



# Planning & Urban Design Rationale

**1543, 1545, 1547, 1549 & 1551  
The Queensway and  
66 & 76 Fordhouse Boulevard**

City of Toronto

**Prepared For**  
Community Affordable  
Housing Solutions

December 2024



Job Number

2110

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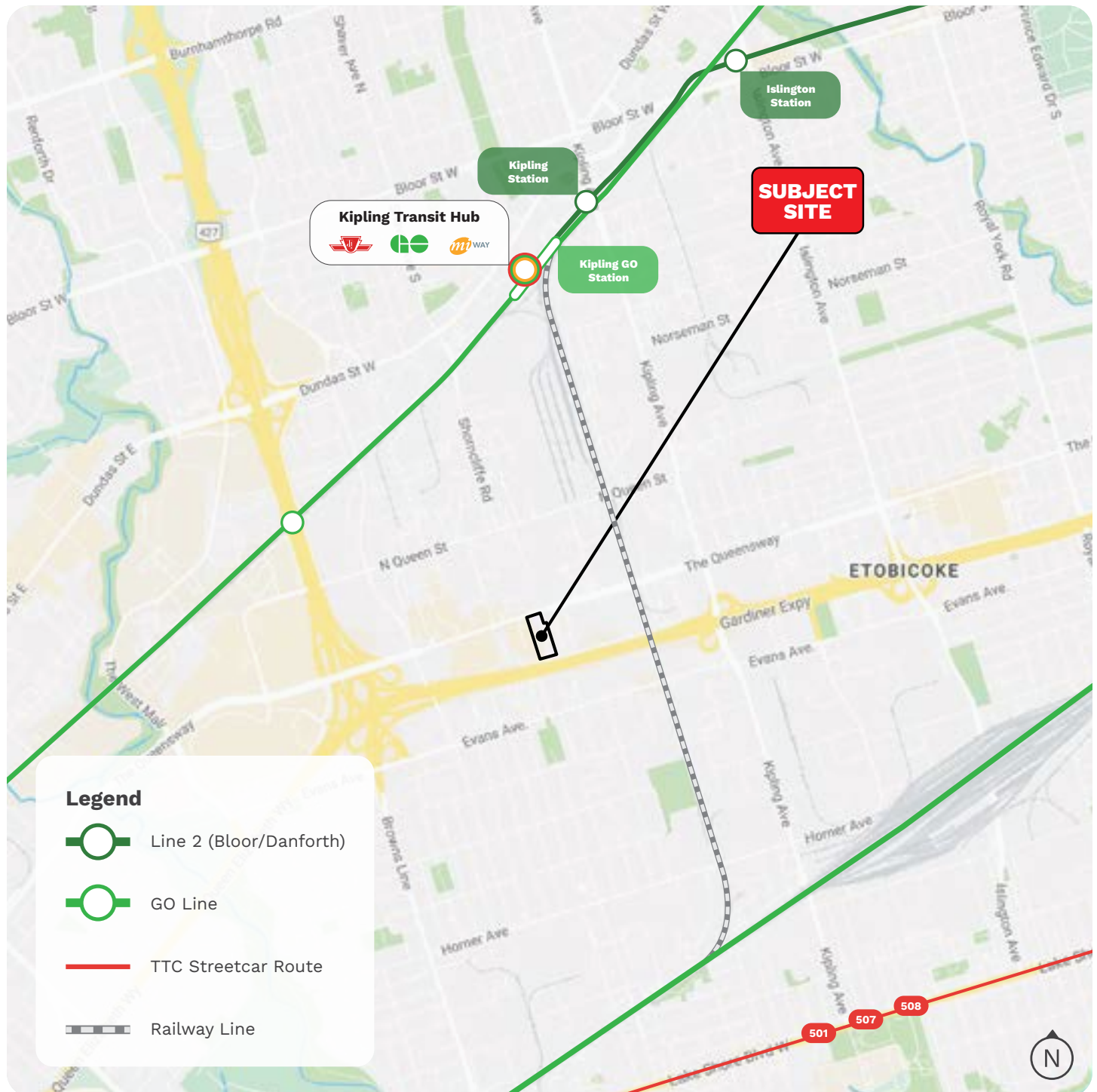




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# Introduction

This Planning and Urban Design Rationale report has been prepared in support of an application by Community Affordable Housing Solutions (the "Applicant"), a coalition of non-profit organizations composed of St. Clare's Multi-Faith Housing Society, Habitat for Humanity Greater Toronto Area ("Habitat GTA") and Haven on the Queensway ("Haven") to amend the City of Toronto Official Plan with respect to the 2.15-hectare property located on the southside of The Queensway, municipally known as 1543, 1545, 1547, 1549 and 1551 The Queensway and 66 and 76 Fordhouse Boulevard in the City of Toronto (herein referred to as the "subject site" or "site") (see **Figure 1**, Location Map).



**Figure 1 - Location Map**

The subject site is currently occupied with five low rise commercial and residential buildings and associated surface parking areas. The proposed Official Plan Amendment would permit the redevelopment of the subject site with four tall buildings including Building A, a 30 storey (105.7 metres including a 6.5 metre mechanical penthouse) mixed use building, Building B a 35 storey (120.45 metres including a 6.5 metre mechanical penthouse) residential building, Building C a 40 storey (135.45 metres including a 6.5 metre mechanical penthouse) residential building, and Building D a 45 storey (150.45 metres including a 6.5 metre mechanical penthouse) residential building. The development will contain 131,424 square metres of gross floor area (GFA), inclusive of 3,755 square metres of Haven on the Queensway public service facilities space, 630 square metres for Habitat GTA's ReStore program, 700 square metres dedicated to a daycare, and 126,338 square metres of residential GFA, including 23,628 square metres of affordable housing GFA, resulting in a density of 6.10-floor-space-index (FSI). The development also includes 1,322 square metres of parkland in the southeast portion of the subject site.

The proposed mixed-use mixed-income development by Community Affordable Housing Solutions, in partnership with the landowner (1545 Queensway Inc, 2038980 Ontario Limited, 572989 Ontario Inc and 1370443 Ontario Limited) is a response to the Province's housing supply crisis and the increasing demand for Haven's public services that support people and families impacted by poverty.

This report concludes that the application is in keeping with the planning and urban design framework established by the Provincial Planning Statement and the City of Toronto Official Plan.

From a planning policy perspective, the proposed development is in keeping with the applicable and emerging Provincial and Municipal planning policy framework. In particular, those policies which define an *Area of Employment*, specifically exclude commercial uses, promote intensification of underutilized commercial site within built-up urban

areas and encourage the provision of affordable housing and public service facilities.

From a land use perspective, the proposed mixed-use mixed income development including residential and public service uses, represents a redesignation of the subject site from *General* and *Core Employment Areas* to *Mixed Use Areas* under the Toronto Official Plan. The subject site is excluded from the definition of an *Area of Employment* by the *Planning Act* and therefore is a desirable and appropriate location for redesignation as *Mixed Use Areas*. In addition, the proposal will contribute to the provision of a range of housing choices, including affordable housing and public service facilities that serve people and families impacted by poverty.

From a built form and urban design perspective, the proposal is contextually appropriate for the emerging tall building context along The Queensway corridor and will represent a high-quality architectural addition to the skyline of Etobicoke. The proposed tall buildings will fit harmoniously within the range of existing, proposed and approved buildings along The Queensway corridor, Sherway Area and Highway 427 corridor which is emerging as a contiguous tall building perimeter of Etobicoke City Centre. The buildings and its elements have been carefully sculpted, sited and massed to adequately limit built form impacts on the site and have regard for redevelopment of adjacent lands. The podium element has been designed to provide a 2-to-3 storey streetwall height along The Queensway, while the upper levels of the building are terraced and highly articulated to provide visual interest and to maintain appropriate comfort at the pedestrian level.

In our opinion, the proposal conforms with the built form and massing policies of the Official Plan, taking into consideration the specific context of the site.

For all the foregoing reasons, it is our opinion that the proposed development represents good planning and urban design, and accordingly, we recommend approval of the proposed Official Plan Amendment application.





## Site & Surroundings



2.1 Subject Site

The subject site is located on the south side of The Queensway, immediately north of Fordhouse Boulevard, in the former City of Etobicoke. The subject site is an assembly of seven properties, municipally known as 1543, 1545, 1547, 1549, 1551 The Queensway and 66 and 76 Fordhouse Boulevard (see **Figure 2**, Aerial Site Context).

The site is rectangular in shape and with a frontage of approximately 76 metres along The Queensway, and 94 metres along Fordhouse Boulevard, and a north-south depth of approximately 237 metres, resulting in a site area of approximately 21,536 square meters (2.15 hectares). The subject site is currently developed with five 1-to 2- storey buildings.

1543 The Queensway is currently used for vehicular parking associated with the Cancore building services business located at 1545 The Queensway. Formerly, this site was occupied by a one storey residential building which was demolished in 2020. 1545 The Queensway is an approximate 279 square metre office building which is occupied by Cancore building services head office.

1547 The Queensway is currently developed with a 2-storey residential building which is uninhabitable.

1549 The Queensway is an approximate 1,161 square metre commercial building which is operated by Haven for donation storage.

Similarly to 1543 The Queensway, 1551 The Queensway is currently used as vehicular parking associated with Cancore building services. Formerly the site was occupied by a 1-storey residential building which was demolished in 2020.

66 Fordhouse Boulevard is a 1-storey, 3,066 square metre commercial building that is occupied by Hello Fresh Canada for the delivery of prepared meals. Together with the building, there is parking for a fleet of approximately 60 delivery vans.



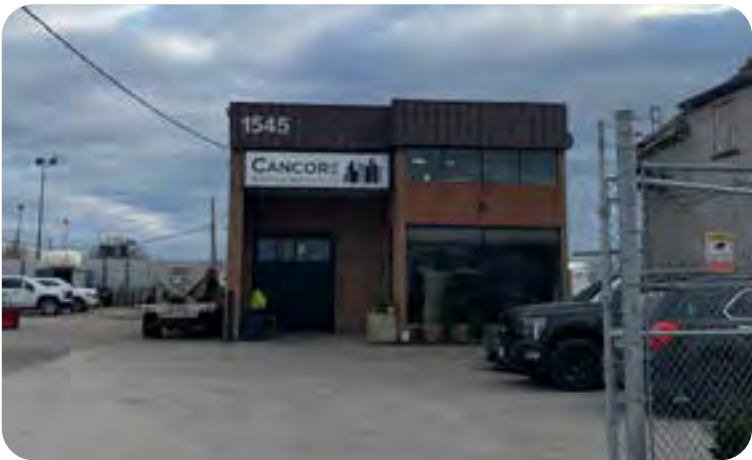
Figure 2 - Aerial Site Context



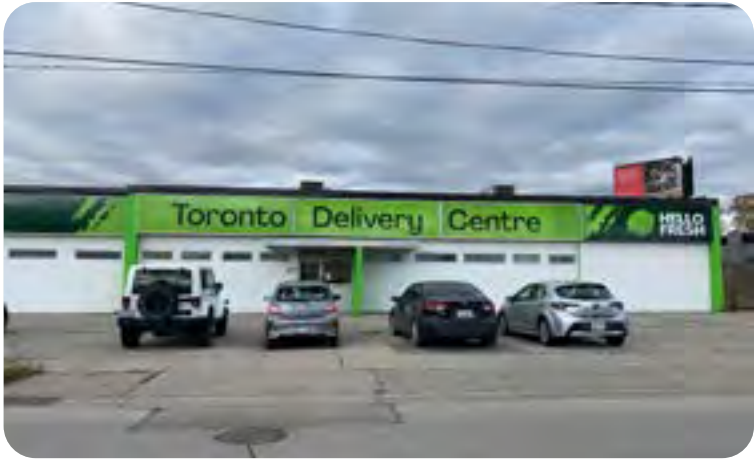
1547 The Queensway, looking southeast



1543 The Queensway, looking southwest on Cancore vehicular parking



1545 The Queensway, looking south to the Cancore Building Services office



Hello Fresh Delivery Centre, 66 Fordhouse Boulevard



76 Fordhouse Boulevard is a 2-storey, 2,508 square metres office building which is currently vacant. Formerly, it operated as the head office of Asset Recovery Management & Sales.

Currently, there is a total commercial and office gross floor of approximately 7,014 square metres on the subject site. Between the Cancore building services head office and Hello Fresh operations staff, there are approximately 20 employees across the subject site.

Vehicular access to the subject site is provided from two locations, a single curb cut from The Queensway to access the parking areas associated with Cancore building services (1545 The Queensway), and a curb cut running the length of the frontage of 66 Fordhouse Boulevard to access the parking areas associated with Hello Fresh.

With respect to elevation, the subject site is relatively flat with a north to south slope down of approximately 3 metres from The Queensway to Fordhouse Boulevard.

With respect to vegetation, there are a total of 20 trees located on or immediately surrounding the subject site. The proposal will remove eight trees and preserve the remaining 12 trees. The proposal will also add new street trees throughout the subject site.



