaces	<b>1,178</b>	
Resident Long-term	1,045	
Resident Short-term	104	
Commercial Long-term	9	
Commercial Short-term	20	
Loading Spaces	<b>6</b>	
Type 'B'	2	
Type 'G'	2	
Type 'C'	2	

# **3.3 Required Approvals**

The proposed development is permitted by the applicable *Mixed Use Areas* designation of the Official Plan. Although the proposed land uses are permitted by the *Mixed Use Area F* designation of the North York Centre Secondary Plan, an Official Plan amendment is required in order to permit a minor increase to the permitted density.

In addition, the proposal requires an amendment to North York Zoning By-law No. 7625, as amended, in order to increase the permitted height and density and to amend other performance standards as necessary to allow the proposed development.

# POLICY & REGULATORY CONTEXT



## 4.1 Overview

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

#### 4.2 Provincial Policy Statement

The Provincial Policy Statement 2014 ("PPS") came into effect on April 30, 2014 and provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

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

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

Policy 1.1.3.2 of the PPS supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, and which are transit-supportive where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact built 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 of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and public transit.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Section 1.6). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by 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 and cultural heritage landscapes.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion. For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

#### 4.3 A Place To Grow: Growth Plan For The Greater Golden Horseshoe

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("A Place to Grow") came into full force and effect, replacing the 2017 Growth Plan for the Greater Golden Horseshoe. Under Section 7 of the *Places to Grow Act*, all decisions affecting a planning matter must conform with A Place to Grow.

The Guiding Principles, which are important for the successful realization of A Place to Grow are set out in Section 1.2.1. Key principles relevant to the Proposal include:

- Supporting the achievement of <u>complete</u> <u>communities</u><sup>2</sup> 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 <u>strategic growth areas</u> (see definition below) in order to make efficient use of land and infrastructure and support transit viability; and
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

In accordance with Section 1.2.3, A Place to Grow is to be read in its entirety and the relevant policies are to be applied to each situation.

The policies contained within A Place to Grow emphasize the importance of integrating land use and infrastructure planning and the need to optimize the use of the land supply and infrastructure. A Place to Grow includes objectives to support the development of a complete community and promotes transitsupportive development. Section 2.1 of A Place to Grow states that:

"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 prioritizing intensification, and areas 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 A Place to Grow 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 considered as part of 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. Lands along major roads,



<sup>2</sup> Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

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; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk".

The subject site is located within the North York Centre "urban growth centre" and within a "major transit station area" (i.e. within 500 to 800 metres of the Finch subway station).

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated builtup areas (i), strategic growth areas (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv).

In this respect, Schedule 3 of A Place to Grow forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041. The 2016 Census data indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now midway through the 2001-2031 forecast period, the 2016 population of 2,731,571 (which would translate to an estimated population of 2,825,123, using the same undercount percentage as determined for the 2011 Census) is only 39.2% of the way toward achieving the population forecast of 3,190,000 by 2031.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of A Place to Grow will support the achievement of complete communities in a number of ways, including: (a) featuring a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities; (c) providing a diverse range and mix of housing options including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; (d) expanding convenient access to a range of transportation options; (e) provide for a more compact built form and a vibrant public realm, and (f) mitigating and adapting to climate change impacts and improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

Policy 2.2.2(3) requires all 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 intensification target and recognize them as a key focus for development (a);
- identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas (b);
- encourage intensification generally throughout the delineated built-up area (c);
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities (d); and
- be implemented through official plan policies and designations, updated zoning and other supporting documents (f).

Section 2.2.4 of the Growth Plan provides policies related to transit corridors and station areas. Policy 2.2.4(2) requires single-tier municipalities, such as the City of Toronto, to delineate the boundaries of "major transit station areas" on priority transit corridors "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". 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 transitsupportive densities.

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

With respect to housing, Policy 2.2.6(1). requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in A Place to Grow by, among other things, identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents (a). This housing strategy is to be implemented through official plan policies and designations and zoning by-laws(d). Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth (a); planning to achieve the minimum intensification and density targets (b); considering the range and mix of housing options and densities of the existing housing stock (c); and planning to diversify the overall housing stock across the municipality (d).

Generally, the infrastructure policies set out in Chapter 3 of A Place to Grow place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. Policy 3.2.2(1) provides that transportation system planning, land use planning and transportation investment will be coordinated to implement A Place to Grow. Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods (a);
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation (b); and,

• offers multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services (d).

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 4.2.10(1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaption goals. These are to include supporting the achievement of complete communities as well as the minimum intensification and densification targets in the Growth Plan (a), and reducing dependence on the automobile and supporting existing and planned transit and active transportation systems (b).

In planning to reduce greenhouse gas emissions and address the impacts of climate change Policy 4.2.10(2) encourages municipalities to develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for *infrastructure*, including transit and energy.

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

"The timely implementation of this Plan relies on the strong leadership of upperand single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) [...]



It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within required timeframes. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan.

Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation." (our emphasis)

Policy 5.2.1 assists in determining how A Place to Grow should generally be interpreted by providing that A Place to Grow sets out an integrated policy framework [5.2.1(1)] and that a municipal comprehensive review undertaken in accordance with A Place to Grow will be deemed to fulfill the municipal comprehensive review requirements of the PPS [5.2.1(2)].

Policy 5.2.5(1) clearly states that the targets set out in A Place to Grow are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of A Place to Grow, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the areas which should be delineated by municipalities in official plans in order to implement the minimum intensification and density targets, including major transit station areas (c) and strategic growth areas (d). Within each delineated area the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5) including zoning all lands in a manner that would implement the official plan policies (c).

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the proposed Official Plan and Zoning By-law Amendments conform with A Place to Grow and, in particular, the policies encouraging growth and intensification in "urban growth centres" and "major transit station areas".

#### 4.4 Metrolinx Regional Transportation Plan ("The Big Move")

Released by Metrolinx in 2008 under the authority provided by the Greater Toronto Transportation Authority Act, the Regional Transportation Plan ("RTP") provides a blueprint for sustainable transportation across the GTHA over a 25-year time horizon. The RTP is a statutory public policy document prepared under the Metrolinx Act, 2008 that contains strategies and action items to develop a multi-modal transportation network in the GTHA. As defined by the Act, the RTP is one that:

- takes into account all modes of transportation;
- makes use of intelligent transportation systems;
- promotes the integration of local transit systems with each other and with the GO Transit system;
- works towards easing congestion and commute times, and reducing transportation related emissions of smog precursors and greenhouse gases; and
- promotes transit-supportive development and the viability and optimization of transit infrastructure.

The RTP is based on a series of Goals and Objectives, from which ten strategies are developed. Strategy 1 is to build a comprehensive regional rapid transit network. Strategy 7 is to build communities that are pedestrian, cycling and transit-supportive. The RTP identifies nine "Big Moves" which will implement these strategies. Big Move #1 is to develop a fast, frequent and expanded regional rapid transit network, while Big Move #7 is to create a system of connected mobility hubs.

The Finch subway station is identified as a "Gateway Mobility Hub" on Schedule 1 (15 Year Plan) of the RTP. Additionally, within the North York Centre, the North York Centre subway station is identified as an Anchor Mobility Hub (or "Anchor Hub"), and the Sheppard station is identified as a "Gateway Hub" in the RTP. Mobility Hubs are defined as major transit station areas that are particularly significant due to the level of transit service planned for them and the development potential around them. Gateway Hubs are defined as all mobility hubs that are not Anchor Hubs.

The Finch mobility hub, which includes the Finch subway station and the Finch GO Bus Station, including YRT/Viva bus service, is identified as a Gateway Mobility Hub in the RTP. Mobility hubs are defined as major transit station areas that are particularly significant due to the level of transit service planned for them and the development potential around them. Mobility hubs are places of connectivity between regional rapid transit services and places where different modes of transportation come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station. These areas are generally forecast to achieve a minimum density of approximately 10,000 people and jobs within an 800 metre radius.

Policy 7.14 of the RTP provides that Gateway Hubs shall be identified and incorporated into municipal Official Plans and Transportation Master Plans. Policy 7.15 requires that municipalities prepare detailed master plans for each mobility hub, which will among other matters: optimize transit-oriented development; identify and implement incentives to promote transit-oriented development; and establish a surface parking reduction strategy.

To assist in communicating the role and function of a mobility hub, Metrolinx prepared the *Mobility Hub Guidelines for the Greater Toronto and Hamilton Area* (September 2011). The Mobility Hub Guidelines are intended to provide "guidance and inspiration on developing mobility hub plans and incorporating mobility hub objectives into other planning activities," and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

The Mobility Hub Guidelines identify a number of zones around a mobility hub within which to consider transportation and land use decisions, including a primary zone within approximately 250 metres (i.e. a 2.5 minute walk) of the station, and a secondary zone within approximately 500 metres (i.e. a 5 minute walk). The subject site is located within approximately 300 metres of the Finch Mobility Hub (i.e. within the secondary zone). The secondary zone typically includes relatively high densities and mix of uses to benefit from the high level of transit accessibility and promote higher sustainable mode shares. Direct and safe walking and cycling connections to the rapid transit station and within this zone are critical.

The Mobility Hub Guidelines also include suggested density and mode share targets within mobility hubs. For hubs served by subway, transit-supportive densities in excess of 250 residents and jobs per hectare are suggested, with a suggested transit mode share of 40%. It is noted that land use targets should reflect the ridership levels needed to justify investment in subway infrastructure.

Guideline 5.2 seeks to focus and integrate increased and transit-supportive densities at and around transit stations to create a compact built form and a critical mass of activity, while ensuring appropriate transitions to the surrounding community. In this regard, the guidelines state that:

"Mobility Hubs (...) are to be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. Strategies to accommodate population and employment growth, by focusing intensification in the Primary and Secondary Zones are critical in achieving higher densities in the mobility hubs than surrounding areas and an appropriate transition of built form to adjacent areas. In addition, density targets within mobility hubs should ideally exceed the policies in the Growth Plan pertaining to urban growth centres." (Our emphasis.)

#### 4.5 2041 Regional Transportation Plan

The Regional Transportation Plan (RTP) is intended to be a blueprint for an integrated, multimodal regional transportation system that will serve the needs of the Greater Toronto Hamilton Area (GTHA). The introductory text of the RTP states the common vision for the region:

"The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment."

As it impacts the subject site, the RTP identifies a 7.4 km station is planned to be located at Cummer/Drewry and Yonge Street intersection, north of the subject site.

### 4.6 City Of Toronto Official Plan

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

#### GROWTH MANAGEMENT POLICIES

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

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

To that end, Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The sidebar regarding Toronto's growth prospects makes it clear that the population and employment figures are neither targets nor maximums; they are intended to be 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 <u>a minimum</u> <u>expectation</u>, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, <u>or</u> <u>even more</u>, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors." (Our emphasis.)

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include *Centres, Avenues, Employment Districts* and the *Downtown and Central Waterfront,* where transit services and other infrastructure are available. On Map 2 (Urban Structure), the subject site is identified as part of the North York *Centre,* which extends approximately from Highway 401 in the south to the intersection of Drewry Avenue/Cummer Avenue in the north (see **Figure 10**, Map 2 - Urban Structure).

One of the key policy directions in Chapter 2 is Integrating Land Use and Transportation (Section 2.2). The Plan states that:

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

Policy 2.2(2) provides that "growth will be directed to the *Centres*, *Avenues*, *Employment Districts* 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



Figure 10 - Toronto Official Plan - Map 2

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.

The explanatory text in Section 2.2.2 ("Centres: Vital Mixed Use Communities") states that:

"... Centres are focal points for surface transit routes drawing people from across the City and from outlying suburbs to either jobs with the Centres or to a rapid transit connection. Substantial past investment in transit and other infrastructure in these Centres has made it possible to accommodate economic growth. Good transit accessibility also makes Centres attractive locations for developing a range of housing opportunities where people can live close to their work or easily get to their jobs by transit."

Section 2.2.2 notes that the North York *Centre* is focused on three subway stations along Yonge Street and is served by both the Yonge-University subway and the Sheppard subway and is also a terminus for regional transit from communities to the north. It is a major concentration of commercial office space where businesses benefit from excellent transit service to the *Downtown* core as well as from good highway access. Within this context, it should continue to grow as an important commercial office location, as well as continuing to be a vibrant residential and cultural centre.

Policy 2.2.2(2) requires that each *Centre* have a Secondary Plan that will set out local goals and a development framework for the area consistent with the Official Plan. Among other matters, the Secondary Plan is to establish policies for managing change and creating vibrant transitbased, mixed-use *Centres*; create a positive climate for economic growth and commercial office development; and support residential development with the aim of creating a quality living environment for a large resident population, including encouraging a full range of housing opportunities in terms of type, tenure, unit size and affordability. The Secondary Plan will also "support the use of existing public investment in transit and other municipal assets"; set out the location, mix and intensity of land uses within the *Centre*; and be accompanied by zoning to implement the Secondary Plan that will incorporate transitsupportive development guidelines and, in particular, within convenient walking distance of an existing or planned rapid transit station, establish minimum development densities as well as maximum development densities, maximum and minimum parking standards, and restrictions on auto-oriented retailing and services.

The applicable policies of the North York Centre Secondary Plan are described in Section 4.8 of this report.

In addition, 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."

Following therefrom, Policy 2.4(4) states as follows:

"In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy."

Policy 2.4(7) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements. Furthermore, Policy 2.4(8) (a) directs that better use will be made of offstreet 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". In this regard, Map 4 (see **Figure 11**, Map 4 - Higher Order Transit Corridors) identifies the Finch TTC subway station along the Yonge subway line, while Yonge Street in the vicinity of the subject lands is identified as a "Transit Priority Segment" on Map 5 (see **Figure 12**, Map 5 - Surface Transit Priority Network).

# LAND USE DESIGNATION POLICIES

The subject site is designated *Mixed Use Areas* on Map 16 (Land Use Plan) of the Official Plan (see **Figure 13**). The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixeduse buildings, as well as parks and open spaces and utilities The introductory text to Section 4.5 of the Official Plan indicates that the intent of the designation is to achieve a multitude of planning objectives by combining a broad range of residential, office, retail and services, institutions, entertainment, recreation and cultural uses, as well as 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 within the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night."

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

- creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands in *Centres*, such as North York Centre;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locating and massing new buildings so as to adequately limit shadow impacts on nearby Neighbourhoods, particularly during the spring and fall equinoxes;



Figure 11 - Toronto Official Plan - Map 4



#### SURFACE TRANSIT PRIORITY NETWORK Legend



#### **Expansion Elements**

N

Transit Priority Segments

Figure 12 - Toronto Official Plan - Map 5


Figure 13 - Toronto Official Plan - Map 16

- 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;
- taking advantage of nearby transit services; and
- providing good site access and circulation and an adequate supply of parking for residents and visitors.

### BUILT FORM POLICIES

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, and to frame and support adjacent streets, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- on corner lots, locating 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;
- providing ground floor uses that have views into and, where possible, access to adjacent streets; and
- preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2(2) 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 block(s) including public and private lanes, driveways and service courts;

- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate;
- limiting surface parking between the front face of a building and the public street or sidewalk; and
- integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces

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

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale, and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings;
- providing for adequate light and privacy;
- adequately limiting any shadow and wind impacts on neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing shadow and wind impacts on neighbouring parks as necessary to preserve their utility.

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

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

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;

- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(6) requires that every significant new multi-residential development provide indoor and outdoor amenity space for residents, giving each resident access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Policy 3.1.3 of the Plan recognizes that tall buildings, when properly located and designed, can draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. Given Toronto's relatively flat topography, tall buildings can become important city landmarks when the quality of architecture and site design is emphasized. Accordingly, the policies specify that tall buildings come with larger civic responsibilities and obligations than other buildings.

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

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

#### EMPLOYMENT POLICIES

As part of the Official Plan and Municipal Comprehensive Reviews new policies and designations for *Employment Areas* came into effect through OPA 231. Section 3.5.1 (Creating a Strong and Diverse Civic Economy) states that:



"Almost half of the City's current jobs, and a majority of its future jobs are in offices [...] it is essential to promote office growth on rapid transit lines throughout the City and Region. The Official Plan directs office growth, and in particular the development of large freestanding office buildings, to the Downtown and Central Waterfront, the Centres, and within 500 metres of rapid transit stations. At the same time, existing office space in these transit-rich areas needs to be sustained, not demolished to make way for new residential buildings. Where a residential development is proposed on sites with over 1000 square metres of employment space in these areas served by rapid transit where residential uses are already permitted, the development must also result in an increase of employment space."

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

Notwithstanding the location of the subject site within the North York *Centre* in proximity to an existing higher order transit station, it is our opinion that the office space that was formerly occupied by Toronto Hydro is not traditional office space and therefore Policy 3.5.1(9) should not be applied rigidly, as described in further detail in Section 5.2 below.

### HOUSING POLICIES

The Official Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

# IMPLEMENTATION POLICIES

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

# 4.7 North York Centre Secondary Plan

The site is subject to the North York Centre Secondary Plan, which generally applies to the lands located to the east and west of Yonge Street north of Highway 401 and south of Drewry Avenue/Cummer Avenue. The North York Centre Secondary Plan area is divided into two portions: North York Centre North (generally, north of Ellerslie Avenue/Norton Avenue) and North York Centre South (generally, south of Ellerslie Avenue/Norton Avenue to Highway 401).

The subject site is located within North York Centre North as shown on Map 8-1 (see **Figure 14**, Secondary Plan Boundaries) and is designated *Mixed Use Area F* on Map 8-4 (see **Figure 15**, North York Centre North Land Use Areas). In accordance with Policy 2.2.3, the *Mixed Use Area F* designation permits commercial, institutional and residential uses, as well as public parks and recreation uses, and transit terminals. The total of all commercial uses on a site or portion of a site in Mixed Use Area F will not exceed 50 per cent of the maximum permitted gross floor area on the site or portion of the site designated Mixed Use Area F.



Figure 14 - North York Secondary Plan - Map 8-1

#### DENSITY POLICIES

Map 8-7 (see **Figure 16**, North York Centre North Density Limits) illustrates the maximum permissible densities within North York Centre North. The maximum permitted density for the subject site, excluding density incentives and transfers, is 2.6 times the lot area. Policy 3.2(b)(ii) provides that the maximum permissible density, including density incentives and transfers, will not exceed 3.458 times the area of the lot (i.e. 2.6 FSI plus 33 percent).

Density incentives are described in Section 3.3 of the Plan. Potential density incentives set out in Figure 3.3.1 include:

- the provision of bicycle parking (at-grade common bicycle rooms and associated commercial showers and change rooms are exempted from the calculation of GFA);
- the provision of private recreational space (up to 1.5 square metres per dwelling unit is exempted from the calculation of GFA);



Figure 15 - North York Secondary Plan - Map 8-4

- the provision or retention of a place of worship, including relocation within the North York Centre (the GFA of the place of worship is exempted from the calculation of GFA);
- the provision of a social facility such as a daycare centre (the Gross Floor Area (GFA) of the social facility is exempted from the calculation of GFA and up to 4 times the GFA of the social facility is available as an incentive);
- the provision of a continuous indoor pedestrian connection to a transit terminal (the GFA of the pedestrian connection is exempted from the calculation of GFA);
- the provision of street-related retail in the Prime Frontage Area (the GFA of street-related retail uses to a depth of 30 metres is exempted from the calculation of GFA); and
- the provision of major office development (over 15,000 square metres) connected to a transit terminal (the GFA of an indoor pedestrian connection to a transit terminal, owned or operated by a public authority, is not subject to the 33 percent limit).



As well, Section 3.3 permits density incentives in exchange for monetary contributions towards the cost of constructing and furnishing public recreation centres and social facilities and/or the acquisition of land necessary for the completion of the service road network and associated buffer areas.

Density transfers are described in Section 3.4. Density transfers may be permitted from lands conveyed to the City for public purposes such as roads, public parks, and public recreational centres.

Policy 1.8 notes that, throughout North York *Centre*, there should be variation in maximum permitted densities, with the highest densities in areas well served by rapid transit, and that within municipal blocks the major massing of density is to be on the portion of the block which is adjacent to Yonge Street. Additionally, Policy 1.8 notes that "the southern portion of the North York Centre North will develop at lower densities than the areas better served by rapid transit".