Looking north to 76 Fordhouse Boulevard



Looking northwest to 76 Fordhouse Boulevard



Looking northeast to the Hello Fresh parking fleet



2.2 Area Context

The subject site is located along The Queensway which forms the southern boundary of the Etobicoke City Centre neighbourhood, which is generally bounded by Dundas Street West and Bloor Street West to the north, Islington Avenue to the east, the Gardiner Expressway to the south and Etobicoke Creek to the west. The subject site is just north of the Alderwood neighbourhood, which is located south of Evans Avenue and the Gardiner Expressway. The subject site fronts onto The Queensway which is one of the City’s major streets, the western continuation of Queen Street West connecting into the City of Mississauga.

The built form along The Queensway and more broadly along the perimeter of the Etobicoke City Centre neighbourhood has been evolving. The Queensway, including the segment where the subject site is located is characterized by retail and commercial uses that includes IKEA Etobicoke and Canadian Tire, retail plazas with smaller format stores and services and automobile dealerships. This has led to an irregular lot fabric with properties of varying sizes.

More recently, the Etobicoke City Centre neighbourhood has been evolving to include proposed and recently built mid- and high-rise mixed-use developments located along The Queensway corridor, Sherway Area, and Highway 427 corridor.

The Queensway corridor has been experiencing redevelopment that is transforming the corridor from a retail and commercial corridor into a mixed-use complete community. Along The Queensway there has been a considerable amount of development activity, including several proposed, approved, under construction and recently constructed building with heights up to 46 storeys. The tallest buildings along The Queensway are approximately 800 metres east of the subject site at the intersection of The Queensway and Kipling Avenue and further east at the intersection of The Queensway and Islington Avenue. Development activity along The Queensway corridor and surrounding area are outlined in **Table 1** below.

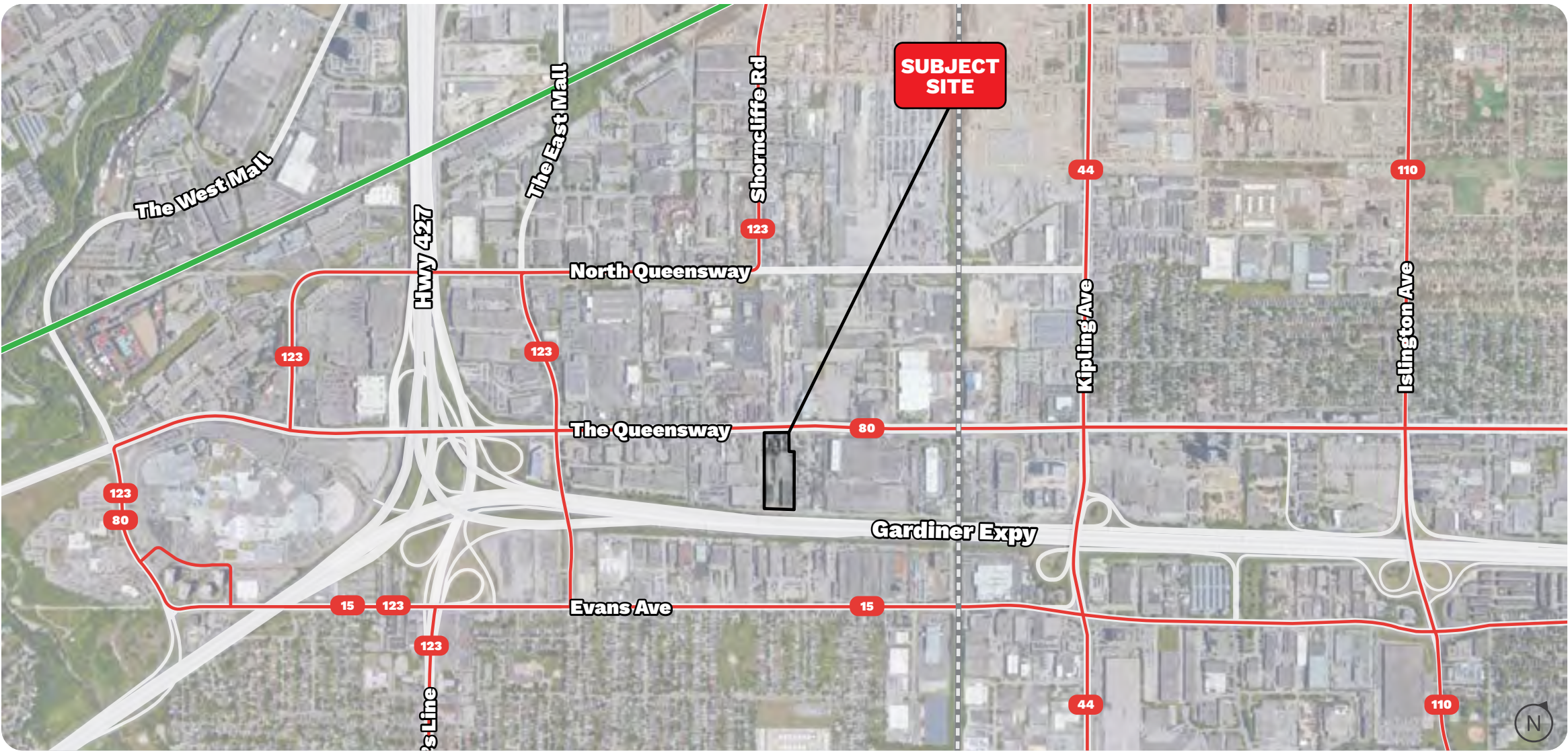


Figure 3 - Aerial Surrounding Context



Haven on the Queensway (1553 The Queensway)



Looking east to IKEA Etobicoke



looking south to a retail plaza that includes Mr. Puffs and Golf Town



Table 1 - Development Activity along The Queensway in the Surrounding Area

Address	Use	Height (storeys)	Height (metres)	Status			
1025 The Queensway - Phase Two	Mixed-use	46	149.60 (incl. 6m MPH)	Proposed			
		43	140.75 (incl. 6m MPH)				
		43	140.75 (incl. 6m MPH)				
		39	128.95 (incl. 6m MPH)				
		37	123.45 (incl. 6m MPH)				
		33	112.25 (incl. 6m MPH)				
		31	106.15 (incl. 6m MPH)				
		25	88.15 (incl. 6m MPH)				
		25	86.25 (incl. 6m MPH)				
		18	64.30 (incl. 6m MPH)				
		7	35.45 (incl. 6m MPH)				
		7	35.45 (incl. 6m MPH)				
1325-1365 The Queensway	Mixed-use	46	120.38 (incl. 6m MPH)	Proposed			
		35	153.68 (incl. 6m MPH)				
		11	44.1 (incl. 4.5m MPH)				
25 The West Mall	Mixed-use	45*		Proposed			
		45					
		41					
		40					
		40					
		35					
		35					
		32					
		32					
		30					
		30					
		27					
		25					
		18					
		17					
40-60 St. Lawrence Street	Residential	43	144.6m (incl. 9.6m MPH)	Proposed			
		34	117.6m (incl. 9.6m MPH)				
		26	93.6 (incl. 9.6m MPH)				
1193 The Queensway and 7, 11, 13, 15, 17, 19, 21, 23, 25, 29, 33, 35 and part of 45 Zorra Street	Residential	42	138.61(incl. 6.2m MPH)	Approved			
		26	89.91 (incl. 6.2m MPH)				
		19	68.76 (incl. 6m MPH)				
		*Metric heights not available.			**Mechanical penthouse heights not available.		

Address	Use	Height (storeys)	Height (metres)	Status
1750, 1790, 1800, 1900 The Queensway and 196, 300, 310, 320 North Queen Street	Mixed-use	38	126.30 (incl. 5.7m MPH)	Approved by OLT
		34	114.75 (incl. 5.7m MPH)	
		29	99.4m (incl. 5.7m MPH)	
		27	87.8m (incl. 5.7m MPH)	
		8	33.0m (incl. 6m MPH)	
		8	33.0m (incl. 6m MPH)	
		6	26.6m (incl. 6m MPH)	
		6	26.6m (incl. 6m MPH)	
580 Evans	Residential	38	124.3	Approved
		32	107.1	
		29	97.5	
		21	73.2	
		9	35.6	
1306-1310 The Queensway	Mixed-use	35	115	Approved
		24	84	
		10	40	
30 & 44 Zorra Street	Residential	35	114.3m (incl. 6m MPH)	Approved
		6	19	
10-18 Zorra Street	Residential	29	88.4**	Approved
2 St. Lawrence	Residential	24*		Proposed
		18		
		12		
15-17 Zorra Street	Mixed-use	24*		Constructed
		24		
		5		
1001, 1007, 1011, 1037 The Queensway	Mixed-use	17	56.9**	Approved by OLT
		10	35	
		10	35.9	
		9	32.9	
1185 The Queensway	Mixed-use	12*		Constructed
		12		
		5		
1045 & 1049 The Queensway	Mixed-use	12	42.6m (incl. 5m MPH)	Approved by OLT
1197 The Queensway	Mixed-use	10*		Constructed
1156 The Queensway	Mixed-use	9	37.7m (incl. 5m MPH)	Proposed

## 2.3 Immediate Surroundings

To the immediate north of the subject site is The Queensway, a Major Arterial Road. On the north side of The Queensway, are several 1-to 2-storey commercial and retail buildings, including the Deluxe Inn (1554 The Queensway), several auto-related sites, including a repossession lot (1542 The Queensway), and a rental car facility (1548 The Queensway) which is setback approximately 200 metres from The Queensway. Immediately north of the subject site, located at 1536 The Queensway is Church on the Queensway, a prominent place of worship in the neighbourhood. To the east of Church on The Queensway, and serving visitors of the church, is a large surface parking lot with vehicular access from The Queensway. Further north of the subject site are commercial and warehouse facilities which continue until the GO Transit Rail Corridor and Dundas Street West.



1554 The Queensway, looking north to the Deluxe Inn



1536 The Queensway, looking northeast to Church on The Queensway



1542 The Queensway, looking northeast to repossession lot



Church on The Queensway (1536 The Queensway)





looking south to Goodman Autowork (1541 The Queensway)



looking south down Algie Avenue



looking north up Algie Avenue



looking southeast to Haven on the Queensway (1533 The Queensway)



looking south down Algie Avenue



looking southwest towards 40 Algie Avenue



lookgin east towards 36 Algie Avenue

To the immediate east of the subject site, abutting the northeast corner of the subject site is 1541 The Queensway, a 1-storey auto repair shop currently occupied by Goodman Autowork with vehicular access from a curb cut on The Queensway and a parking area fronting The Queensway. The building located at 1541 The Queensway is setback a minimum of 2.5 metres from its west lot line, abutting the subject site.

On the southwest corner of The Queensway and Algie Avenue, to the east of 1541 The Queensway is a 2-storey commercial building currently occupied by Haven (1533 The Queensway).

East of the subject site is Algie Avenue, a local street comprised of low-rise residential and commercial uses. Abutting the east side of the subject site are the rear lots of 44 – 34, 30, and 26 Algie Avenue and the side lot of 64 Fordhouse Boulevard. Starting at the north end of Algie Avenue, 44-34, 30 and 26 Algie Avenue are a series of 1- to 3-storey residential dwellings fronting the west side of Algie Avenue. They are setback a range of approximately 11 to 17 metres from their west lot line, abutting the subject site.

Further east, there are two 1-storey residential lots that front the east side of Algie Avenue (31 and 37 Algie Avenue). Most of the east side of Algie Avenue, contains 1-storey commercial lots with surface parking areas, including an Intact service centre, which is located on the northwest corner of Algie Avenue and Fordhouse Boulevard (64 Fordhouse Boulevard).



East of Algie Avenue is IKEA Etobicoke (1475 The Queensway) which includes a surface parking lot at the rear of the building with vehicular access from The Queensway and Fordhouse Boulevard. Further east of IKEA Etobicoke is Wickman Road which continues south under the Gardiner Expressway providing access to the Alderwood neighbourhood.

South of the subject site is Fordhouse Boulevard, and immediately beyond that is the Gardiner Expressway. South of the Gardiner Expressway is Evans Avenue, with commercial and industrial uses on the north side of the street and the Alderwood neighbourhood on the south side of the street.

West of the subject site, an irregular lot fabric emerges that creates a series of commercial plazas. Immediately west of the subject site are several big box stores and surface parking lots, including the Brick and Golf Town (1555 The Queensway and 1561 The Queensway), and several food chains, including Cora's Breakfast (1555 The Queensway), Pizza Hut, Wild Wing, and Lindt Chocolates (1557 The Queensway). The Golf Town does not front The Queensway and instead backs onto Fordhouse Boulevard.