Policy 1.10 to the Secondary Plan states that it is intended that the distribution of densities assigned in the North York Centre "will be strictly maintained", to ensure that:

- a. appropriate redevelopment takes place;
- redevelopment does not exceed the capacity of the physical infrastructure as improved from time to time, including sewerage, roads and public transportation; and,
- c. the built form of redevelopment is compatible with the abutting stable residential community.

Policy 1.13 states that substantial amendments to the Secondary Plan that may be proposed will normally be addressed by general, rather than site-specific, review. Ad hoc, site-specific amendments that are not consistent with basic principles of this Secondary Plan or that create uncertainty will be discouraged. Following therefrom, Policy 1.14 provides the City will be satisfied that any proposed site-specific amendment is minor in nature and local in scope, and that it does not materially alter provisions of the Secondary Plan dealing with boundaries, land use, density, height or built form. However, the numeric limits contained in the Secondary



Figure 16 - North York Secondary Plan - Map 8-7

Plan with respect to density and height will nonetheless "be considered to be absolute". Further, the City must be satisfied that the traffic certification requirements of the Secondary Plan are satisfied and that the amendment does not adversely impact stable residential areas.

# BUILDING HEIGHT POLICIES

Section 5.4 of the Secondary Plan establishes principles governing building heights in North York Centre, which seek to:

- protect stable residential areas adjacent to North York Centre;
- provide for appropriate transitions in height between the highest intensity areas along Yonge Street and the residential communities outside of the Centre;
- encourage the highest intensity developments along Yonge Street and in vicinity of the subway stations; and,
- achieve a comfortable human scale and sense of spatial enclosure along the primary pedestrian streets.

Based on these principles, the Secondary Plan prescribes maximum permitted building heights, as shown on Map 8-8a (see **Figure 17**, North York Centre North Maximum Height Limits). The maximum permitted building height on the subject site is 87.0 metres.

Policy 5.4.2 to the Secondary Plan identifies that site-specific amendments to the height limits shown on Map 8-8 are discouraged; however, when considering an application for such an amendment, the City will be satisfied that the contemplated increase in height satisfies the following tests:

- it is necessary to provide for desirable flexibility in built form;
- it would have no appreciable impact on the residential amenity of properties within the stable residential areas; and
- it meets the urban design objectives set out in Section 5 of the Secondary Plan.



Figure 17 - North York Secondary Plan - Map 8-8a

The policy goes on to state that, if the City is satisfied the proposed height increase meets these tests, the provisions of Policy 1.14 (as set out above) will be deemed to be satisfied.

#### TRANSPORTATION

Policy 4.3(a) provides that development within North York Centre will be managed within the capacityoftheexistingandplannedtransportation system. In accordance with this direction, the Secondary Plan sets out Long Range Development Levels in Figure 4.3.1, which represent the anticipated level of development associated with the land use and density designations, based on certain assumptions and factors, including: trip generation rates, modal split, gross floor area per population estimates, and the extent to which the commercial permissions of the Secondary Plan will be maximized. Within North York Centre North, a maximum of 1,550,000 square metres of residential gross floor area may be achieved, together with a non-residential gross floor area of 540,000 square metres.

Policy 4.6.1(a) provides that the supply of parking in the North York Centre will be strictly regulated so as to attain an overall average auto driver modal split of no more than 33 percent (in the P.M. peak hour) for all new development. To achieve this goal, Policy 4.6.1(b) indicates that a parking policy was established for North York Centre, which is included as Appendix 1 to the Secondary Plan. The policy may only be revised following suitable review and public input.

#### ENVIRONMENT & URBAN DESIGN

Within North York *Centre*, the height, massing and intensity of buildings will generally be focused along Yonge Street and in the immediate vicinity of subway stations (Policy 5.1(a)).

On all streets in North York *Centre*, the Secondary Plan identifies that: street trees should be planned; continuous building frontages will be encouraged; and height limits adjacent to the streets should establish a comfortable human scale and create a sense of spatial containment (Policy 5.1(d)). Additionally, building heights, setbacks and build-to requirements set out elsewhere in the Secondary Plan seek to provide an appropriate scale and massing of buildings in relation to the specific context and edge condition of each development site within North York Centre (Policy 5.1(e)).

Streets are regarded as public open space assets, and buildings should be designed in a manner that maintains animation and interest along the street, with ground floor uses and front doors that relate to the grade of the street (Policy 5.3.1(a)). Buildings should relate to and help define the street, while maintaining an attractive pedestrian environment along sidewalks and open spaces with entrances that serve as an extension of the pedestrian environment (Policy 5.3.1(c)).

Policy 5.3.2(a) states that there will be a transition in built form from Yonge Street to neighbouring residential areas through a decrease in height and building mass.

Policy 5.3.6 seeks to provide for a well-defined boundary and a stable buffer between lands within North York Centre and the surrounding residential neighbourhoods. In North York Centre North, a buffer area which generally consists of lands within 75 metres of the nearest residential property line has been established. The subject site abuts a residential property line to the west.

Section 5.6 of the Secondary Plan sets out policies with respect to the pedestrian environment. Broadly, these policies seek to provide for an attractive, convenient and secure pedestrian environment. All developments will be required to provide open, sheltered and interior areas that are able to accommodate the demand that can be reasonably be expected for pedestrian movement within the site. Policy 5.6.6 states that buildings and structures in North York Centre should be designed in a manner that ensures that access to sunlight is not significantly reduced in residential areas outside of the North York Centre boundary, as well as along public streets and public open spaces in the Centre.

#### PARKS AND OPEN SPACE

The policies for parks and open space are set out in Section 6 of the Secondary Plan. Policies regarding linear parks, streetscaping, and landscaping seek to encourage the creation of a high quality environment. Details are set out in Section 6.6 and 6.7 with respect to outdoor common and private open space requirements.

Residential development of 100 dwelling units or greater is required to provide a minimum of 1.5 square metres per dwelling unit of private outdoor recreational space, which is to be located at grade and should incorporate play areas and recreational areas.

### COMMUNITY FACILITIES

Community Facilities policies are set out in Section 7 of the Secondary Plan. Policy 7.2 states that residential developments containing 100 or more dwelling units are required to provide a minimum of 1.5 square metres per dwelling unit of private indoor recreational space, which may be exempted from the calculation of density.

# 4.8 Yonge Street North Planning Study

The subject site is situated within the study area of the Yonge Street North Planning Study which was initiated in June of 2011. The study developed a long-term vision for the future of the Yonge Street corridor between Finch Avenue and Steeles Avenue in the context of existing and increasing development pressures within the area. The study area is bounded to Steeles Avenue to the north, Finch Avenue to the <u>south</u>, Willowdale Avenue to the east and Hilda Avenue/ Talbot Road to the west.

The Yonge Street North planning study would provide guidance on both the active and anticipated applications and set the stage for managing growth in the area. In light of the advancement of the planned northerly extension of the Yonge subway line and associated subway stations, the planning study would determine how appropriately the growth pressures that will occur and are already occurring could be managed. Among other matters, the planning study reviewed:

- the location of various densities and built forms; for any tall, mid-rise and/or low-scale built forms and transition to adjacent low-density neighbourhoods.
- the level of development prior to and after a Yonge subway extension; with the timing of the subway being uncertain, it is necessary to understand what level or type of development can reasonably be supported by the existing transportation network, and what planning mechanisms can coordinate the development of transit-supportive land uses with the actual provision of transit.
- the transportation and infrastructure improvements; the study addresses all opportunities for improving the existing road network and capacity through potential new service roads and/or road connections. Other infrastructure improvements such as sewer and water systems also has been reviewed.
- the pedestrian amenities and streetscape; as part of creating transit-supportive land uses, the study reviewed what streetscape improvements can be made to conveniently and comfortably connect pedestrians from the community to new subway stations and community facilities.
- the community infrastructure, parks and open space improvements; through identifying the existing inventory of community facilities, parks and open space in the area, the study identifies needed improvements or locations for new facilities and developed a strategy for integrating those improvements into the vision for the area.
- Implementation strategies; the study reviewed the full range of planning tools that can best achieve the vision for the area. Many of these tools are already used in the North York Centre Secondary Plan, and the lessons learned from that Secondary Plan are expected to provide considerable guidance throughout this study.

The planning study has been conducted in 3 phases:

- To prepare background research and present the study process to the community;
- To prepare, model and test draft land use concepts;
- To prepare the final report and proposed amendments to planning documents

Each phase of the study included consultation meetings and/or workshops with the local community.

In November 2013, North York Community Council received the consultant's final report and directed City Planning staff to undertake further work. This work included consulting with the community on an implementation plan for the study area including parkland acquisition, transportation improvements, density and streetscape improvements. Staff was also directed to provide historical data on congestion and traffic volumes and to present alternate built forms consisting of low and mid-rise building.

On May 21, 2014 a Draft Implementation Plan for Yonge Street North Planning Study was released to consult with residents at a community consultation meeting held on May 28, 2014. The Implementation Plan identifies amendments required to the City of Toronto Official Plan, the North York Secondary Plan and the introduction of the Yonge Street North Secondary Plan for the area along Yonge Street between Cummer Avenue/Drewry Avenue to Steeles Avenue. A final implementation plan for the Yonge Street North Planning Study has not yet been prepared for Community Council's consideration as an adopted Official Plan Amendment.

The part of the Implementation Plan 2014, that applies to the subject site are the policies to amend those portions of the existing North York Centre Secondary Plan. In this regard, the following section (4.9.1) provide the draft policies related to the subject site and the proposal if implemented.

It is worth noting that staff held a community consultation in May 22, 2019 to re-launch the study and to receive feedback from the community focusing on the following topics:

- Massing
- Parks and Open Space
- Community Services and Facilities
- Transportation
- Streetscape
- Secondary Plan Boundaries

Staff will review and update existing transportation and infrastructure capacity information and the previous work done (if necessary) based on the received feedback. It is anticipated that in early 2020 staff will prepare and update the existing vision through the next community consultation.