Continuing west along The Queensway, there are a series of commercial uses including a small plaza of home renovation suppliers, car dealerships, breweries and the Kings Court sports complex (1589 The Queensway). On the west side of Highway 427 is the Sherway Gardens Mall and the Sherway Area Secondary Plan area with a proposed redevelopment which includes 15 proposed mixed-use and residential buildings with heights ranging up to 45 storeys.



east side of Algie Avenue



looking east to 1-storey automotive lot with surface parking area



looking east to 31 Algie Avenue



looking north from Fordhouse Boulevard to Intact Service Centre (64 Fordhouse Boulevard)



IKEA Etobicoke (1475 The Queensway)



looking south to Golf Town and other retail stores



looking north to The Brick and other retail stores



## 2.4 Transportation Context

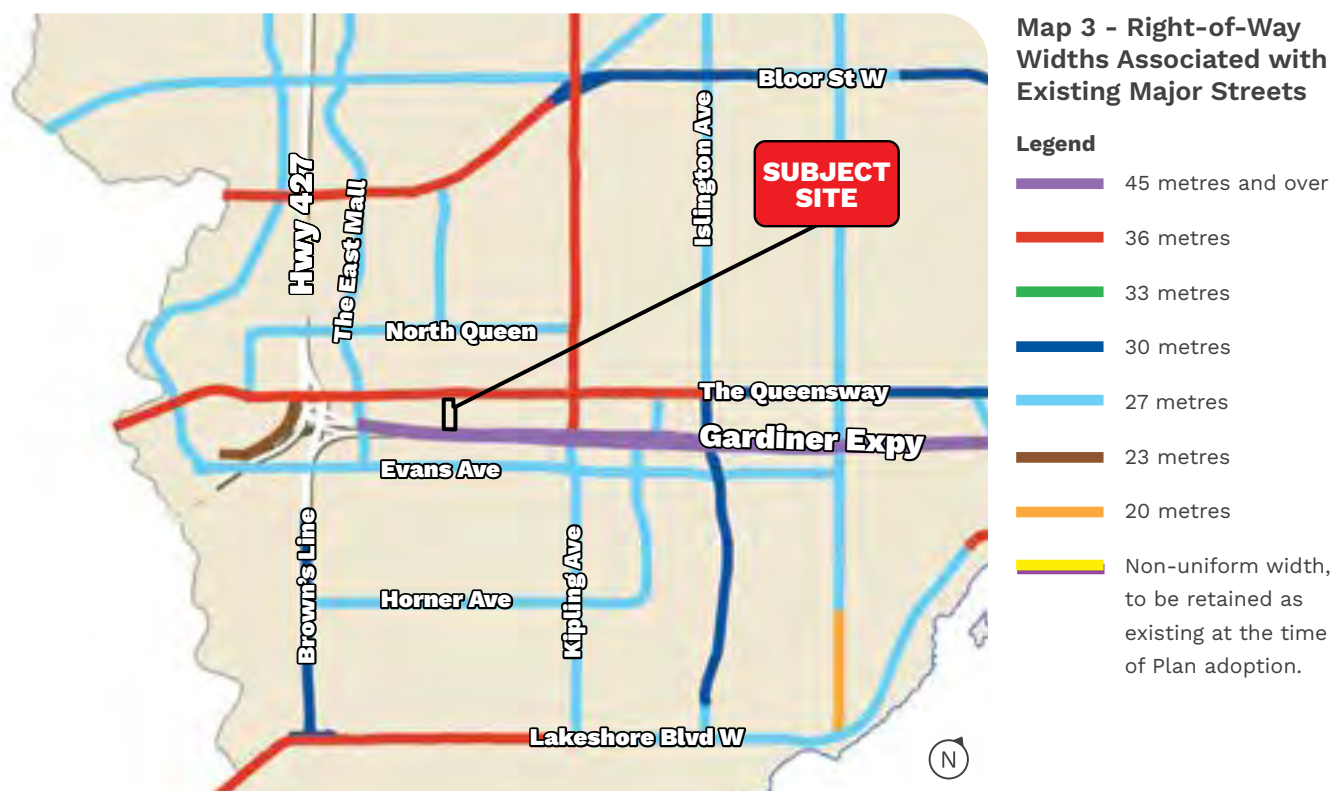
### Road Network

The subject site has excellent access to existing municipal road infrastructure, including the Gardiner Expressway to the south and Highway 427 to the west of the subject site.

The subject site fronts The Queensway and Fordhouse Boulevard. The Queensway is an east-west Major Arterial Road, as classified by the City of Toronto's Road Classification Map. The segment of The Queensway abutting the subject site has a planned right-of-way width of 36 metres, as identified on Map 3 of the City of Toronto Official Plan (see **Figure 4**). The current right-of-way width of The Queensway is approximately 33.5 meters. The proposal provides a 1.25 metre road widening to contribute to a 36-metre right-of-way width for The Queensway. The Queensway has six lanes for vehicular traffic, and one centre turning lane. There is no parking on either side of the street within the vicinity of the subject site. There are pedestrian sidewalks on both the north and south sides of the road.

Fordhouse Boulevard is an east-west Local Road, as classified by the City of Toronto's Road Classification Map. The road is bounded by Wickman Road to the east, and the Thorncrest Ford dealership parking lot to the west. On-street parking is permitted on the south side of the street. There is a pedestrian sidewalk on the north side of the street.

South of the subject site is the Gardiner Expressway which is identified as an east-west City Expressway with a 45-metre plus right-of-way. For the segment of the Gardiner Expressway close to the subject site there are 10 to 12 lanes of vehicular traffic. The Gardiner Expressway includes off and on ramps from Kipling Avenue to the east of the subject site, and Highway 427 to the west of the subject site.

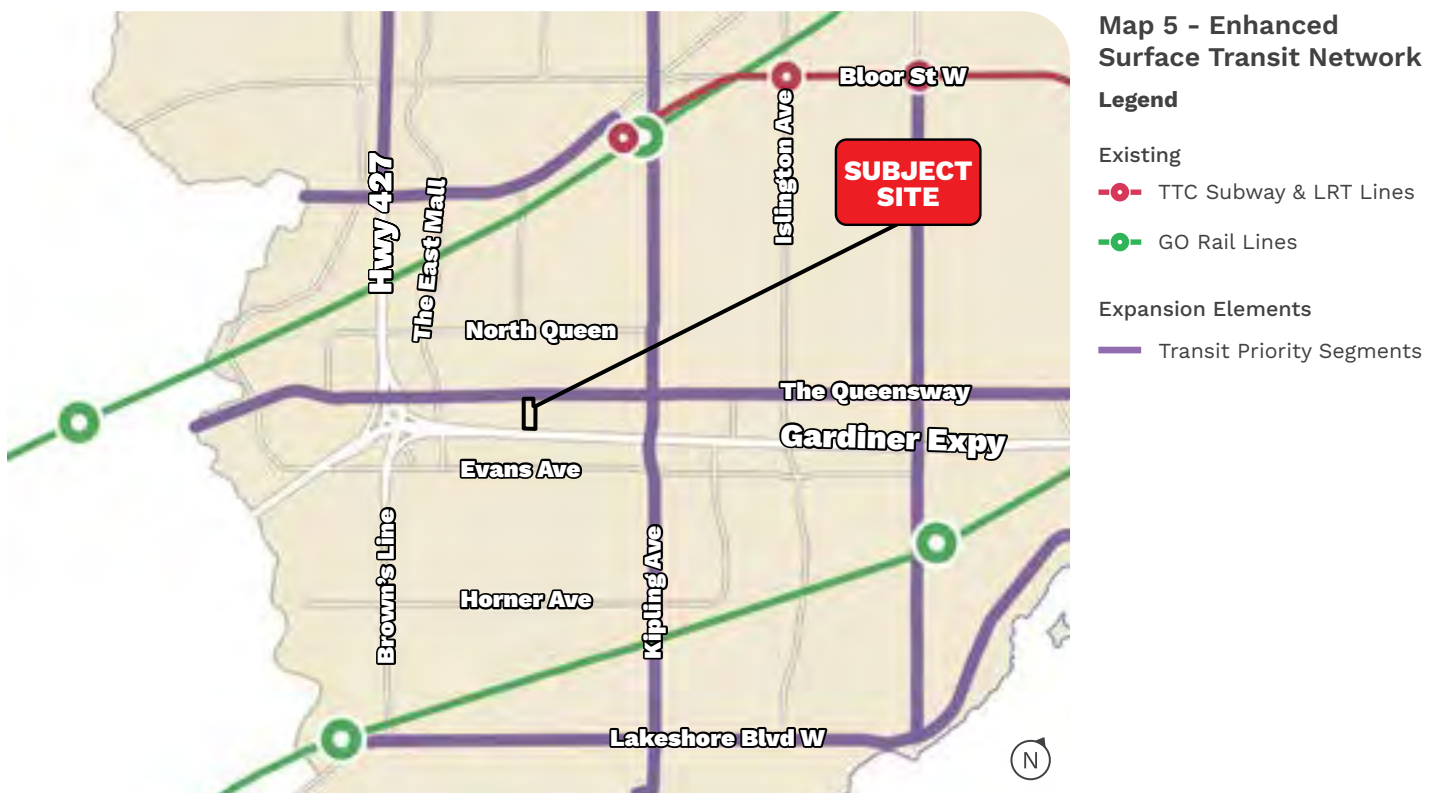


**Figure 4 - Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets**

## Public Transit Network

From a public transit perspective, the subject site has good access to existing surface bus transit routes. The Queensway is also identified as a Transit Priority Segment in Map 5 of the City of Toronto Official Plan, identifying it as an area for potential bus and streetcar priority measures (see **Figure 5**, Map 5 - Enhanced Surface Transit Network). A description of the routes is described below:

- **Route 80A:** The 80A bus operates between Sherway Gardens Mall and the Keele Subway Station on Line 2 Bloor-Danforth, generally in an east-west direction. This route operates all day, every day and runs approximately every 20 minutes.
- **Route 80B:** The 80B bus operates between Sherway Gardens Mall to the Park Lawn Loop. Route 80B provides access to Mimico GO Station on the Lakeshore West Line. During the week, this route runs approximately every 25 to 30 minutes.
- **Route 44:** The 44 bus operates between Kipling Station on Line 2 Bloor-Danforth and the area of Kipling Avenue and Lake Shore Boulevard West, generally in a north-south direction. This route operates, all day, every day until 1 a.m. and runs approximately every 7-10 minutes through the week.
- **Route 15:** The 15 bus operates between Royal York Station on Line 2 Bloor-Danforth and the Sherway Gardens Mall, generally in an east-west direction. This route also provides connections to Mimico GO Station on the Lakeshore West Line. This route operates all day, every day until 1 a.m. and runs approximately every 15-20 minutes throughout the week.



**Figure 5** - Map 5 - Official Plan Map 5 - Enhanced Surface Transit Network

## Future Public Transit Network

Although the subject site is located 1.2 kilometres to the east of the Sherway Gardens Secondary Plan, it still serves as an important policy document for understanding the evolving character of subject site and its surrounding area, particularly regarding future public transit networks.

In Section 9 of the Sherway Area Secondary Plan, the Plan notes that the Sherway area will move from a once vehicular-centred area to one that prioritizes and safely accommodates pedestrian, cycling and transit movement in an attractive and comfortable environment. Section 9.18 outlines that transit connections to the Sherway area will be improved by reconfiguring or improving the frequency of bus routes, improving transit along The Queensway, which would service the subject site. Moreover, Section 9.21 discusses the protection of a future subway extension from Kipling Station to the intersection of The Queensway and The West Mall, which is approximately 1 kilometer west of the subject site.





# Proposal





## 3.1 Description of Proposal

### Overview

As described in detail below, the proposal entails the comprehensive redevelopment of the subject site with a new development containing one new public road and two public laneways, a 3,755 square meter community space for Haven, 630 square metres of space dedicated to a Habitat GTA's ReStore program, 342 units of affordable housing, 1,477 market housing units, and a 1,322 square meter public park.

The proposal includes four tall buildings with heights ranging from 30 to 45 storeys. Collectively, the buildings contain a total of 1,819 dwelling units, including 342 affordable housing units, and a total gross floor area of 131,424 square metres, comprised of 126,338 square metres of residential gross floor area, including 23,651 square metres of affordable housing residential gross floor area, and 3,755 square metres of Haven community space, 630 square metres of Habitat GTA's ReStore gross floor area and 700 square metres of daycare gross floor area, resulting in a density of 8.9 floor space index ("FSI").

The proposal was designed as a mixed-use mixed income community that provides much needed affordable housing and community space for Haven on The Queensway's services and programs.

### Haven on the Queensway

Haven on the Queensway is a non-profit organization working to enhance the quality of life for those in need by providing food, clothing and other resources. Haven identified the need for a larger facility to improve delivery of their services. Building 'A' will be specifically designed to allow Haven to offer their services in an efficient manner and expand their capacity to serve the needs of the community.

The proposal consists of a new 30-storey mixed-use building which will contain Haven's social services on the ground floor and on levels 2 and 3. Haven social services will occupy a total gross floor area of 3,755 square metres. Building A is designed to cater to Haven's services. Below are the programs that Haven plans to expand or add to their existing services.

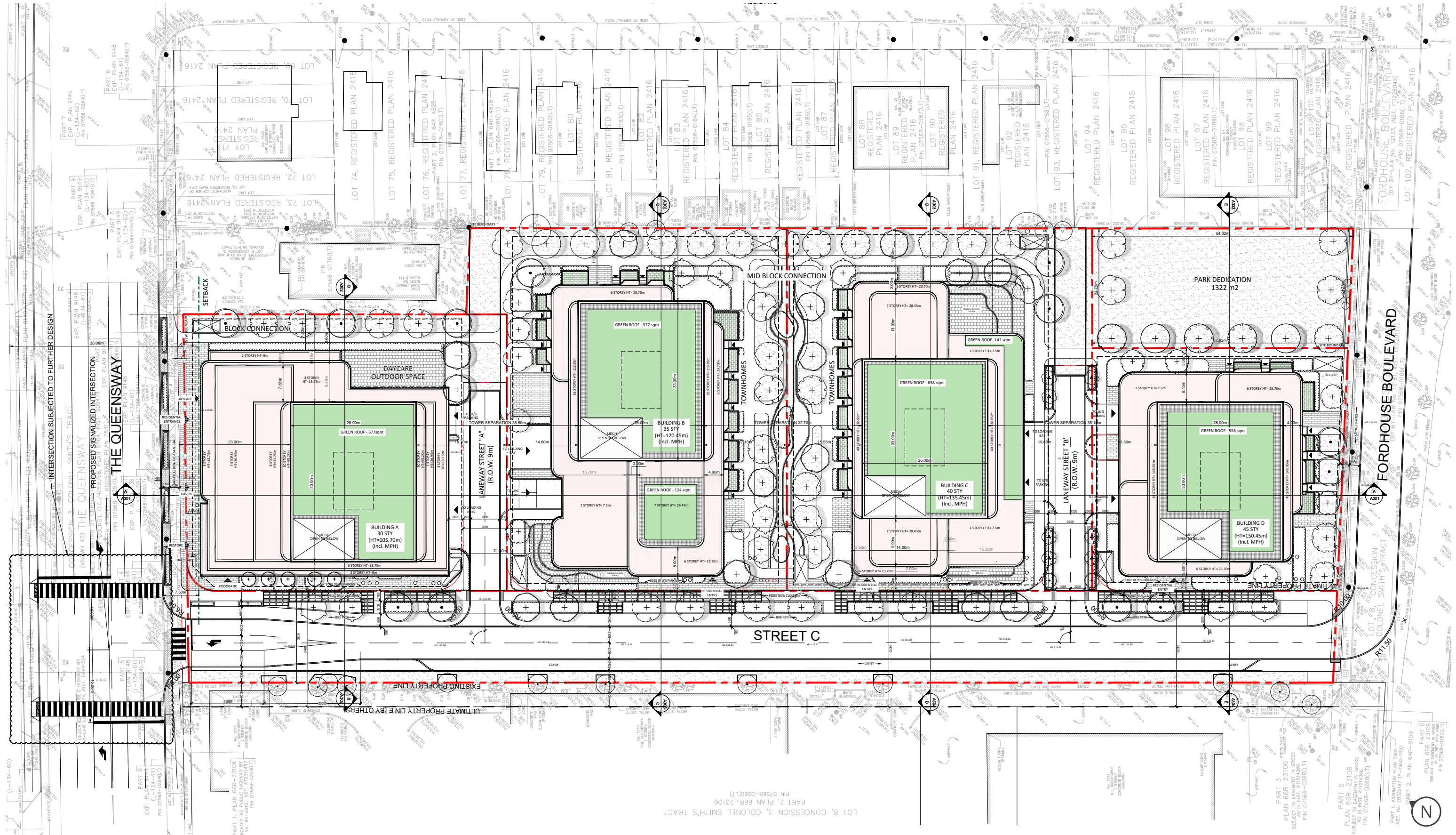


Figure 6 - Site Plan (prepared by Hariri Pontarini Architects)



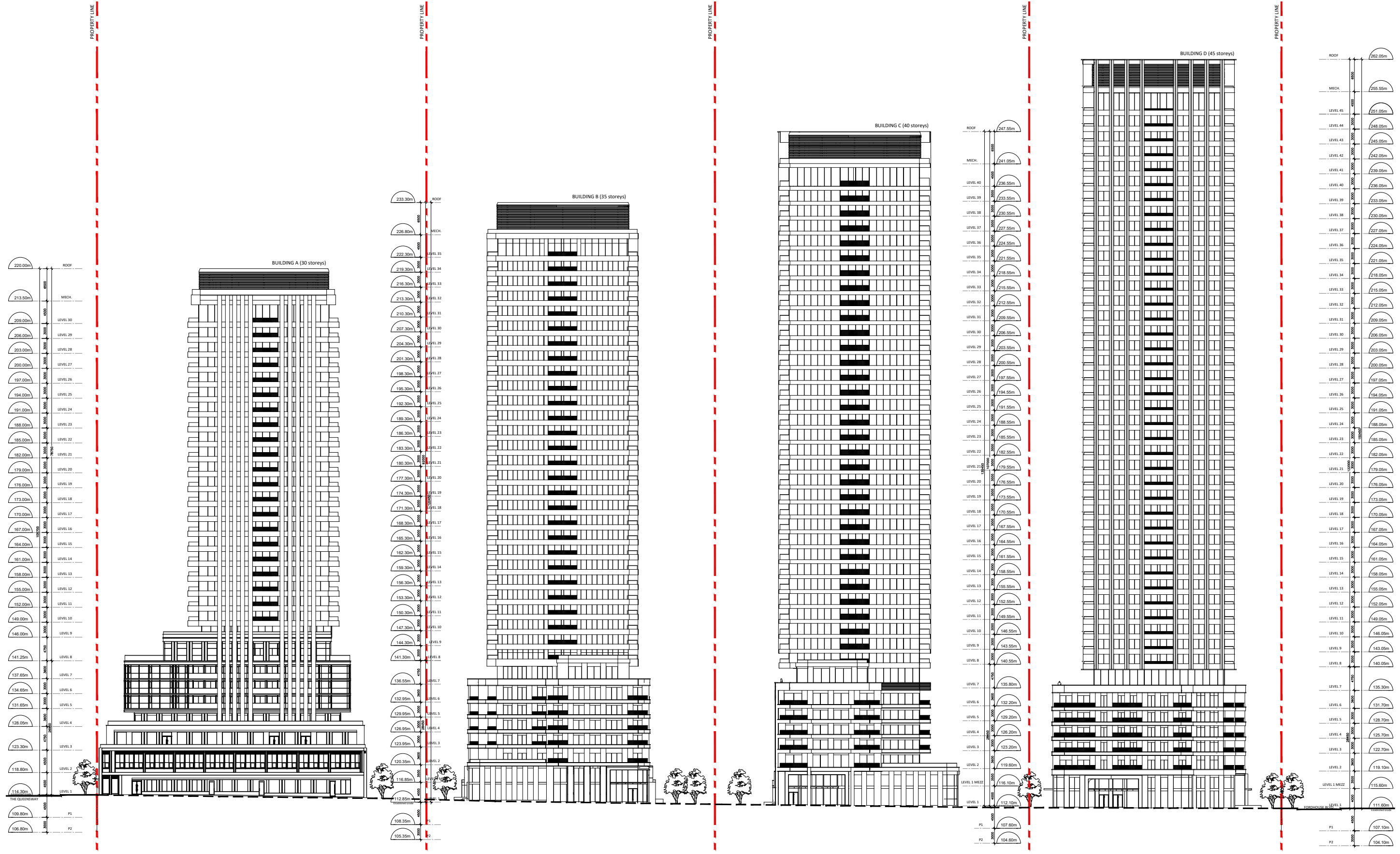


Figure 7 - West Elevation (prepared by Hariri Pontarini Architects)

## Current Programs Proposed for Expansion

### First Care Program

- First Care program focuses on meeting the material and nutritional needs of pregnant women and parents up to the age of two. As part of this program, Haven provides essential support such as food aid, clothing, diapers, formula, and moral assistance to ensure these families have access to the resources necessary for their well-being.
- As part of the redevelopment, a dedicated space will be established within the new building for First Care. This area will include private rooms for counselling sessions, nutrition classes, and parenting workshops. It will also accommodate storage for larger quantities of essential items such as diapers, formula and clothing, ensuring that Haven can readily meet the needs of pregnant women and parents of newborns.

### Food Bank

- Haven's food bank serves approximately 1,000 clients weekly, distributing approximately 350,000 pounds of food annually. Haven has established partnerships with organizations such as Second Harvest, Daily Bread Food Bank, Hello Fresh and local businesses like Sobeys and Cobbs Bread to secure a steady supply of nutritious food for those in need.
- This redevelopment, in the form of a larger facility for the food bank, will allow Haven to expand their Food Bank's storage capacity, enabling the organization to store a wider variety of fresh produce, non-perishable items, and frozen goods. Additionally, the redevelopment will provide Haven the opportunity to establish a spacious distribution area that provides a more comfortable and dignified shopping experience for their clients. With increased space as part of this redevelopment, Haven will also explore the possibility of incorporating community kitchen programs, where individuals can learn cooking skills and prepare meals together.

### Haven's Closet Program

- Haven's Closet is a program that offers seasonal clothing to individuals and families in need. Haven provides a wide selection of donated clothing, footwear, and accessories for adults and children, ensuring that everyone has access to appropriate clothing for different seasons.
- This redevelopment will be designed to provide for the expansion of Haven's Closet program, which will give Haven the ability to dedicate separate sections within the building for sorting, organizing, and displaying donated clothing. This will enable Haven to offer a more extensive selection and improve the overall shopping experience for individuals and families accessing Haven's Closet. Additionally, the expanded facility will allow Haven to accommodate more donors and store a larger inventory of clothing and accessories.

### Haven Helping Seniors Program

- Haven Helping Seniors is a weekly program designed to support isolated or less fortunate seniors in the community. Haven provides the seniors with food, hygiene kits, phone calls for companionship, art kits for creative expression, social events to combat loneliness, and referrals to other services, among other services.
- This redevelopment will provide the opportunity to build a larger facility to create a welcoming space for seniors within the community. In consultation with the Haven's team, certain areas in the building have been designed specifically for the elderly, to establish a designated area for social gatherings, group activities, and workshops. This space will also house offices for staff and volunteers, ensuring a centralized location for program coordination and providing seniors with a comfortable environment to seek assistance.

## Hope with Wheels Program

- Hope with Wheels is a mobile street outreach program that addresses the needs of people experiencing homelessness. Haven's team provides hot food, sleeping bags, and toiletries to those in vulnerable situations, ensuring their basic needs are met while offering a compassionate approach.
- The design of this redevelopment incorporates an expanded facility that will enable Haven to store a higher volume of supplies for this program. The new building will include dedicated areas for sorting, packing, and loading the outreach vehicles, ensuring efficiency and organization. Furthermore, the expanded facility will also allow Haven to acquire additional outreach vehicles to serve more locations and individuals in need.

## Proposed Programs & Facilities Upgrade

### Community Drop-in Space

- Haven proposes to offer a safe inclusive space to meet the needs of clients. The Community Drop-in Space will host various activities like community events, seminars and wellness workshops for their senior and first care program. This Community Drop-in Space will also provide services to clients such as beverages and food, as well as access to computers and printers. This space will also be used for youth-focused initiatives.

### Educational Centre

- This redevelopment will incorporate an educational centre in the new building that will offer a variety of educational opportunities such as access to skills development, educational study, computer literacy programs, ESL programs, tutoring and job search tools.

## Site Organization

The subject site is organized into four blocks, Block A, B, C and D, with four corresponding buildings, Buildings A, B, C and D, oriented north to south. All four buildings front New Street 'C' while Building A also fronts The Queensway and Building D also fronts Fordhouse Boulevard. Laneway Street 'A' and Laneway Street 'B' are also proposed running east-west dividing Building A from Building B and Building C from Building D, respectively. These new laneways have been designed to city standards to allow for them to become public laneways with the future redevelopment of the properties fronting the west side of Algie Avenue, at the discretion of the City.

New Street 'C' is proposed to be accessed through a crosswalk from The Queensway and continue to Fordhouse Boulevard to the south. New Street 'C' is proposed as a 24 metres right-of-way width. It would include the introduction of new street trees that would be located between the pedestrian clearway and the proposed bike path. The proposed bike path is approximately 2.5 metres in width.

### Building A

Building A is a 30-storey (105.70 metres, including a 6.5-metre mechanical penthouse) building which will be situated in the northern portion of the subject site fronting The Queensway and New Street 'C'. Building A includes a podium element that is 8 storeys (31 metres), with setbacks at levels 2, 3, 7 and 8.

At grade along The Queensway, the subject site is setback 1.25 metres from the original north property line resulting in a new north lot line which will be used for the purpose of this Planning and Urban Design Rationale report. With regard to Building A, the south lot line is represented by the northside of Laneway Street 'A' 9 metre right-of-way width.

The ground floor of Building A is setback a minimum of 2.60 metres from the new north lot line, between 7.50 and 18.12 metres from the east lot line to accommodate the daycare's outdoor space, 4.50 metres to the south lot line, and 3.0 metres from the west lot line.



The ground floor has been designed to accommodate programming space for Haven, as described above. The ground floor includes the Haven lobby, office, food storage and pick-up area, sorting area, walk-in fridge, donation drop off area, and freight elevator. It also includes a Habitat GTA ReStore store, a daycare center and its associated outdoor space, a residential lobby, property management office, mail room, service room, and moving room. The building envelope also contains three loading spaces, one Type 'G' and two Type 'B', and an express ramp to access two levels of underground parking.

Level 2 maintains similar setbacks to the ground floor but steps back an additional 2.1 metres from the east lot line. Level 2 includes a daycare, a space for Haven's Closet program retail and storage area, and a space for Habitat GTA's ReStore retail and storage area. The freight elevator is included on level 2, as is an area that remains open to the Type 'G' loading space below.