#### YONGE STREET NORTH PLANNING STUDY DRAFT IMPLEMENTATION PLAN

The subject site is located within the Yonge Street North Draft Implementation Plan area ("Yonge North Draft Implementation Plan"), which was recommended for approval by Planning Staff but not adopted by City Council in 2014 and is therefore not in-force. The Yonge North Draft Implementation Plan recommended amendments to the North York Centre Secondary Plan and new polices with respect to the areas generally fronting onto Yonge Street between Drewry and Cummer Avenues to the south and Steeles Avenue to the North.

Among other matters, as it relates to the subject site, the Yonge North Draft Implementation Plan recommended an increase in the permitted density on the subject site from 2.6 times the area of the lot to 3.75 times the area of the lot generally fronting onto Yonge Street and 2.6 times the area of the lot generally fronting onto Fairchild Avenue (see **Figure 18**, Yonge North Draft implementation Plan Map 8-7).

Furthermore, the Yonge North Draft Implementation Plan recommended an increase in the permitted height on the subject site from 87.0 metres to 125.0 metres generally along the Yonge Street frontage, 18.0 metres in the centre of the subject site and 11.0 metres generally fronting onto Fairchild Avenue (see **Figure 19**, Yonge North Draft implementation Plan Map 8-8a).



Figure 18 - North York Secondary Plan - Map 8-7



Figure 19 - North York Secondary Plan - Map 8-8a

# 4.9 Zoning

The in-force Zoning By-law applying to the subject site is the former City of North York Zoning Bylaw 7625, as amended. The new City-wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013; however, it is subject to numerous appeals to the Local Planning Appeal Tribunal and therefore is not yet in force. Furthermore, the subject site is not included in the area subject to By-law 569-2013.

The subject site is zoned Semi-Public Open Space ("O3") as shown on Map 35 of By-law No. 7625 (see **Figure 20**, Zoning Map). Within the O3 zone, permitted uses include any station, yard, building, park or parkway, operated or used by the City of North York, the Municipality of Metropolitan Toronto, the Province of Ontario, the Dominion of Canada, the Hydro-Electric Commission of the City of North York, the Electric Power Commission of Ontario, The Board of Education for the City of North York, the City of North York Library Board, the Metropolitan Separate School Board, Seneca College, Sunnybrook Hospital, the University of Toronto, York University, the Toronto Transit Commission, the Bell Telephone Company of Canada, the Metropolitan Toronto and Region Conservation Authority, or any public railway company. For clarity, the O3 zone does not permit non-government offices and therefore, an office building is not permitted as-of-right on the subject site today.

The only applicable zone provisions relate to yard setbacks, whereby no building or structure shall be located closer to any lot line than a distance equal to the height of the building or structure.



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# 4.10 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).

The document specifically notes that the Tall Building Design Guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively". The 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 or provide a separation distance of 25 metres between towers on the same site.

The proposed development is evaluated with respect to the Guidelines in Section 5.6 of this Report.

# 4.11Growing Up: Guidelines for Children in New Vertical Communities

In 2015, City Planning staff initiated a study entitled "Growing Up: Guidelines for Children in New vertical Communities". The study explored how new multi-unit residential buildings and "vertical neighbourhoods" can better accommodate the needs of households with children. A staff report summarizing the study process and draft guidelines was adopted by City Council at its meeting on July 5, 2017.

The draft guidelines will be applied in the evaluation of new multi-unit residential development proposals and will be used as part of ongoing consultations with the design and development industries through the approvals process, with a report back on any proposed modifications by the end of the first quarter in 2018. Staff will monitor implementation of the draft guidelines for a period of two years with a report back on the results in 2019. Generally, the draft guidelines are structured at three scales: the neighbourhood, the building, and the dwelling unit. The objective of the draft guidelines is to ensure that developments deliver tangible outcomes to increase the liveability for larger households, including households with children.

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





# 5.1 Intensification

Mixed-use Intensification on the subject site is supported by policy directions articulated in the Provincial Policy Statement, the A Place to Grow, Metrolinx Regional Transportation Plan, and the City of Toronto Official Plan (including North York Centre Secondary Plan), all of which promote intensification on sites well served by municipal infrastructure, particularly higher order transit.

The proposal is in keeping with the intensification polices of both the PPS and A Place to Grow. The subject site is located within the North York Centre, and it is approximately 250 metres from the nearest entrance to the Finch subway station and approximately 200 metres south of the planned Drewry/Cummer station on the Line 1 Yonge-University subway extension. Accordingly, the subject site forms part of a "strategic growth area" as it is located within both an "urban growth centre" and "major transit station area" pursuant to A Place to Grow. A Place to Grow seeks to direct significant population and employment growth to urban growth centres and major transit station areas in a manner that achieves minimum density targets and helps to ensure the efficiency and viability of existing and planned public transit. As it relates to "major transit station areas" A Place to Grow supports the need to better integrate land use planning and transportation investments, particularly with respect to public transit. In particular, the A Place to Grow prohibits land uses and built form that would adversely affect the achievement of transit-supportive densities.

Similarly, the Regional Transportation Plan identifies the Finch subway station as a "Gateway Hub" that will achieve a minimum density of approximately 10,000 people and jobs within 800 metres by 2031. Located within the secondary zone of the Gateway Hub (i.e. between 250 and 500 metres distance from the subway station), the Mobility Hub Guidelines provide that land use considerations should include relatively high densities and a mix of uses to benefit from the high level of transit accessibility and promote higher sustainable mode shares. The optimization of density on the subject site is consistent with both good planning practice and overarching provincial and municipal policy direction, subject to achieving appropriate build form relationships. Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking for sites in areas such as this, which are well served by public transit, including locations within proximity to higher-order transit stations. Furthermore, it is our opinion that the current zoning permissions and zoning on the subject site, including a low-rise and low-density former institutional office building, a large surface parking lot and open space areas represents an underutilization of land and infrastructure.

As one of Toronto's four *Centres*, North York *Centre* is an important growth area that is intended to accommodate intensification to take advantage of the proximity to existing municipal services and higher order public transit, as well as regionally-significant employment, cultural, recreational and civic land uses within walking distance. Extending over a period of more than fifty years, the revitalization and redevelopment of underutilized sites along Yonge Street within what is now known as North York *Centre* has been a key policy directive of both the former City of North York and the amalgamated City of Toronto.

The redevelopment of the subject site with an intensified, mixed-use form of development that includes housing, retail and office space is part of a desirable reinvestment and revitalization process, which is anticipated and supported by the PPS, A Place to Grow and the emerging policy direction within the North York *Centre*. The proposed mixed-use intensification on the subject site would support transit ridership that would contribute to the achievement of forecasts in A Place to Grow and the Official Plan and would also allow residents to take advantage of the wide array of shops, services, restaurants and other facilities in the surrounding area.

In the explanatory text in 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 nonrenewable resources.

Based on the foregoing, it is our opinion that the existing zoning and Official Plan density limits are not consistent with the PPS and do not conform with the A Place to Grow. Accordingly, Official Plan and Zoning By-law amendments are required in order to increase the permitted height and density in accordance with overarching policy directive.

# 5.2 Land Use

The proposed mix of uses, including ground floor commercial uses, office space, day care and residential uses, conforms with the applicable *Mixed Use Areas* policies set out in the Official Plan, and with the policies for the *Mixed Use Area F* designation in the North York Centre Secondary Plan.

The *Mixed Use Areas* designation of the Official Plan provides for a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open space. The *Mixed use Areas F* designation of the North York Centre Secondary Plan allows for commercial, institutional, residential, public parks and recreational uses, and transit terminals and the total of all commercial uses on the site will not exceed 50 percent of the maximum permitted gross floor area.

The proposed mix of uses will implement the overall planning objectives of the *Mixed Use Areas* general designation and the *Mixed Use Areas F* designation in the North York Centre Secondary Plan. In that regard, the proposed mix of uses implements the development criteria set out in Policy 4.5(2) of the Official plan by creating a balance of high quality residential and retail uses in a manner that reduces automobile dependency and provides for new homes for Toronto's growing population on lands that are presently underutilized.

The objective of the Official Plan in intensifying *Mixed Use Areas* is that of reurbanization. It is anticipated that residents will be able to live, shop and play in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and night.

The proposed ground floor commercial uses, office uses and daycare space would animate the existing and new street frontages, contributing to an active pedestrian realm. Although the subject site is not located in the "Prime Frontage Area" along Yonge Street, the Secondary Plan encourages retail uses along the full length of the corridor within North York Centre. The proposed retail along the Yonge Street frontage also supports policies of the Secondary Plan that encourage grade-related retail to support Yonge Street's function as one of the primary promenades in the City and a main retail street within the Centre. The proposed retail as well as the day care uses will not only add to the mix of uses in this area but will contribute to the vitality of the Centre.

Furthermore, the proposed residential uses will implement Policy 3.2.1 of the Official Plan, by introducing a range of housing in terms or form, tenure and affordability. In this regard, approximately 46 percent of the proposed dwelling units will have two or three bedrooms and are suitable for large households. Approximately 11 percent of the proposed dwelling units will contain three bedrooms, which is in keeping with the City's Growing Up Guidelines.

#### 5.2.10FFICE USES

The proposal would demolish the existing vacant office building, formerly occupied by Toronto Hydro, an institutional public sector office totalling 7,990 square metres of gross floor area, in order to facilitate the proposed development. In contrast, the proposal will include a total of 4,601.7 square metres of new market office space contained within the podium of Towers 3 and 4, with direct frontage along Yonge Street. Although the proposed office gross floor area does not replace the existing office space on the site at a 1:1 ratio, it is our opinion that Official Plan Policy 3.5.1(9) does not apply for the following reasons:

Firstly, it is our opinion that the intent of policy 3.5.1(9) is to ensure that non-governmental offices (i.e. non-institutional employers) are replaced in order to retain jobs in appropriate locations so that the growth targets contained in A Place to Grow and Toronto's Official Plan are met. To that end, upon vacating the subject site, Toronto Hydro relocated its offices to 14 Carleton Street, which is located in Downtown Toronto and within 500 metres of the College subway station on Line 1, Yonge-University. Although the new location is not in North York *Centre*, it is located within an urban growth centre that is within 500 metres of a higher order transit station.