Level 3 steps back 1.50 metres from level 2 below along the west portion of the building's north façade. Level 3 is also setback 9.6 metres from the east lot line due to a 2.1 metre step back, 5.7 metres from the south lot line due to a 2.7 metre step back and 4.2 metres from the west lot line due to a 1.2 metre step back.

Level 3 will be exclusively used by Haven. With regards to programming, level 3 includes a dedicated First Care & Seniors Services space, administrative offices, a large storage area and 10 multi-purpose rooms. Level 3 also accommodates mechanical space and washroom facilities.

From the north, Level 4 steps back 1.95 metres from Level 3 below to accommodate private terraces. From the east, Level 4 steps back 3 metres and, at the northern portion, another 8.5 metres to accommodate an outdoor amenity in the center.

It steps back 2.92 metres at the southern portion of Level 4. From the south, Level 4 steps back 2.7 metres from Level 3 below to provide for private terraces. From the west, Level 4 steps back 1.8 metres from Level 3 below.

These step backs result in level 4 being setback 6.05 metres from The Queensway, between 9.6 to 15.2 metres from the east lot line, 5.7 metres from the south lot line and 6 metres from the west lot line.

Level 4 is used for residential uses, including indoor and outdoor amenity space. Level 4 includes 16 residential units comprised of 12 one-bedroom units, 1 two-bedroom unit and 3 three-bedroom units. The amenity space provided on level 4 includes 232 square metres of indoor amenity space, and 90.70 square metres of outdoor amenity space. Level 4 also include private terraces along the north, east, south and west sides of the floor.

Levels 5, 6 and 7 maintain the same setbacks as level 4 and are exclusively used for residential uses. Levels 5, 6 and 7 each provide 18 residential units per floor comprised of 13 one-bedroom units, 2 two-bedroom units and 3 three-bedroom units. An inset balcony is provided for every residential unit on level 5, 6 and 7, resulting in balconies along the north, east south and west sides of the floor. Additionally, locker space is provided in the interior of the floor.

Level 8 is setback 14.05 metres from the north lot line due to an 8 metre stepback resulting in outdoor amenity space provided on the roof of level 7. Level 8 is setback 18.15 metres from the east lot line due to a 7.65 metre step back at the northeast corner of the building where the outdoor amenity space wraps around. Level 8 is setback 7.7 metres from the south lot line with a 2 metre stepback to accommodate private terraces. Level 8 maintains the same 6 metre setback from the west lot line.

## Building B

With regard to Building B, the north lot line is represented by the southside of the 9-meter right-of-way width provided for Laneway Street 'A'. The south lot line represents 13 metres from the centerline between Building B and Building C.

The ground floor of Building B is setback between 9.2 and 9.3 metres from the north lot line, between 11.8 and 15 metres from the east lot line, 13.0 metres from the south lot line, and between 3 and 4.6 metres from the west lot line.

With regard to programming, the ground floor includes a residential lobby accessed from New Street 'C', indoor amenity space, a property management office, a mail and parcel room, a ramp to the underground parking area, one Type 'G' and one Type 'C' loading space, a petwash station, bicycle parking, garbage, moving and waster rooms and 11 ground-oriented townhouses.

The level 1 mezzanine maintains the same setbacks as the ground floor. With regard to programming, the level 1 mezzanine includes the upper levels of the 11 townhouses, a bike repair area, lockers, bicycle parking and areas open to the loading area and residential lobby below.

Level 2 steps back 3.6 from the north lot line and 13.5 metres at the northwest corner to accommodate private terraces and outdoor amenity space. The east, south and west setbacks are maintained.

Level 2 includes 388 square metres of outdoor amenity space, 353 square metres of indoor amenity space, and 14 residential units with inset private terraces provided for each unit.

Level 3 to 6 maintain the same setbacks as level 2 and provide 20 residential units and locker space per floor. Every residential unit apart from one 1-bedroom plus den unit along the west building façade includes an inset private terrace.

Level 8 includes 356 square metres of outdoor amenity space on the roof of level 7, accounting for the northern stepback. This outdoor amenity space abuts three indoor amenity rooms totalling 452 square metres of indoor amenity space on level 8. Level 8 also includes 8 residential units, comprised of 6 one-bedroom units, 1 two-bedroom unit and 1 three-bedroom unit. All the residential units on level 8 include private terraces, resulting in south, east and west facing terraces.

Level 9 steps back an additional 2 metres from level 8 below resulting in a 21.65 metre setback from the north lot line. Level 9 also steps back 2 metres from the south lot line to accommodate private terraces, and maintains its east and west setbacks, 18.1 metres and 6 metres, respectively.

Level 9 is the beginning of the tower element and includes 12 residential units comprised of 9 one-bedroom units, 2 two-bedroom units and 1 three-bedroom units. The step backs along the north allow for private terraces on the roof of level 8 below. The remainder of the residential units are provided with balconies which face the east, south and west.

Levels 10 to 30 represent the typical tower floor plan for Building A. Levels 10 to 30 are setback 23 metres from the north lot line, 18.1 metres from the east lot line, 9.7 metres from the south lot line and 6 metres from the west lot line.

Each floor is comprised of 12 residential units including 9 one-bedroom units, 2 two-bedroom units and 1 three-bedroom unit. North, east, south and west balconies are provided so that each residential unit has a balcony.

The roof proposes 677 square metres of green roof, and an area in the northwest corner that is open to the mechanical area below.



Level 7 steps back an additional 3.6 metres at the northeast corner of the building to provide for green roof, and steps back an additional 2.1 metres along a portion of the north façade to provide private terraces. The northwest corner of the building steps back an additional 2 metres from the north and 6 metres from the west to provide for outdoor amenity space. Level 7 includes a 15-metre setback from the east lot line, inclusive of a 3.3 metre stepback to accommodate private terraces. Level 7 steps back 4 metres from the south lot line, connecting to the west and north to accommodate outdoor amenity space.

With regard to programming, level 7 includes 317 square metres of outdoor amenity space, 370 square metres of indoor amenity space, and 8 residential units. Each residential unit includes a private terrace, resulting in private terraces that face north, east and south.

At level 8 the eastern portion of the building steps back 2.1 metres from the north, maintains its east setback, and steps back 2.09 metres from the south. The western portion of level 8 steps proposes a 124 square metre green roof, which maintains the same north, south and west setbacks as level 7 below.

The eastern portion of level 8 includes 12 residential units. Each residential unit includes either a balcony or a private terrace. Balconies are provided for the units along the north, east and south building facades and private terraces are provided facing west.

Levels 9 to 35 represent the typical tower floor plan for Building B. Levels 9 to 35 are setback 14.8 metres from the north lot line, contributing to a 33.5 metre tower separation from Building A, 15 metres from the east lot line, and 17.15 metres from the south lot line contributing to a 32.7 metres tower separation from Building C.

Similar to Building A, each floor is comprised of 12 residential units including 9 one-bedroom units, 2 two-bedroom units and 1 three-bedroom unit. North, east, south and west balconies are provided so that each residential unit has a balcony.

The roof proposes 577 square metres of green roof, and an area in the northwest corner that is open to the mechanical area below.

## Building C

With regard to Building C, the north lot line represents 13.55 metres from the centerline between Building B and Building C. The south lot line represents the northside of the 9-meter right-of-way width provided for Laneway Street 'B'.

The ground floor is setback 13.55 metres from the north lot line, between 11 and 21.75 metres from the east lot line, 5 metres from the south lot line, and a minimum of 3 metres from the west lot line.

With regard to programming, the ground floor includes a residential lobby accessed from New Street 'C', 418 square metres of indoor amenity space, 162 square metres of outdoor amenity space, a property management office, a mail and parcel room, a ramp to the underground parking area, one Type 'G' and one Type 'C' loading space, a pet wash station, bicycle parking, garbage, moving and waste rooms and 7 ground-oriented townhouses along the north building façade. The townhouses face north and each include a private terrace. Outdoor amenity space is provided in the southeast corner of the ground floor, while loading and access to underground parking are provided through Laneway Street 'B' to the south. The indoor amenity space is provided in the southwest corner of the ground floor.

The level 1 mezzanine maintains the same setbacks as the ground floor. With regard to programming, the level 1 mezzanine includes the upper levels of the 7 townhouses, lockers, bicycle parking and areas open to the indoor amenity space, loading area and residential lobby below.

Level 2 largely maintains the same northern and eastern setbacks as the ground floor. The southeastern portion of level 2 steps back 5.5 metres to the east and south to accommodate a green roof and private terraces. At the southwestern portion of level 2 the building steps back 15.5 metres from the south and 10.33 metres from the west lot line to accommodate outdoor amenity space.

With regards to programming, level 2 contains 19 residential units, 101 square metres of indoor amenity space, 148 square metres of outdoor amenity space and 142 square metres of proposed green roof. Inset balconies are provided along the north, east and west building façades, for all residential units apart from studio units, and private terraces are provided along the south and west building façades.

Level 3 to 6 maintain the same setbacks as level 2. Levels 3 to 6 provide 20 residential units per floor, including four studio units, 10 1-bedroom units, three 2-bedroom units and three 3-bedroom units, and locker space. Balconies are provided along all building façades.

Level 7 steps back 3.5 metres from the north, 1.6 metres from the east, 2 metres from the south and 1.6 metres from the west. Level 7 contains 489 square metres of indoor amenity space provided through 8 different rooms and 2 lounges, and 289 square metres of outdoor amenity space which wraps around the north, east and west sides of the building. Level 7 also provides three residential units including one 2-bedroom unit and two 3-bedroom units. All three units have balconies facing south.

Level 8 is setback 15.5 metres from the north lot line, steps back an additional 14.33 metres from the east, maintains its south setback of 12.5 metres and steps back an additional 10.33 metres from the west.

With regard to programming, level 8 provides 12 residential units including 9 1-bedroom units, two 2-bedroom units and one 3-bedroom unit. Each residential unit includes a balcony or a private terrace with balconies provided for units facing north and south and private terraces provides for units facing east and west.

Level 9 to 40 maintain the same setbacks as level 8. Similar to Buildings A and B, each floor is comprised of 12 residential units including 9 1-bedroom units, two 2-bedroom units and one 3-bedroom unit. North, east, south and west balconies are provided so that each residential unit has a balcony.

The roof proposes 638 square metres of green roof, and an area in the northwest corner that is open to the mechanical area below.



## Building D

With regard to Building D, the north lot line represents the southside of the 9-meter right-of-way width provided for Laneway Street 'B'. The remaining lot lines are represented by the site boundary.

The ground floor is setback 55 and 55.1 metres from the north lot line, 5 metres from the east lot line, between 8.25 and 9.54 metres from the south lot line, and a minimum of 3 metres from the west lot line.

With regard to programming, the ground floor includes a residential lobby accessed from New Street 'C', 40 square metres of indoor amenity space, a property management office, a mail and parcel room, a ramp to the underground parking area, one Type 'G' and one Type 'C' loading space, a pet wash station, bicycle parking, garbage, moving and waste rooms and five ground-oriented townhouses along the east and south building façades.

The level 1 mezzanine maintains the same setbacks as the ground floor. With regard to programming, the level 1 mezzanine includes the upper levels of the five townhouses, a bike repair area, bicycle parking and areas open to a loading area and residential lobby below.

At the northeast corner of level 2, the building steps back 6 metres from the north and 6.15 metres from the east. Level 2 maintains the same setbacks as the ground floor along the south and west lot line.

With regard to programming, level 2 includes 7 residential units, 381 square metres of indoor amenity space provided through six rooms, 240.5 square metres of outdoor amenity space and locker space. The residential units are located in the western portion of the building and includes balconies along the south, west and north building façades.