Secondly, Official Plan policy 3.5.1(9) does not define "office" nor does it define "office replacement". However, a fair and reasonable reading of this policy would acknowledge that the probability of attracting new public sector office space at the same location would be relatively low as any new prospective tenants are most likely to be in the form of private sector businesses. Given that the former institutional-office tenant (Toronto Hydro) has been relocated, it is unlikely that a similar institutional employer will relocate to the subject site.

Thirdly, it is important to note that private offices are not permitted as-of-right by the existing O3 zone, which applies on the subject site. Only publicly funded office, institutional and public service uses are permitted on the subject site. Therefore, any office replacement for private sector offices would require a rezoning application to permit private sector office uses.

Finally, as noted in the Office Market Demand Analysis prepared by urbanMetrics inc., it was determined that the North Toronto area is anticipated to meet its allocated growth targets, based on the following key findings:

• Within the more localized area of North Toronto, the subject site is not essential in maintaining the current or desired employment-residential balance in North York Centre;

- The North Toronto area is well-positioned to meet its allocated growth target, regardless of the amount of office space is included as part of the redevelopment of the subject site; and
- The non-residential uses planned as part of the mixed-use development proposed by the applicant will contribute to maintaining the historical level of employment on the subject site and will allow the North Toronto area to meet its future office space growth allocation.

Therefore, it is our opinion that the proposal, which includes 4,601.7 square metres of new office space, meets the intent of Policy 3.5.1(9) which is to ensure that the targets contained within A Place to Grow and the City's Official Plan for office space in proximity to higher order transit are met. Notwithstanding our opinion on the applicability of Official Plan Policy 3.5.1(9), we request an Official Plan Amendment for minor relief from the office replacement policies out of an abundance of caution.

# 5.3 Height, Massing and Density

As noted in Section 5.1 above, the subject site is an appropriate location for intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for tall buildings given its existing and planned context within North York *Centre*, proximity to other existing and approved tall buildings and to existing and planned higherorder transit stations. Accordingly, it is our opinion that the proposal satisfies the criteria established in Policy 3.1.3(2) of the Official Plan for the location of tall buildings.

From an urban structure perspective, the proposal is appropriate and compatible with existing and approved building heights in the surrounding area and will contribute to the evolving tall building context within the North York *Centre* and specifically along Yonge Street. Furthermore, the proposed tall buildings have been positioned to provide for appropriate separation distances and setbacks, with the greatest heights located at the east end of the subject site and the parkland and open space areas at the west end of the subject site to provide for an appropriate buffer from the low-rise neighbourhoods to the west. In our opinion, the height, massing and density of the proposal are appropriate and compatible with the surrounding context based on a number of contextual and urban design considerations, including:

- The size (3.28 hectares), width (122.0 metres) and depth (312.0 metres) of the subject site;
- The subject site's location within an urban growth centre;
- the subject site's proximity to existing and planned higher-order transit stations and a mobility hub;
- The existing, approved and planned built form character along Yonge Street in the North York *Centre*; and
- The separation distance between the proposed tall buildings and the existing low-rise residential neighbourhoods to the west.

The proposal is comprised of four new residential and mixed-use buildings with <u>heights</u> of 34-storeys (116.25 metres including mech.), 37-storeys (125.25 metres including mech.), all and 44-storeys (120.25 metres including mech.) and 44-storeys (150.25 metres including mech.), all of which are concentrated within the easterly half of the subject site, bounded by Yonge Street to the east, the new east-west public road to the south, the Beecroft Road extension to the west and the private east-west access road to the north. This configuration allows for the greatest separation distance from the closest *Neighbourhoods* designated properties to the west, generally beginning at Fairchild Avenue. Furthermore, the proposed building heights are consistent with nearby existing and approved developments within the North York *Centre*, as listed in Table 2 below and as identified on **Figure 21**, Building Heights Map. These include buildings with heights of up to 37-storeys (112.25 metres) to the immediate east of the subject site. Therefore, given that nearby developments have been built or approved with greater heights than those permitted by the North York Centre Secondary Plan, and that sufficient separation distance from nearby *Neighbourhoods* has been provided, it is our opinion that the proposed building heights are appropriate and compatible with the surrounding built form.

Furthermore, the North York Centre Secondary Plan recognizes the subject site as being appropriate for a tall building. As noted above, the North York Centre Secondary Plan permits a building height of up to 87 metres on the subject site. Although the North York Centre Secondary Plan states that numeric limits regarding height and density are considered to be absolute, Policy 5.4.2 of the Secondary Plan permits consideration of site-specific applications in accordance with the "tests" set out in that policy. In our opinion, the proposal satisfies the applicable "tests" for an increase in building height. In particular, the proposed building height:

 provides desirable flexibility in built form, by facilitating a tall slender tower form that provides appropriate setbacks from Yonge Street and adjacent properties, rather than a shorter but more massive tower floor plate which would result

Table 2 - Existing and Approved Heights in Proximity to the Subject Site

Address	Height (storeys)	Height (metres³)	Status
5800 Yonge Street (subject site)	44, 38, 37, 34	141.25, 120.25, 118.25, 109.25	Proposed
5799-5915 Yonge Street	37, 36, 34, 28	112.25, 109.4, 104.0, 85.6	Approved (OMB)
5700 Yonge Street	23, 22	93.3, 89.0	Built
15 and 25 Greenview Avenue	31, 28	86.2, 72.8	Built
5775 Yonge Street	18	76.6	Built
5971 and 5873 Yonge Street	24, 22	68.6, 63.0	Built

3 Heights exclude mechanical penthouse



Figure 21 - Building Heights Map



in greater impacts on the street and adjacent properties;

- would have no appreciable impact on the residential amenity of properties within the stable residential area to the west (see Section 5.4 below); and
- meets the Secondary Plan's urban design objectives (see Section 5.6 below).

In terms of massing, the proposal employs a towerbase typology in each phase as recommended by the Tall Building Design Guidelines. The podium buildings provide comfortable pedestrian scale, while the tower elements are sited away from building edges to minimize impacts on the surrounding low-rise residential areas to the west. The tower elements all step back from the base building along all facades, such that the buildings read as two distinct elements that establish a pedestrian-friendly scale along the existing and proposed streets. Specifically, the proposed 4-storey podium along Yonge Street and the 3-storey podium along the Beecroft Road extension podium will maintain appropriate street wall conditions that are compatible with existing and approved built form in the area, including podium elements ranging in height from 2- to 8-storeys. Furthermore, along Yonge Street, the podium element of Towers 3 and 4 is set back in the centre to create visual differentiation and to break up the mass along Yonge Street.

The proposed tower floor plates range in size from approximately 660 to 750 square metres, which is in-line with the recommended maximum floor plate size in the Tall Building Design Guidelines. Furthermore, all proposed towers maintain a minimum separation distance of 25.0 metres, as recommended by the Tall Building Guidelines. Specifically, Towers 1 and 2 maintain a minimum separation distance of 25.0 metres from each other and Towers 3 and 4 maintain a minimum separation distance of 27.0 metres from each other.

From a <u>density</u> perspective, it is our opinion that the proposed density of 3.6 times the area of the lot inclusive of density incentives is appropriate and desirable. For the reasons set out in Section 5.1 of this report, it is important to optimize the density on the subject site from the perspective of integrating land use and transportation, given its location within the North York *Centre* and in proximity to a major transit station area.

The maximum permitted density for the subject site, excluding density incentives and transfers, is 2.6 times the lot area as required by the North York Centre Secondary Plan. Policy 3.2(b)(ii) provides that the maximum permitted density, including density incentives and transfers, will not exceed 3.458 times the area of the lot (i.e. 2.6 FSI plus 33 percent). In the case of the proposal, the applicable density incentives to be employed include providing bicycle parking spaces in common bicycle rooms and the provision of private recreational amenity space, the provision of a retail frontage at grade with a 30 metre depth along Yonge Street as well as the contribution of a 781.5 square metre day care facility in the proposed Tower 1.

Notwithstanding the foregoing, it is our opinion that the proposed density of 3.6 times the area of the lot constitutes a minor increase in the permitted density on the subject site that is inline with the intensification objectives of A Place to Grow and the City of Toronto Official Plan, as indicated in Section 5.1 above. Furthermore, the proposed density is consistent with nearby approved developments within the North York *Centre*, including 5799-5915 Yonge Street, which was approved with a density of 4.09 times the area of the lot, whereas the maximum density permission in the North York Centre Secondary Plan is 2.2 times the area of the lot. Given the foregoing, it is our opinion that the proposed density of 3.6 times the area of the lot is appropriate for the subject site, compatible with nearby approved developments and would not impose any negative impacts on the surrounding area.

# 5.4 Built Form Impacts

As set out below, it is our opinion that the proposal would have acceptable built form impacts on surrounding properties including, in particular, properties within the *Neighbourhoods* designation to the west.

In this regard, the Official Plan development criteria in Policy 4.2(2) focus particularly on the potential impacts of high-rise development on adjacent lower-scale *Neighbourhoods*. The Official Plan designates the subject site and adjacent lands in all four directions as *Mixed Use*  *Areas*, with the exception of the *Neighbourhoods* designation applying to the lands immediately west of Fairchild Avenue.

The Official Plan development criteria applying to Mixed Use Areas focus on potential built form impactsonadjacentlower-scale Neighbourhoods. In particular, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards lower-scale Neighbourhoods. The closest Neighbourhoods are located to the west, generally commencing at Fairchild Avenue. The greatest heights are proposed at the east end of the subject site, and open space areas including the proposed public park are located at the west end of the site, divided in the centre by the Beecroft Road extension. Accordingly, all proposed buildings (including podium and tower elements) would fall under 45-degree angular planes taken from the closest Neighbourhoods designated properties. Based on the foregoing, it is our opinion that the proposed building provides an appropriate transition down in scale and massing to the lowrise residential neighbourhood to the west.

### LIGHT, VIEW AND PRIVACY

Light, view and privacy ("LVP") impacts are generally addressed through a combination of spatial separation, setbacks, orientation and mitigating measures between buildings. As set out below, the proposal complies with the applicable LVP standards and guidelines.

For the base building element, a minimum main window separation distance of 11.0 metres is typically recommended. For tower elements, the Tall Building Design Guidelines recommend a minimum separation distance of 25.0 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).