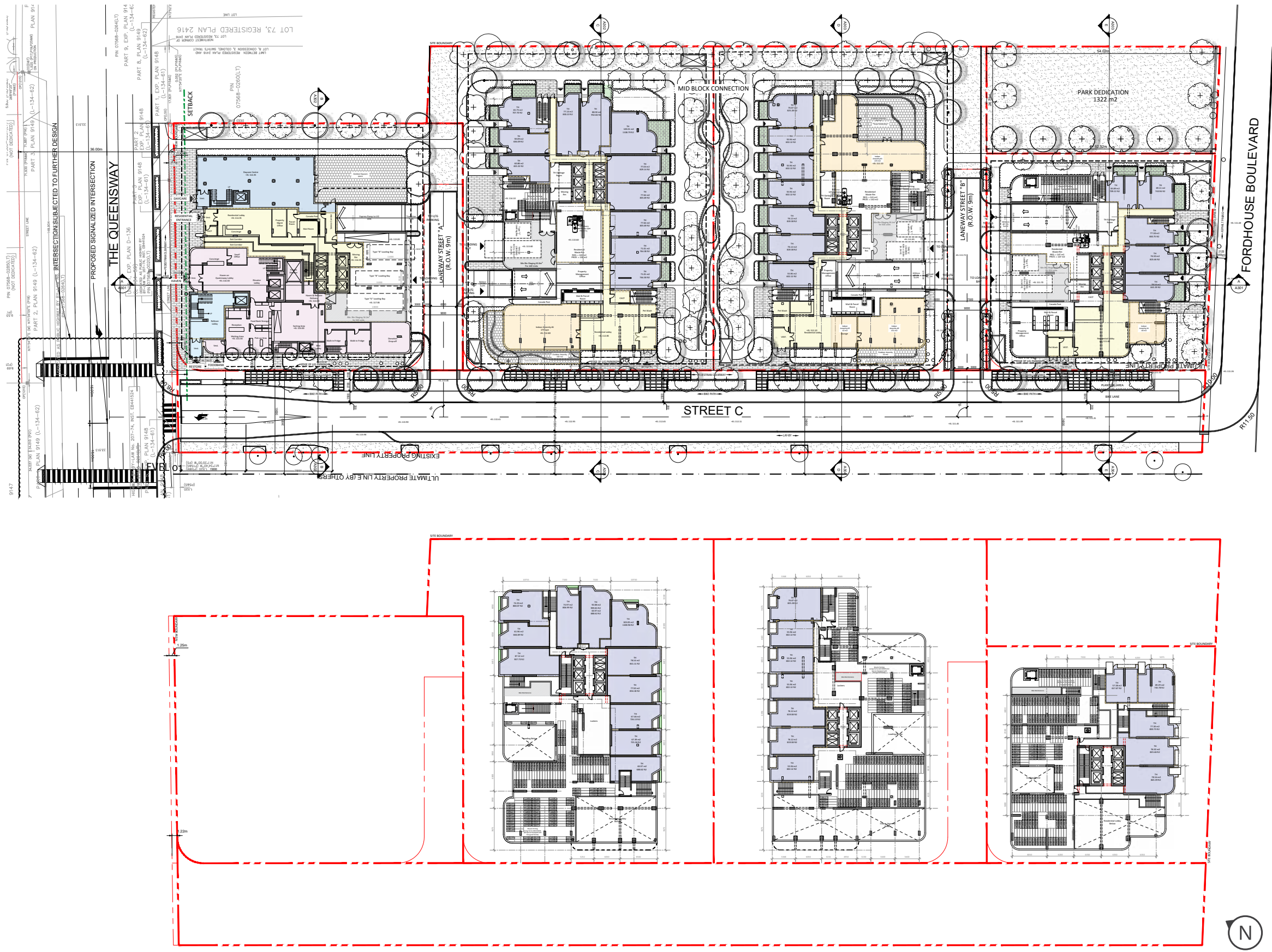
Levels 3 to 6 maintain the same setbacks as level 2. Levels 3 to 6 provide 14 residential units per floor, including eight 1-bedroom units, three 2-bedroom units and three 3-bedroom units and locker space. Balconies are provided along all building façades.

Level 7 steps back an additional 6 metres in the northwest portion of the building and an additional 2 metres along the northeast façade. Level 7 steps back an additional 6.15 metres from southeast portion of the building and an additional 2 to 4 metres along the south building façade. Level 7 steps back an additional 3 metres from the west.

With regard to programming, level 7 is exclusively used for 627 square metres of indoor amenity space. This indoor amenity space is provided through six rooms.

Levels 8 to 45 are setback 13.5 metres from the north lot line to contributing to a 35.1 metre tower separation from Building C, 11.15 metres from the east lot line, between 11.54 and 13 metres from the south lot line and 6 metres from the west lot line. Similar to Buildings A, B and C, each floor is comprised of 12 residential units including 9 1-bedroom units, two 2-bedroom units and one 3-bedroom unit. North, east, south and west balconies are provided so that each residential unit has a balcony.

The roof proposes 526 square metres of green roof, and an area in the northwest corner that is open to the mechanical area below.