The proposal exceeds the LVP standard of 11.0 metres for the podium elements to adjacent podium buildings and meets or exceeds the recommended minimum separation distance and property line setback for tall building elements.

The base buildings are bounded on all sides by either public or private street rights-of-way, which in conjunction with proposed setbacks provide more than the recommended 11-metre separation distance. The proposed towers maintain a minimum separation distance of more than 25 metres between towers.

Specifically, with respect to separation distances from podium elements, the podiums of Towers 1 and 2 have a separation distance of approximately 20.2 metres, the podiums of Towers 1 to Tower 3 has a separation distance of 26.5 metres and the podiums of Tower 2 in relation to Tower 4 has a separation distance of 26.5 metres. With respect to tower separation, as indicated in Section 5.3 above, all tower elements maintain a minimum separation distance of 25.0 metres. Finally, with respect to tower setbacks from adjacent lot lines, given the location of Yonge Street along the east lot line, the proposed eastwest public street along the south lot line and the Beecroft Road extension along the west lot line, the only adjacent property with potential for the development of towers is to the north. In that regard, Tower 2 is set back 25.3 metres from the north lot line and Tower 4 is set back by 25.5 metres from the north lot line, which far exceeds the minimum recommended setback.

# SHADOW IMPACTS

With respect to sunlight and shadowing, Official Plan Policies 3.2.1(3) and 4.5(2)(d) require that new development adequately limit shadowing on neighbouring streets, properties (particularly those designated *Neighbourhoods*) and open spaces, having regard for the varied nature of such areas. A Shadow Study was prepared by Wallman Architects to assess the shadow impacts produced by the proposed development during the spring and fall equinoxes (March 21<sup>st</sup> / September 21<sup>st</sup>) between 9:18 a.m. and 6:18 a.m.

The Shadow Study demonstrates that the proposal would not result in any unacceptable shadowing on the *Neighbourhoods* designated properties to the west or any existing *Parks* designated properties. Specifically, during the spring and fall equinoxes (March 21 and September 21), minor shadowing would occur on the properties designated *Neighbourhoods* to the west fronting onto the west side of Fairchild Avenue at 9:18 a.m., however no incremental shadowing would occur for the remainder of the day. Similarly, with respect to the proposed park at the west end of the subject site, only the northeast corner would experience shadowing at 9:18 a.m., however no incremental shadowing would occur for the remainder of the day. With respect to adjacent streets, incremental shadowing would occur between the hours of 2:18 p.m. and 6:18 p.m. on the east side of Yonge Street.

During the summer solstice (June 21), no incremental shadowing would occur on properties designated *Neighbourhoods* at any time of day and incremental shadowing would only occur at 9:18 a.m. on the proposed park. With respect to adjacent streets, minor incremental shadowing would occur between the hours of 1:18 p.m. and 6:18 p.m. on the east side of Yonge Street.

Based on the foregoing, it is our opinion that the incremental shadow impact on neighbouring streets and properties, and particularly those designated *Neighbourhoods* and *Parks* would meet the Official Plan test of being "adequately limited".

#### WIND IMPACTS

Gradient Wind prepared a Pedestrian Level Wind Study to assess the wind impacts produced by the proposal, which concludes the following:

- wind conditions over many pedestrian sensitive grade-level locations within and surrounding the subject site will be acceptable for the intended uses on a seasonal basis;
- to reduce wind speeds in areas, mitigation is recommended in the form of wind barriers or recessed entrance locations;
- the various outdoor amenity areas serving Levels 3, 4 and 7 will not achieve sitting conditions throughout the year. To ensure comfortable conditions during the summer at these locations, mitigation is recommended in the form of wind barriers and canopies/overhead structures;
- within the context of typical weather patterns, no areas over the study site were found to experience conditions that could be considered unsafe.

Their Addendum Letter dated November 25, 2019 provides that the combined effect of the reduced tower heights and podium heights (Phase 1 towers), will produce marginally calmer wind conditions at grade over the study site. Overall, a similar wind mitigation strategy as outlined in the original report is recommended for the revised design.

# 5.5 Urban Design

From an urban design perspective, the proposed development will improve an underutilized site and enhance the public realm along Yonge street. At grade, the proposed development will establish an attractive and inviting pedestrian environment that will provide grade related commercial uses.

Specifically, the proposed development incorporates an improved sidewalk zone along Yonge Street including 23 street trees along the site frontage and active grade-related retail uses. Furthermore, an attractive and inviting midblock landscaped courtyard, which is proposed to be a privately owned publicly accessible space (POPS) will provided between Towers 1 and 2 adjacent to the future public park. The proposed development has been carefully organized into distinct elements that are further refined through the use of building stepbacks to help break up the overall visual appearance of the development and reinforce a pedestrian scale along the adjacent public and proposed private streets. The siting and design of the proposed towers respond to urban structure considerations related to the orientation, spacing, size and built form character of tall buildings that are located within the Yonge Street corridor, and will fit harmoniously within the existing and planned built form context.

In our opinion, the design of the proposed development is appropriate and desirable in urban design terms and conforms with the applicable built form and urban design policies of the Official Plan, including Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.3(2) and 4.5(2) of the Official Plan. In particular, the proposed development will:

- contribute to the revitalization of an underutilized site in proximity to public transit;
- introduce 23 street trees along the Yonge Street frontage, improving the public realm experience;

- provide a contiguous building frontage, at a comfortable human scale;
- locate the residential lobby so that it is clearly visible and directly accessible from the public or private sidewalks;
- provide ground floor uses, specifically retail or grade related units fronting the POPs or the public and private streets;
- provide all parking underground;
- site and mass the base buildings so that they are appropriately set back to frame the adjacent streets with good proportion;
- site and mass the new tower element so that it reinforces a pedestrian scale along the street, while also providing appropriate setbacks and separation distances to adjacent buildings and properties;
- provide for both indoor and outdoor amenity space; and
- integrate the mechanical penthouses into the design of the buildings.

### 5.5.1TALL BUILDING DESIGN GUIDELINES

With respect to the Tall Building Design Guidelines, it is our opinion that the design of the proposed development is generally in keeping with the applicable performance standards set out in the guideline document as outlined below:

<u>Guideline 1.3 – Fit and Transition in Scale</u>. 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 tall buildings fit harmoniously within the existing and planned context which is typified by tall buildings. The towers are located approximately 170 metres east of the nearest low-rise *Neighbourhoods* designation. The 8-storey podiums to the east will provide for an appropriate transition in scale and built form from to the adjacent lower-scaled buildings, parks and open space. The proposed building siting and site organization, particularly the location of the proposed park, will establish a generous separation from the Neighbourhoods properties to the west. Within the site, the towers transition in height towards the east.

<u>Guideline 1.4 — Sunlight and Sky View.</u> 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.

- The proposed buildings are oriented and designed such that they cast slender, fast moving shadows that will not unduly impact sunlight and sky views within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas. These design measures include:
  - the use of point towers with slender floor plates;
  - the east-west tower orientation, which protects the proposed park's access to sunlight;
  - the oblique orientation of Towers 1 and 2, which are the closest to the park and *Neighbourhoods* designated properties, and the appropriate separation and setbacks combine to mitigate shadow impacts on the neighbourhoods, as well as overlook between the windows or balconies of one building and those of another to provide appropriate privacy for the residential units; and
  - stepped tower silhouettes and the lower heights of the west towers (Towers 1 and 2) provide transition in scale to the west, which limits shadow and privacy impacts on the proposed park to the west and the adjacent Neighbourhoods designated properties.

<u>Guideline 2.1 — Building Placement</u>. Locate the base of tall buildings to frame the edges of streets, parks and open spaces, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site.

 The base buildings have been designed to frame the edges of the streets. Towers 1 and 2 have been located to allow for the addition of a central POPS. This space has been appropriately scaled to fit the surrounding built context and contribute to improving interconnectivity between the subject site and its surroundings. As indicated on the landscape plans, all street frontages of the development are proposed to be treated with some combination of soft landscaping, including street trees and landscaped planters, and/or hardscaping.

<u>Guideline 2.2 – Building Address and Entrances</u>. 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 primary residential entrances are visible and directly accessible from either the proposed public or private street. Theses entrances respond to the function of the street whereby residential entrances and grade related units front onto private roads, and retail/commercial entrances front onto public roads that facilitate more foot traffic. Significant glazing at grade will allow



building entrances to be clearly visible and provide views into and out of the lobby. Building entrances have been designed to emphasize as a focal point in a building's facade and are placed in highly visible locations where they have the ability to animate the street to support an active public realm.

<u>Guideline 2.3 — Site Servicing, Access and</u> <u>Parking</u>. 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.

• Access to the underground parking garage, loading and drop-off area is provided from the proposed new public and private streets. These servicing areas have been integrated into the base building and screened from public view by the massing of the building to minimize their visual prominence and impact on the public realm to provide for a continuous and comfortable streetscape. The proposed development provides parking below grade within five underground levels. Vehicular parking is therefore completely concealed from public view. Access to this parking is provided by the east-west private access road allowing for a continuous streetscape along the Beecroft Road extension and the proposed public roads. The parking entrance ramps have been oriented to minimize visual impact on nearby properties with minimal interruption of pedestrian circulation.

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.

• A POPs is proposed between Towers 1 and 2, fronting onto the east side of the Beecroft Road extension and across the street from the proposed future park. The POPS will be framed by the surrounding buildings and be physically and visually connected to the public realm. The strategic location of the POPS adjacent to the future park provides a seamless transition between public and private space.

<u>Guidelines 2.5 - Private Open Space</u>. Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

 A total of 1,738.9 square metres of outdoor amenity space is proposed for the exclusive use of residents on the roof of the podiums for each building. This space will be programmed to include a range of passive and active uses that complement the indoor amenity spaces. <u>Guideline 3.1.1 – Base Building Scale and Height</u>. Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.

With the exception of adjacent towers east of Yonge Street at 5793 Yonge Street that has a 1-storey podium, existing high-rise buildings that are proximate to the subject site generally take the form of free-standing towers without base buildings which are strongly discouraged in the Tall Buildings Guidelines. As such, the proposal incorporates a 2-storey base building along Yonge Street that aligns with and respects the scale and proportion of the built form context and adjacent streets.

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

 The proposed use of retail units along Yonge Street and grade-related residential units within the remaining public and private street frontages will help to animate the street frontage.

<u>Guideline 3.1.4 – Façade Articulation and</u> <u>Transparency</u>. 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 is articulated with a combination of vertical and horizontal expressions with views into and out from the ground floor uses facing the public realm. Glazing will be used at grade to provide natural overlook.

<u>Guideline 3.2.2 – Tower Placement</u>. 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. Step back the tower, including balconies, 3 metres or greater from the face of the base building along all street, park and open space frontages (including publicly accessible or private shared open space and rooftop amenity within the site). As an option within the stepback, up to one third of a point tower frontage along a street or open space may extend straight down to the ground.



Towers have been placed away from the proposed park and neighbouring properties such that the base buildings frame and define the street edge. The proposed towers step back from the base buildings along all street frontages to mitigate perception of height at the pedestrian level. Specifically, larger step backs have been incorporated from the residential frontages. Tower 1 is steps back from at all sides of the podium, including 3.7 metres from the east façade, 5.0 metres from the south facade, 14.0 metres from the west facade and 2.0 metres from the north facade. Similarly, Tower 2 steps back on all sides, including 4.0 metres on the east facade, 2.0 metres on the south facade, 19.0 metres on the west facade and 5.0 metres on the north façade. Towers 3 and 4 also step back from their shared podium. Tower 3 steps back by 5.0 metres from the east façade, 5.1 metres from the south façade and 5.5 metres from the west façade and Tower 4 steps back by 12.0 metres from the east façade, 5.0 metres from the north façade and 3.4 metres from the west façade.

<u>Guideline 3.2.3 – Tower Separation.</u> Set back tall building towers 12.5 metres or more from the side and rear property line 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.

 With respect to tower separation, as indicated in Section 5.4 above, all tower elements maintain a minimum separation distance of 25.0 metres. Finally, with respect to tower setbacks from adjacent lot lines, given the location of Yonge Street along the east lot line, the proposed eastwest public street along the south lot line and the Beecroft Road extension along the west lot line, the only adjacent property with potential for the development of towers is to the north. In that regard, Tower 2 is set back 25.3 metres from the north lot line and Tower 4 is set back by 25.5 metres from the north lot line, which far exceeds the minimum recommended setback.

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

• The mechanical penthouse will be incorporated into the tower design and will utilize materials used in the tower, adding visual interest and contributing to the character of the skyline.

<u>Guideline 4.2 – Sidewalk Zone</u>. 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. Along the primary street frontages of a tall building site, secure a sidewalk zone of at least 6 metres, however, exceptions to the minimum width may be considered when the extent of the tall building frontage or potential for future redevelopment on abutting sites does not support establishing a new setback pattern.

- With respect to the existing public street frontage along Yonge Street, the podium element of Towers 3 and 4 have setback of between 5.6 and 6.6 metres from the east lot line, which would provide for a total sidewalk width measured from curb to building face of approximately 11.0 metres.
- With respect to the proposed east west street frontage, Tower 1 will be set back from the new east-west public street by 4.0 metres and the boulevard width measured from curb to building face will total approximately 9.0 metres, which will accommodate a 2.1 metre wide sidewalk, landscaping and new street trees.
- With respect to the Beecroft Road extension frontage, tower 1 will be set back by 6.0 metres and Tower 2 will be set back by 10.4 metres from the new north-south public street, respectively. The total boulevard measured from curb to building face will be a minimum of 11.0 metres, which will accommodate a 2.1 metre wide sidewalk, landscaping and new street trees.

<u>Guideline 4.3 – Pedestrian Level Wind Effects.</u> 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.

 As noted in Section 5.5 above, the proposed development incorporates measures to ensure comfortable wind conditions for pedestrians on adjacent streets or the proposed outdoor amenity areas. Please refer to the Pedestrian Level Wind Study prepared by Gradient Wind included as part of the submissions package, under a separate cover, for a detailed wind impact analysis.

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# 5.5.2 NORTH YORK CENTRE SECONDARY PLAN URBAN DESIGN POLICIES

Section 5 of the North York Centre Secondary Plan outlines the urban design objectives to guide redevelopment in the *Centre*. In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the North York Centre Secondary Plan, as set out below.

#### 5.1 General Urban Design Objectives

(a) Within the North York Centre, height, massing and intensity of buildings will generally be focused along Yonge Street and in the immediate vicinity of subway stations. In the North York Centre South, the highest building heights will be along Yonge Street, generally north of Sheppard Avenue and at Highway 401 on the east side of Yonge Street.

• The subject site is located along Yonge Street, north of Sheppard Avenue where height, and intensity of buildings should be focused.

(c) A fine urban street grid pattern is encouraged with small City blocks. As a condition of development approval, the provision of new eastwest public or private streets or pedestrian routes may be secured in order to increase amenity, orientation and public access to and from Yonge Street.

• The proposed development contributes to the development of a fine grain street pattern by introducing new east-west public and private roads, as well as a north-south private road connecting the two.

#### 5.3.1 Relationships to Streets

#### (b) Block definition

The division of large blocks of land by streets or other ground related features such as outdoor pedestrian malls or linear parks is encouraged in order to provide an efficient, fine grain and attractive grid system provided that the roads within the North York Centre South or North York Centre North do not create additional access to nearby residential neighbourhoods, and provided that the efficiency and function of other existing or planned intersections involving an arterial road or a Service Road are not disrupted.

- The proposed development would introduce an east-west mid-block connection from Yonge Street to the Beecroft Extension via a new public road. The new public road as well as the private access roads help provide an efficient fine grain street network that will improve vehicular, pedestrian and cycling circulation on the site, as well as the surrounding context. The proposed road alignment is not anticipated to interfere with the efficiency and function of other existing and planned intersections.
- (c) Street definition
  - i. The relationship of the building to the street should contribute to the definition of the street, while maintaining an attractive pedestrian environment along sidewalks and open places.
  - ii. Buildings' facades and entrances should serve as an extension of the pedestrian environment, and the ground level of buildings should be built to the street line, or to open places directly associated with the pedestrian portion of the street. These open areas will be publicly accessible to pedestrians, and visible from the street.
  - The proposed base buildings are setback a minimum of between 5.6 and 6.0 metres from the rightof-way of Yonge Street and 4.0 metres from the proposed public streets to maintain a comfortable pedestrian realm along the proposed sidewalks to allow for additional landscaping and pedestrian amenities to be integrated into the streetscape. The relationship between the proposed buildings, the Beecroft Road extension, and the new proposed roads, is maintained using setbacks that allow for the incorporation of pedestrian related streetscape elements at the base building. Tower setbacks above the third and fourth storeys will mitigate perception of height from the pedestrian level while allowing the base buildings to establish a comfortable street edge. At the pedestrian level, the building façade and entrance treatments will include significant glazing that will provide views into and out of the building to connect the public and private realm and activate the streetscape.

#### 5.3.2 Yonge Street.

(a) There will be a transition in built form from Yonge Street to neighbouring residential areas through a decrease in height and building mass.

• The proposed development incorporates an appropriate transition in massing, scale and height to the existing neighbourhoods to the west through the use of setbacks and stepbacks. The built form design steps down to a 3-storey podium to the west to provide for transition in height towards neighbouring residential area. Within the site, building heights transition down from Yonge Street towards the neighbourhood to the west to further the transition in scale.

(b) Retail commercial and other uses that provide pedestrian oriented animation of the street and reflect the primacy of Yonge Street as the spine of the North York Centre are encouraged along Yonge Street on the ground floor with entrances at grade. Windows should allow for views of and from the street. Where retail or service commercial uses are permitted, such uses should be encouraged to wrap around onto side streets, maintaining the ground orientation, in a manner that aids in defining the transition from residential areas to Yonge Street.

• The proposal contains two large retail spaces which primarily front onto Yonge Street, thereby allowing views onto the street. The retail space at the base of Tower 3 will also wrap around the corner and will have frontage along the new eastwest public street.

(c) All buildings will be set back approximately 4 metres from the property line adjacent to Yonge Street in order to create a publicly accessible boulevard approximately 10 metres in width from the roadway. This setback will also establish a build-to line to ensure a continuous building façade.

- As noted in Section 5.5.1 above, with respect to the existing public street frontage along Yonge Street, the podium element of Towers 3 and 4 have a setback of between 5.6 and 6.6 metres from the east lot line, which would provide for a total sidewalk width measured from curb to building face of approximately 11.0 metres.
- With respect to the proposed east west street frontage, Tower 1 will be set back from the new east-west public street by 4.0 metres and the boulevard width measured from curb to building face will total approximately 9.0 metres, which will accommodate a 2.1 metre wide sidewalk, landscaping and new street trees.
- With respect to the Beecroft Road extension frontage, Tower 1 will be set back by 6.0 metres and Tower 2 will be set back by 10.4 metres from the new north-south public street, respectively. The total boulevard measured from curb to building face will be a minimum of 11.0 metres, which will accommodate a 2.1 metre wide sidewalk, landscaping and new street trees.

(I) In order to achieve a pedestrian-scale street wall condition along Yonge Street, any buildings within 10 metres of the build-to line are required to be constructed between 8 metres and 25 metres in height.

• The proposed buildings with frontage along Yonge Street achieve the required minimum setback and therefore are not within 10 metres of the build to line.

# 5.3.6 Interface Between North York Centre and Adjoining Neighbourhoods

(a) The use and form of development in the North York Centre should create a well-defined boundary and facilitate a stable buffer from the surrounding residential neighbourhoods to the North York Centre South and North York Centre North.

• The proposed development seamlessly integrates a mix of uses that respond to the surrounding context. The proposed frontage onto Yonge Street will have publicly accessible retail uses at grade that fit the existing and planned streetscape character and complement the surrounding retail and commercial uses. The proposed frontage onto the Beecroft Road extension and the proposed new roads incorporates grade-related residential units in the form of townhouses that will facilitate the necessary transition in use and built form to the low-rise residential neighbourhood to the west.

(c) The interface between the North York Centre and the adjoining residential neighbourhoods will develop in a manner to minimize adverse impacts and to respect the character of the stable residential areas.