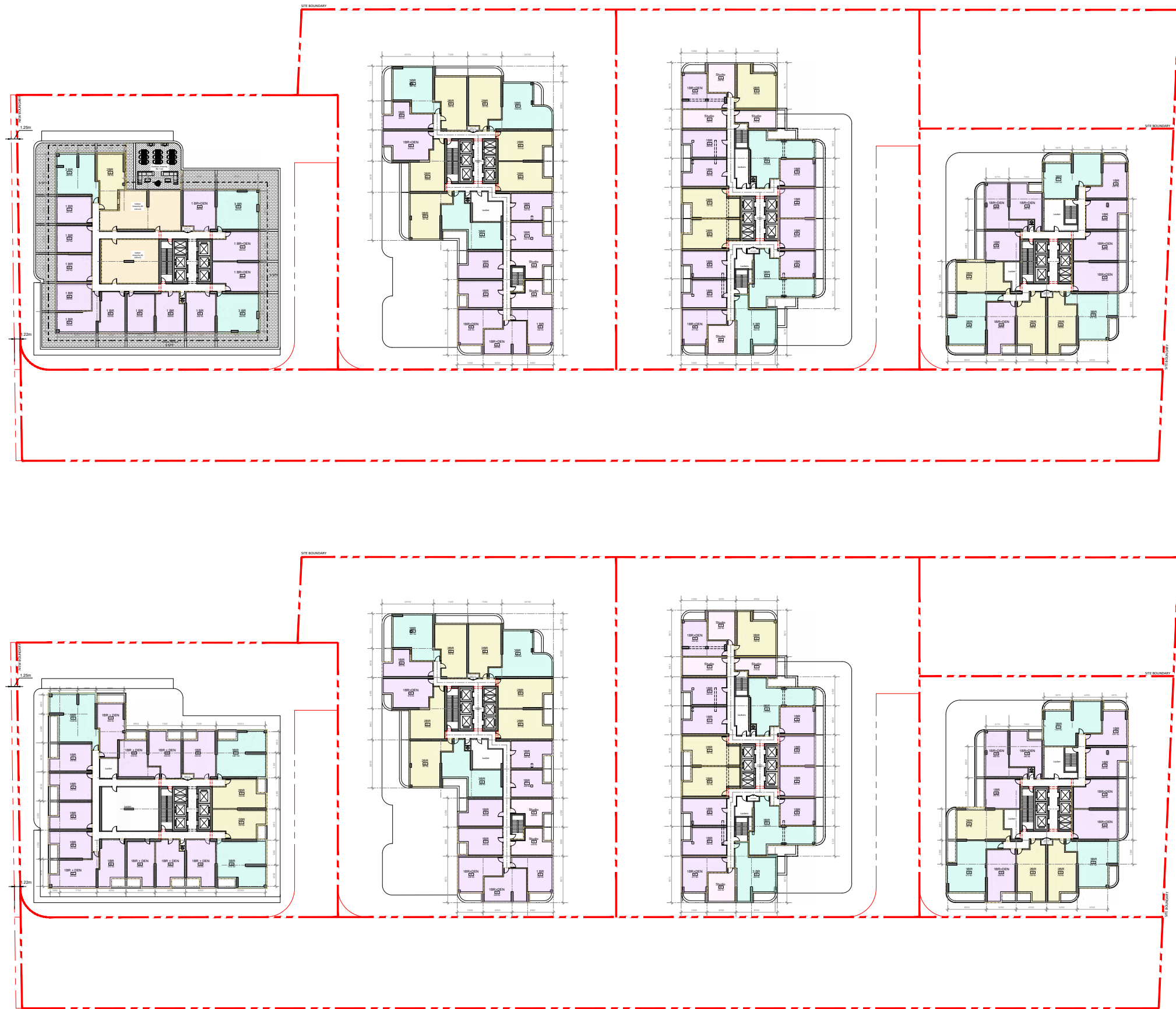


**Figure 8 - Ground Floor Plan (top) and Mezzanine Floor Plan (bottom) (prepared by Hariri Pontarini Architects)**





**Figure 9** - Level 2 Floor Plan (top) and Level 3 Floor Plan (bottom) (prepared by Hariri Pontarini Architects)

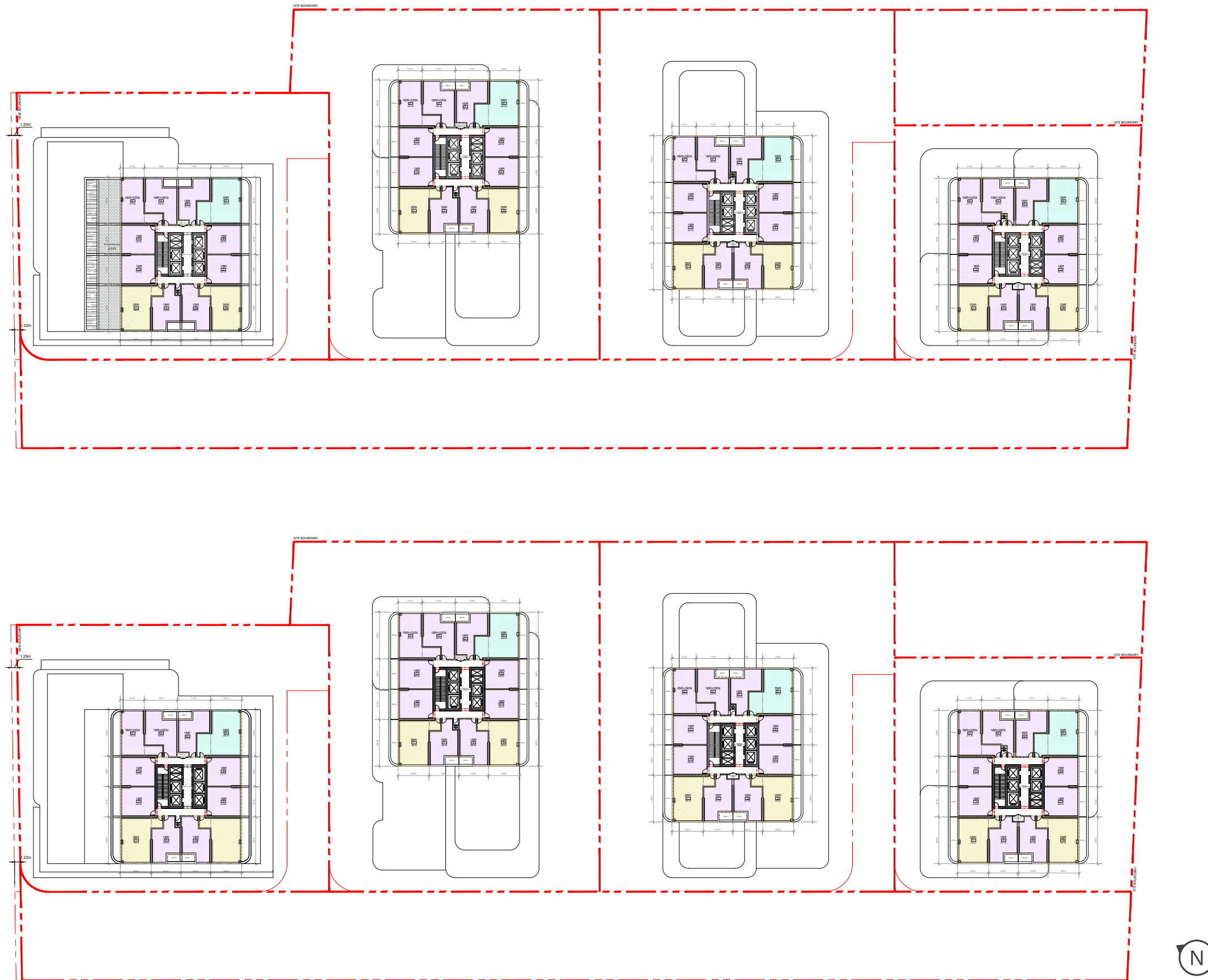


**Figure 10** - Level 4 Floor Plan (top) and Levels 45 & 6 Floor Plan (bottom) (prepared by Hariri Pontarini Architects)





**Figure 11** - Level 7 Floor Plan (top) and Level 8 Floor Plan (bottom) (prepared by Hariri Pontarini Architects)



**Figure 12 - Level 9 Floor Plan (top) and Typical Tower Floor Plan (bottom) (prepared by Hariri Pontarini Architects)**





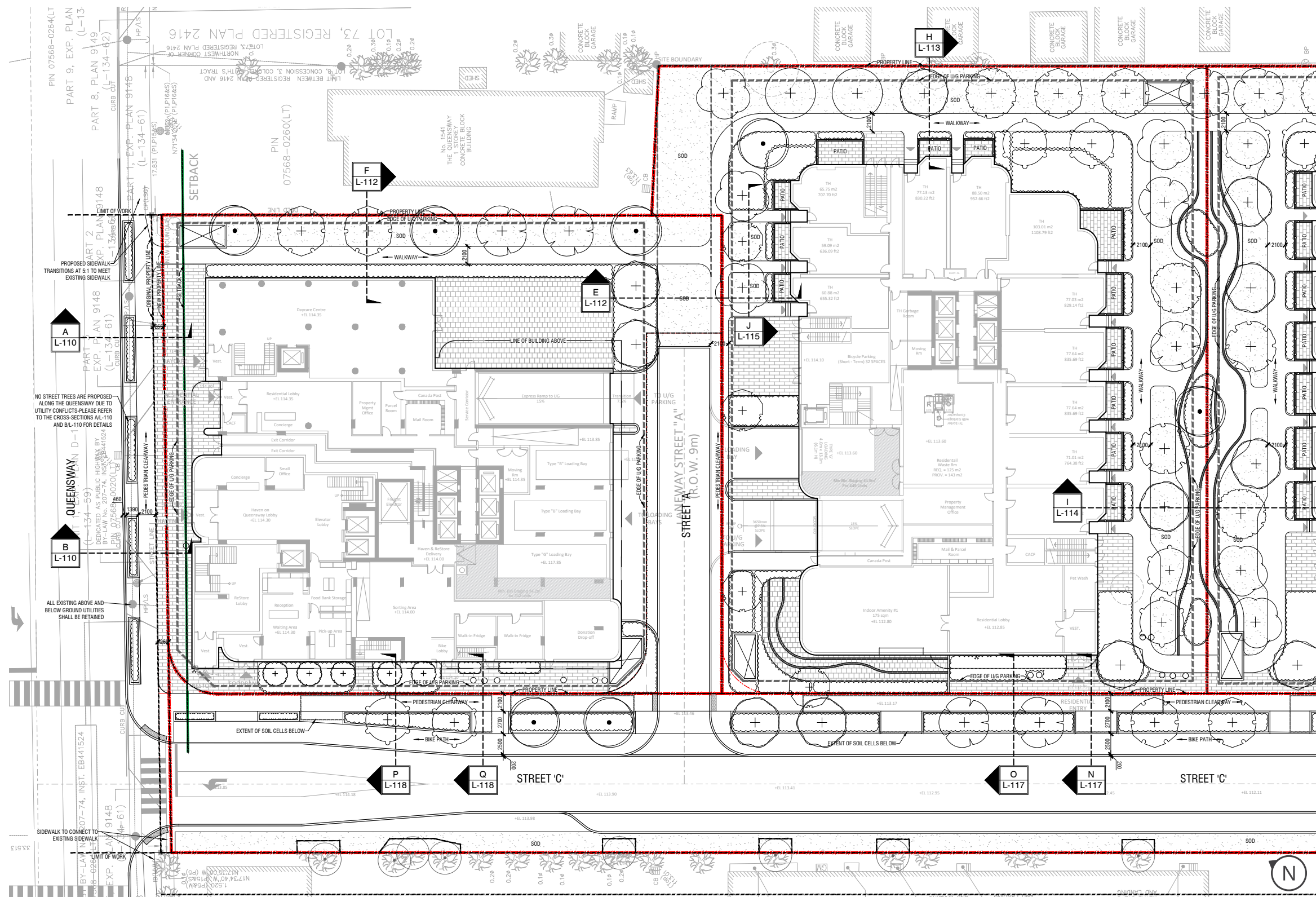


Figure 14 - Landscape Plan - Buildings A and B (prepared by LandArtDesign Landscape Architects Inc.)

## Public Realm

With respect to the public realm, the proposal contemplates a public park that is 1,322 square meters in size located in the southeast portion of the site fronting Fordhouse Boulevard and the corner of Laneway Street 'B'. The proposed development includes a mid-block connection along the east side of the subject site from The Queensway to the public park. Furthermore, between Buildings B and C there is a new soft and hard landscaped area that provides greenspace and sitting areas for the public and residents of the proposed development. The proposed development will also include a number of elements that will activate and enhance the streetscape along The Queensway and Fordhouse Boulevard, such as new hard and softscape elements, and new street trees (see **Figure 6**).



The proposed development will include a total of 1,819 residential dwelling units with a mix of residential unit types, including 29 studio units (2%), 1,276 one-bedroom units (70%), 310 two-bedroom units (17%), 181 three-bedroom units (10%) and 23 townhouse units (1% due to rounding).

With respect to amenity space, a total 6,066 square metres will be provided, including 3,638 square metres of indoor amenity space and 2,428 square metres of outdoor amenity space. This results in a ratio of 3.35 square metres per dwelling unit, comprised of approximately 2 square metres of indoor amenity space per dwelling unit and 1.35 square metres of outdoor amenity space per unit. The precise programming of the indoor amenity space has not yet been determined and will be refined during the application review process.



## Parking, Access, & Loading

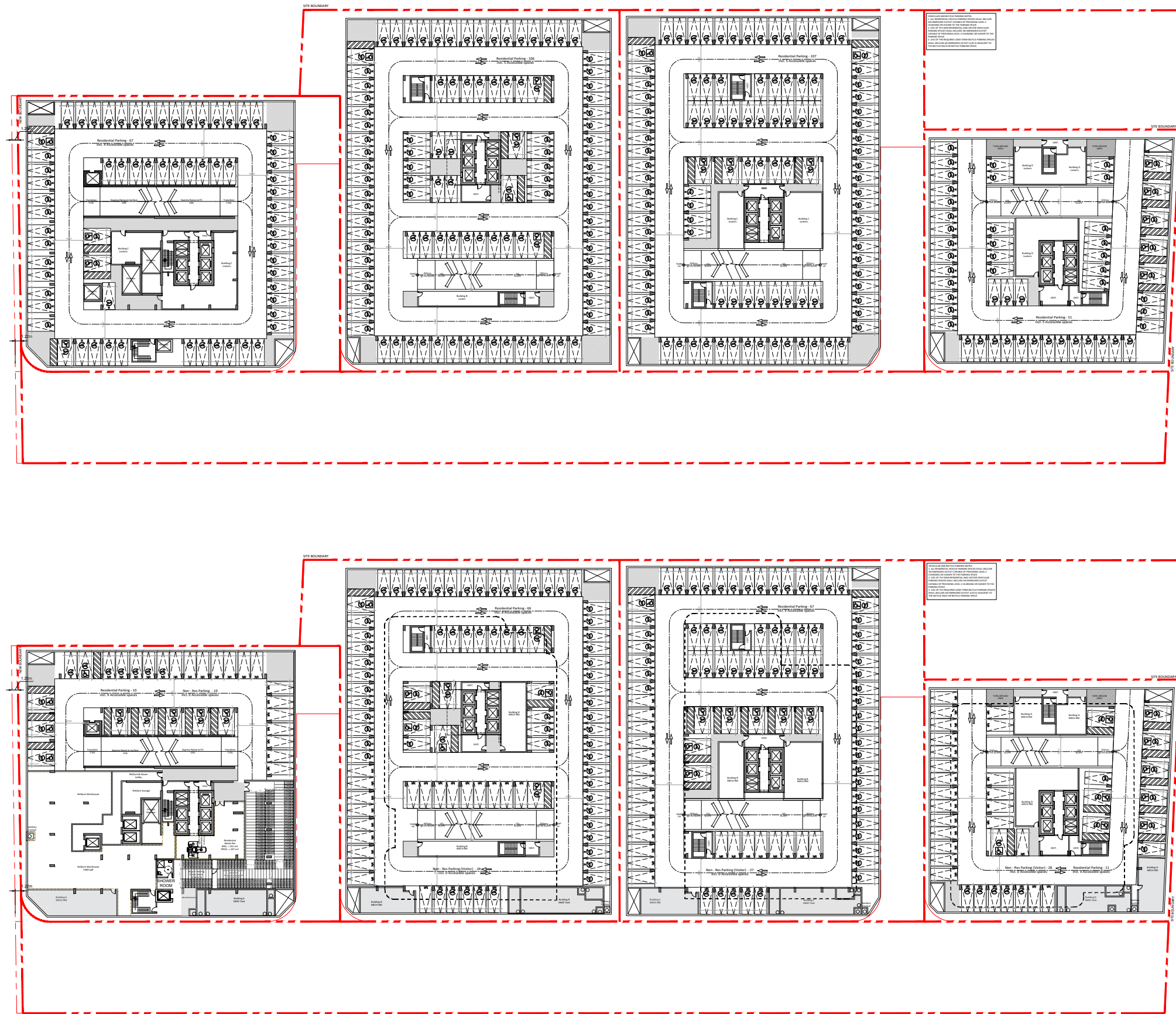
Vehicular parking for the proposed development is proposed to be accommodated within a 2-level underground parking garage. Access to the underground parking garage will be provided from Laneway Street 'A' for Building A and B and Laneway Street 'B' for Building C and D.

Each building contains access to one ramp leading to the underground parking garage as well as individual loading and services areas.

The development site will provide for a total of 548 parking spaces, including 485 parking spaces for residents, and 63 shared spaces for visitor and non-residential uses on the subject site.

With respect to bicycle parking, a total of 1,392 spaces are provided for the proposed development, located on the P1 Level, ground floor and level 1 mezzanine. Of the 1,392 total bicycle parking spaces, 1,246 spaces will be for long term use and 146 spaces will be provided for short term use.

With respect to loading, the proposed development provides for a total of nine loading spaces. These include two Type 'B', three Type 'C', and four Type 'G' loading spaces. Building A includes two Type 'B' and one Type 'G' loading space, Building B includes one Type 'C' and one Type 'G' loading space, Building C includes one Type 'C' and one Type 'G' loading space, and Building D includes one Type 'C' and one Type 'G' loading space. The loading spaces for Building A and B are accessible from Laneway Street 'A', and the loading spaces for Building C and D are accessible from Laneway Street 'B'.



**Figure 16 -** Parking Level P2 Floor Plan (top) and Parking Level 1 Floor Plan (bottom) (prepared by Hariri Pontarini Architects)



### 3.2 Key Statistics

Below is a summary of the key proposal statistics.

Table 2 - Key proposal statistics

Key Development Statistics	
Gross Site Area	21, 536 m²
Total Gross Floor Area	131,424 m²
Residential GFA	126, 338 m²
Affordable Housing GFA	23, 651 m²
Haven on The Queensway GFA	3,755 m²
ReStore Habitat GFA	630 m²
Daycare GFA	700 m²
Park GFA	1,322 m²
Floor Space Index	8.9
Building A Height	30 storeys (105.70 m*)
Building B Height	35 storeys (120.45 m*)
Building C Height	40 storeys (135.45 m*)
Building D Height	45 storeys (150.45 m*)
Total Units	1,819 units
Bachelor	29 units
One-bedroom	1,276 units
Two-bedroom	310 units
Three-bedroom	181 units
Townhouse	23 units
Total Amenity Space	6,066 m²
Per dwelling unit	3.35 m² / dwelling unit
Indoor Amenity Space	3,638 m²
Per dwelling unit	2 m² / dwelling unit
Outdoor Amenity Space	2,428 m²
Per dwelling unit	1.35 m² / dwelling unit
Total Vehicle Parking	583 spaces
Non-residential Parking	98 spaces
Residential Parking	485 spaces
Bicycle Parking	1,392 spaces
Long Term	1,246 spaces
Short Term	146 spaces
	9 spaces
Loading	2 Type B
	3 Type C
	4 Type G

\*(including a 6.5 m MPH)

### 3.3 Required Approvals

The proposal requires an Official Plan Amendment to enable the redevelopment of the subject site as mixed-use with four tall buildings, and a public park.

The proposal will also require an amendment to the former City of Etobicoke By-law 11-737 to bring the site into the new City-wide Zoning By-law No. 569-2013, as amended, in order to permit the proposed height and density, as well as other performance standards to reflect the proposed development.

Lastly, a Site Plan Approval application will also be required and will be submitted at a later stage for each of the four buildings, starting with Building A.



# Policy & Regulatory Context

## 4.1 Overview

As set out below, the proposal has regard for matters of provincial interests and is supportive of numerous policy directions set out in the Provincial Planning Statement and the City of Toronto Official, which promote the efficient use of land and infrastructure within built-up areas, particularly in proximity to existing infrastructure and transit.

On August 20, 2024, the Ministry of Municipal Affairs and Housing released a new Provincial Planning Statement which came into effect on October 20, 2024. The new 2024 Provincial Planning Statement (the "2024 PPS" or "PPS") replaced the 2020 Provincial Policy Statement by Order in Council No. 1099/2024 and revoked the 2020 Growth Plan for the Greater Golden Horseshoe through Order in Council No. 1100/2024. As such, the policies of 2024 PPS prevail, and the policies of the 2020 Growth Plan for the Greater Golden Horseshoe are no longer applicable. The policies of the 2024 PPS are outlined in Section 4.4 below.

## 4.2 Planning Act

Subsection 1(1) of the *Planning Act*, R.S.O. 1990, c. P.13 (the "*Planning Act*") defines "area of employment" as an area of, land designated in, an official plan for clusters of business and economic uses, those meeting the below criteria.

Subparagraph 1 identifies the business and economic uses that are included in an "area of employment" as the following:

- i. Manufacturing uses.
- ii. Uses related to research and development in connection with manufacturing anything.
- iii. Warehousing uses, including uses related to the movement of goods.
- iv. Retail uses and office uses that are associated with uses mentioned in subparagraphs i to iii.
- v. Facilities that are ancillary to the uses mentioned in subparagraphs i to iv.
- vi. Any other prescribed business and economic uses.

Subparagraph 2 of Subsection 1(1) specifically excludes institutional and commercial uses, including retail and office uses not referred to in subparagraph 1 iv.



Section 2 of the *Planning Act* sets out matters of provincial interest to which Councils (as well as the Minister, local boards, planning boards, and the Tribunal) shall have regard, among other matters, in carrying out their responsibilities pursuant to the legislation. The following are of particular relevance to the proposal:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the *Planning Act* or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

As noted above in section 4.2 of this report, the *Planning Act* defines an "area of employment" as an area of land designated in an official plan for clusters of business and economic uses, including manufacturing uses, uses related to research and development in connection with manufacturing, retail uses and office uses that are associated with manufacturing uses, research and development in connection with manufacturing and warehouse uses, facilities that are ancillary to the uses mentioned above and any other prescribed business and economic uses. Subsection 1(1) subparagraph 2 specifically identifies institutional uses and commercial uses including retail and office uses as not being an "area of employment".