• The proposed development will integrate the interface between the adjoining residential neighbourhood to the west of the North York *Centre* by incorporating a transition in use, scale and built form within the subject site. As described above, the proposed site design responds to character of the streets onto which they front and the surrounding land uses and built form. Specifically, the incorporation of townhouse units and a daycare centre in the base buildings provides an appropriate transition that respects the character of the adjacent neighbourhood, minimizing adverse impacts.

#### 5.6.1 General

b) Generally, all developments will be required to provide open, sheltered and interior areas that are able to accommodate, in attractive surroundings, the demand that can be reasonably expected for pedestrian movement within the site weekdays, evenings and weekends.

• The proposed development provides appropriate pedestrian space, including a large POPs area fronting onto the east side of the Beecroft Road extension, 4,675 square metre public park, and a retail lobby to accommodate anticipated pedestrian traffic. Sidewalks will be incorporated into the streetscape along all frontages (with the exception the north private access road), as well as cycling lanes along the Beecroft Road extension and the proposed public road to facilitate additional pedestrian circulation throughout the site.



d) On-site parking and landscaping will be carefully integrated. Parking structures will not be located adjacent to Yonge Street and underground garage entrances and exits will not be permitted onto Yonge Street. Wherever possible vehicular access to these structures will be from secondary roads at the rear or side of buildings fronting on Yonge Street.

• Parking will be housed underground within 5 levels, with entrances from the north proposed private access road that are integrated into the building façade to mitigate impacts on the public realm.

#### 5.6.2 Streets as Pedestrian Routes

a) Pedestrian and vehicular routes should generally be well defined. Where such routes are parallel, as in the case with sidewalks and roadways, they should be separated and defined through use of landscaping features, including street furniture and paving textures. Where such routes are combined, as might be the case in driveways or parking areas, landscaping features emphasizing pedestrian safety will be required.

• The pedestrian realm will be well defined and separated from vehicular routes through the use of landscape treatments along all public road frontages.

b) Mechanical equipment, ventilation shafts, and other appurtenances that may be unsightly or generate unacceptable noise levels should, where possible, be located away from pedestrian routes, and be screened by landscaping features or building design and include appropriate sound attenuation measures.

• Loading and mechanical areas are generally housed within the building and located away from active and residential frontages to minimize their impact on the public realm and pedestrian circulation. Façade articulation and landscaping will be utilized to screen these uses from public view minimize the visual impact on adjacent properties.

#### 5.6.5 Pedestrian Comfort

(c) In order for developments 20 metres in height or greater to be approved, a qualified professional must attest in an acceptable form and in accordance with the policies of this Secondary Plan and any guidelines, that:

i. the effects of the proposal on wind and on snow drifting conditions at ground level and in outdoor recreational areas are found to be acceptable by diagnostic climatic testing, or that such conditions can be made acceptable by means of changes in scale, location, orientation or exterior design elements of the proposal; and

- ii. the proposal will not significantly reduce, beyond a seasonally-appropriate extent, access to sunlight and shade on streets, in outdoor recreational areas, and in other properties within the North York Centre or nearby residential neighbourhoods.
- See Section 5.4 above.

d) Pedestrian areas should be designed to ensure that acceptable wind and thermal comfort conditions are maintained or enhanced.

See Section 5.4 above.

e) The incorporation of cantilevers, arcades, canopies, awnings or similar features into a proposed development is encouraged, in order to provide for greater pedestrian comfort and weather sheltered surface pedestrian routes, as well as to provide interest and variety to the streetscape.

Along the Yonge Street retail frontage, the proposed development will incorporate weather sheltering measures into the building design including canopies and fenestration through architectural expression that will positively contribute to the public realm and improve pedestrian comfort.

5.6.6 Sunlight and Shadowing. Buildings and structures in the North York Centre should be designed in a manner that ensures that access to sunlight is not significantly reduced in residential areas outside of the North York Centre boundary, as well as along public streets and public open spaces in the Centre.

The proposed development has been designed with slender tower floor plates that will cast fast moving shadows that do not adversely contribute to the shadow caused by the existing and approved buildings to help ensure the surrounding properties have access to sunlight and sky view. Please refer to the Shadow Study prepared by Wallman Architects, as summarized in Section 5.4 of this report for additional details.



# 5.6 Transportation and Servicing

#### TRANSPORTATION

BA Group has prepared an Urban Transportation Considerations report in connection with the proposed development. Their report provides the following conclusions and considerations:

- a total of 1,638 parking spaces (1,429 resident spaces, 150 residential visitor spaces and 52 commercial spaces and 7 day care spaces plus 5 shared short-term drop-off spaces) will be provided on the site which exceed the North York Secondary Plan Parking Requirements. 42 accessible parking spaces are also proposed, satisfying the zoning by-law requirements;
- two Type 'G' loading spaces, two Type 'B' loading spaces and two Type 'C' loading spaces are provided on the site in accordance with the contemporary zoning provisions of the City of Toronto Zoning Bylaw 569-2013. Access to the loading spaces are given via the northern private access road and the pick-up and drop-off loop;
- 1,156 bicycle parking spaces are proposed in accordance with the Toronto Green Standards. Long-term spaces and short-term residential spaces will be located on the P1 level of the underground garage. Short-term retail spaces will be located at-grade in easily accessible and visible locations;
- the traffic generated by the proposed development can be acceptably accommodated at the area signalized and unsignalized intersections. No mitigation measures or improvements are recommended at the intersections;
- the proposed development traffic will not have significant impacts on the traffic operations at the boundary road intersections;
- the proposed development can be accommodated by both the existing and planned transportation infrastructure;
- the proposed auto and bicycle parking supply meets the applicable requirements, and addresses the principles of travel demand management related to minimizing dependency on the private automobile as a travel mode; and
- the site plan adequately accommodates all siterelated activities without disrupting bordering streets and properties.

# SERVICING

Schaffers Consulting Engineers prepared Functional Servicing Report in support of the proposed development application for the subject site. Their report concluded that the stormwater management, sanitary, and water supply servicing for the proposed development will be in accordance with the City of Toronto's current design criteria. Their report establishes the following:

- Peak flows from the proposed development will be reduced using 200mmO orifice tube. Runoff detention will be provided through an underground detention storage tank, pumping system and stabilization chamber. Water quality criteria will be satisfied through the use of a centralized filtration unit.
- The Water Supply will be provided to the proposed site plan by connecting to the proposed 250mm0 watermain along 'Street A' to be extended from the existing 250mm0 watermain along Yonge Street.
- The availability of appropriate pressures and flows have been confirmed with a hydraulic model, validated using hydrant test results along the Yonge Street watermain.
- Four sanitary sewer connections are proposed to the future 375mm0 sanitary sewer proposed to extend from the existing 675mm0 sanitary sewer along Yonge Street in order to provide sanitary servicing for the proposed site plan development.

# **5.7 Public Consultation**

A Public Consultation Strategy Report (PCSR) was prepared by Bousfields Inc., to outline the engagement process regarding the application. This report follows the Terms of Reference requirements set out by the City of Toronto, and addresses the purpose, key messages, desired outcomes, scope, audience, list of matters to be addressed, communication and engagement methods, as well as methodology for evaluating feedback for the public consultation process.

Times 5800 Inc. is committed to engaging with the community throughout the duration of the proposal, at varying levels of intensity appropriate to the status of the planning application. Overall, the approach to public consultation for this proposal is to ensure that there is an opportunity for members of the public to engage in the process in a manner that is most convenient and accessible to them.



# 5.8 Community Services and Facilities

While development applications of this nature typically require a Community Services and Facilities Study ("CS&F Study"), staff at City Planning's Strategic Initiatives and Policy Analysis Division have determined that a CS&F Study is not needed for this application as the City has up-to-date knowledge of community services and facilities in the area.

We note that due to changes to the Planning Act that have occurred in the foregoing months, Section 37 of the Planning Act no longer exists in the same form, and instead has been replaced by a 'Community Benefits Charge'. However, regulations regarding the Community Benefits Charge have not yet been released. Despite not having a detailed roadmap with regard to procedure and process, it is likely that the charges imposed against the application through the new Community Benefits regime will be of some assistance in paying for the capital costs of facilities and services.

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PLANNING & URBAN DESIGN RATIONALE 5800 Yonge Street

For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of mixed use intensification on the subject site, particularly given its location within the North York Centre and its proximity to the Finch subway station and Finch GO Bus Terminal as well as the planned North Yonge subway. The proposal will improve the streetscape along Yonge Street, and will provide architecturally distinctive buildings that will be compatible with the existing and planned built form context. This report concludes that the proposed development is in keeping with the planning and urban design framework set out in the PPS, A Place to Grow, the Big Move Regional Transportation Plan and the City of Toronto Official Plan, as well as the applicable urban design guidelines, however it requires a minor amendment to the North York Centre Secondary Plan to increase the permitted height and density on the subject site. In our opinion, the phased development appropriately intensifies an underutilized site and contribute to the continued reurbanization of the Yonge Street corridor.

From a land use perspective, the proposal is supported by numerous policy directions that seek to facilitate residential development within built-up areas through infill and intensification, particularly in proximity to higher order public transit. The subject site is located within the North York *Centre*, one of five growth centres in the City of Toronto, it is within convenient walking distance of the Finch subway station which forms part of a major transit station area and would therefore be considered a strategic growth area, pursuant to A Place to Grow. Within the existing and planned context for the area, the subject site provides an ideal location for intensification and redevelopment. The introduction of residential uses is in keeping with the mixeduse intensification currently underway along Yonge Street, which would facilitate the land use policies of the North York Centre Secondary Plan.

From a built form and urban design perspective, the proposal has been carefully organized, sited and massed in a manner that fits harmoniously within the surrounding tall building and context in North York Centre. In that regard, appropriate transition will be provided to Neighbourhood designated properties to the west by way of a significant separation distance between all building elements and the westerly edge of the subject site. Furthermore, the base buildings will help to establish a pedestrian-friendly scale, while, the tower elements are sited so as to minimize potential built form impacts. The proposal has been designed to be in keeping with urban design policies of the Official Plan and satisfies the intent and objectives of the Tall Building Design Guidelines.

Accordingly, it is our opinion that the proposal represents good planning and urban design and that the Official Plan and Zoning By-law amendments are consistent with the PPS and conforms with the A Place to Grow and is therefore appropriate and desirable and should be approved.

BOUSFIELDS INC.