In our opinion, the proposal has regard for matters of provincial interest as provided above.

### 4.3 Bill 97

On June 8, 2023, Bill 97, *Helping Homebuyers, Protecting Tenants Act, 2023* received Royal Assent. Bill 97 is part of a series of legislative amendments intended to facilitate Ontario's Housing Supply Action Plan and increase housing supply in the province.

Bill 97 introduced amendments to several statutes including the *City of Toronto Act, 2006*, and the *Planning Act*. Amendments to the *Planning Act* provide changes to what constitutes an "area of employment". Previously, an "area of employment" was defined under subsection 1(1) of the *Planning Act* as lands designated in an official plan for clusters of business and economic uses including (but not limited to) manufacturing uses, warehousing uses, office uses, associated retail uses and ancillary facilities.

## 4.4 Provincial Planning Statement (2024)

Bill 97 provides the following definition of "area of employment" in subsection 1(1) of the *Planning Act* which repeals the previous definition:

*1) The uses consist of business and economic uses, other than uses referred to in paragraph 2, including any of the following:*

- i. Manufacturing uses.*
- ii. Uses related to research and development in connection with manufacturing anything.*
- iii. Warehousing uses, including uses related to the movement of goods.*
- iv. Retail uses and office uses that are associated with uses mentioned in subparagraphs i to iii.*
- v. Facilities that are ancillary to the uses mentioned in subparagraphs i to iv.*
- vi. Any other prescribed business and economic uses.*

*2) The uses are not any of the following uses:*

- i. Institutional uses.*
- ii. Commercial uses, including retail and office uses not referred to in subparagraph 1 iv; ("zone d'emploi")*

Bill 97 narrows the definition of "area of employment" to traditional manufacturing, warehousing and related uses, while confirming that office, retail and institutional uses are not business and economic uses, unless directly associated with manufacturing, warehousing or related uses. This definition is linked to the Provincial Planning Statement (2024) provided in section 4.4 of this report.

On August 20, 2024, the Ministry of Municipal Affairs and Housing released the Provincial Planning Statement, 2024, which came into effect on October 20, 2024. The 2024 PPS prevails over the policies of the 2020 Provincial Policy Statement and the policies of the Growth Plan for the Greater Golden Horseshoe no longer apply.

The new 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 6.1 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2020 Provincial Policy Statement and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

*"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."*

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

*"...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians." (our emphasis)*

One of the key policy directions that continues to be expressed in the PPS is to build complete communities with a mix of housing options and promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households.

Policy 2.2.1(b) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with Policy 2.3.1.3 (see below).

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the PPS contains policies related to *Settlement Areas*. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas". Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.



Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Policy 2.8.1 subparagraph 3 that on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned employment areas.

Notably, policy 2.8.2 states that planning authorities may remove lands from employment areas only where it has been demonstrated that:

- a. there is an identified need for the removal and the land is not required for employment area uses over the long term;
- b. the proposed uses would not negatively impact the overall viability of the employment area by:
  1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;
  2. maintaining access to major goods movement facilities and corridors;
- c. existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
- d. the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

Under the previous Planning Policy Statement, employment areas were only eligible for conversion through the Municipal Comprehensive review process, which no longer applies.

The 2024 PPS reflects the changes made by Bill 97 and defines employment areas as:

*“...areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.”*

With respect to the new definition, the subject site no longer meets the definition of an area of employment.

Section 2.9 of the 2024 PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, place emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

The need to make good use of existing infrastructure is emphasized by Policy 3.1.2, which provides that, before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

With respect to the subject site, Haven and the proposed social and community services include in the development meet the 2024 PPS definition of public services facilities. Public service facilities are defined as:

*“...land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, childcare and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services. Public service facilities do not include infrastructure.” (Our emphasis)*

Further policy 3.1.4 provides that public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up-to-date with their official plans and the Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development and the requested Official Plan Amendment is consistent with the Provincial Planning Statement, specifically the policies relating to Employment Areas and the efficient use of land and infrastructure.

## 4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002, and was substantially approved by the Ontario Municipal Board (OMB) 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, and most recently Chapter 1 was amended by Official Plan Amendment 718.

On April 17, 2024, City Council adopted Official Plan Amendment 718 which deleted and replaced Chapter 1 of the Official Plan. Key planning priorities identified in the Council-adopted Chapter 1 (the "new Chapter 1") include advancing reconciliation, taking action on climate change and its impacts, addressing housing demand, and removing barriers.

With respect to addressing housing demand, the new Chapter 1 acknowledges that there is immense pressure on housing and recognizes the need to "[look] beyond the height and look of buildings and toward making the best use of space to enable more housing where it is needed the most." The Official Plan further clarifies that opportunities for new housing supply will be distributed "in all neighbourhoods and ensure that they include a mix of housing types and affordability."

Policy 5.6(1) states that the Plan should be read as a whole "to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making". Policy 5.6(1.1) provides that the Plan is more than a set of individual policies and that "all appropriate policies are to be considered in each situation", the goal being to "appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City".

## Growth Management Policies

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

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

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

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

The growth management policies of the Official Plan direct growth to identified areas on Map 2 (Urban Structure) which includes Centres, Avenues, Employment Areas and the Downtown and Central Waterfront where transit services and other infrastructure are available. The site is identified as Employment Areas on Map 2 (see **Figure 17**).



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

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

As amended by Official Plan Amendment No. 456, approved by the Province with modifications on June 9, 2021, Policy 2.2(1) provides that a better urban environment, a competitive local economy and a more socially cohesive and equitable city will be created through the integration and co-ordination of transportation planning and land use planning by:

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

Policy 2.2(5)(f) and (g) provide that streets and laneways are not closed to public use and stay within the public realm to provide present and future access and servicing. Additionally, policy 2.2(5)(h) aims to ensure that new streets be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes.



**Figure 17 - Toronto Official Plan Map 2 - Urban Structure**

## Transportation Policies

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

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

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

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

Policy 2.4(15) directs that an urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages, abilities and means, by among other things:

- ensuring safe, accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade; and
- prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets.

## Employment Areas

The introduction of section 2.2.4 "Employment Areas: Supporting Business and Employment Growth" explains that *Employment Areas* are comprised of lands both as *Core Employment Areas* and *General Employment Areas*. This is reinforced by policy 2.2.4(1) which states that *Employment Areas*, as shown on Map 2 are comprised of both *Core and General Employment Areas*. The subject site is designated *Core Employment Areas* and *General Employment Area*, which is described in the land use designation policies of section 4.6, below.

Section 2.2.4 seeks to "preserve" *Employment Areas*, including a series of land use policies that relate to compatibility/mitigation of the introduction of sensitive land uses in or adjacent to *Employment Areas* and the conversion and removal of lands within *Employment Areas* to permit sensitive uses, including residential uses.

Previously, policies 2.2.4(5) to 2.2.4(13) applied to address land use compatibility with respect to the introduction of sensitive uses, including residential uses. The PPS 0224 introduced a new policy 2.8.1.3 which states that "on lands within 300 metres of *employment areas*, *development* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines" to support the achievement of *complete communities*. This new policy updates the the provincial direction on land use compatibility.

Previously, the conversion and removal policies for *Employment Areas* as presented in policies 2.2.4(14) to 2.2.4(19). These policies state that the conversion of lands within *Employment Areas* was only permitted through a City-initiated Municipal Comprehensive Review where the City would assess any request to convert *Employment Areas* on the basis of criteria that implement the provincial planning framework, and the Official Plan.

However, policy 2.8.2.5 of the PPS 2024 modified the previous provincial planning framework related to the removal of lands from *Employment Areas*. The PPS 2024 permits planning authorities to remove lands from *Employment Areas* at any time (rather than through a Municipal Comprehensive Review), only where it has been demonstrated that:

- a. there is an identified need for the removal and the land is not required for *employment area* uses over the long term;
- b. the proposed uses would not negatively impact the overall viability of the *employment area* by:
  1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with policy 3.5;
  2. maintaining access to *major goods movement facilities and corridors*;
- c. existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and
- d. the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

The PPS 2024 eliminates the Municipal Comprehensive Review and modifies the criteria for a conversion within *Employment Areas*. Most importantly, the PPS 2024 revised the definition of *Employment Areas* in reference to the definition of "area of employment" under the *Planning Act*, which specifically excludes uses from *Employment Areas* that are institutional and commercial, including retail and office not associated with the primary employment use, including manufacturing, warehousing, goods movement. As the subject site contains commercial uses not associated with manufacturing, warehousing, goods movement, the subject site is no longer defined as an *Employment Area* and the conversion policies of the PPS 2024 (policy 2.8.2.5) and Official Plan (policies 2.2.4(14) to 2.2.4(19)) do not apply to the application, as described in Section 5.2 of this report.



## Healthy Neighbourhoods Policies

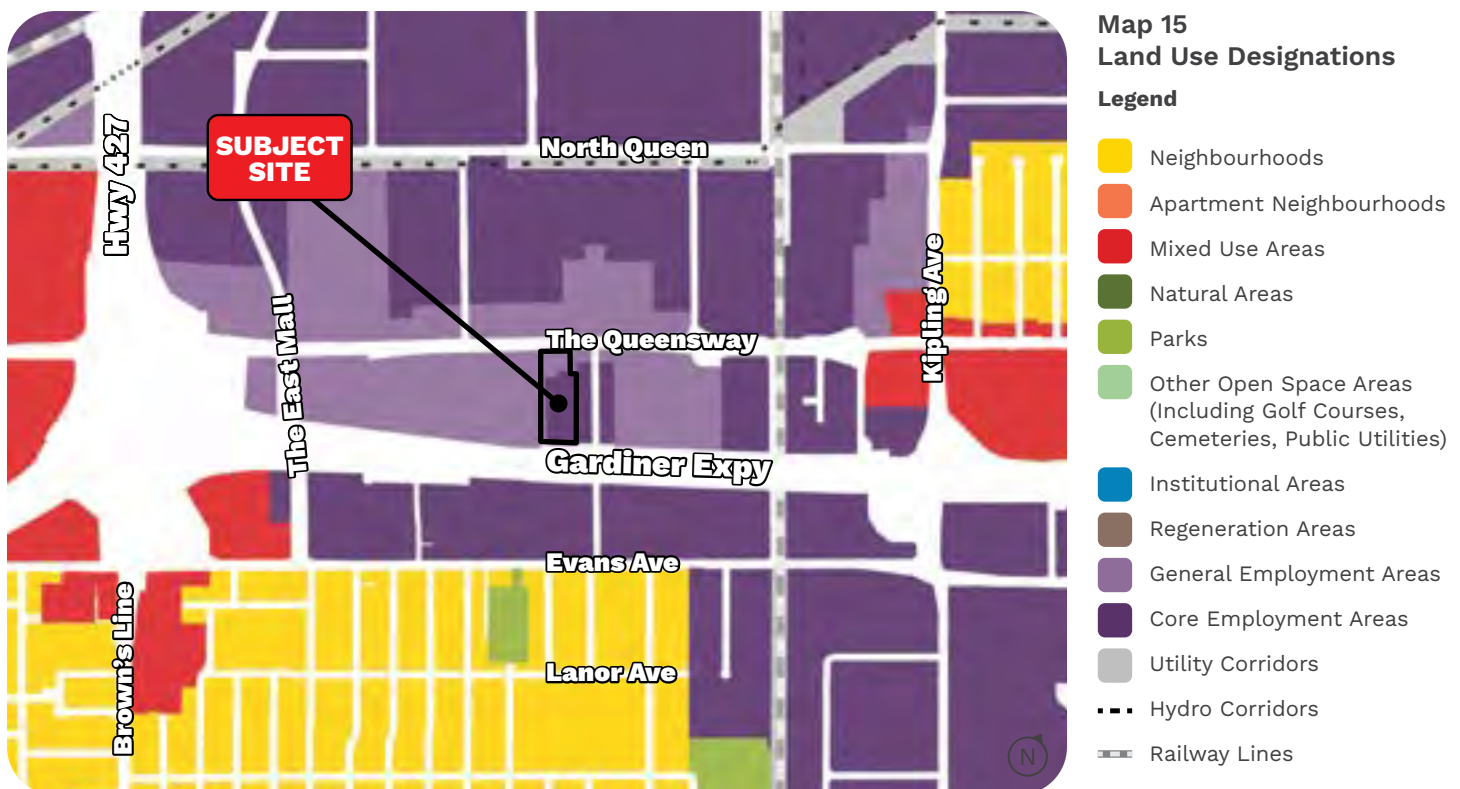
The Healthy Neighbourhood policies in Section 2.3.1 provide that, by focusing most new residential development in the *Centres*, along the *Avenues*, and in other strategic locations, the shape and feel of established neighbourhoods can be preserved.

Policy 2.3.1(3) provides that developments in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will: be compatible with those *Neighbourhoods*; provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from those *Neighbourhoods*; maintain adequate light and privacy for residents in those *Neighbourhoods*; and orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*. In this regard, the subject site is located approximately 1.1 kilometers from the closest designated *Neighbourhood*. However, there are residential dwellings along Algie Avenue that should be considered, even though they are located in a designated *Employment Area*.

## Land Use Policies

The subject site is designated *General Employment Areas* and *Core Employment Areas* on Map 15 of the Official Plan. The lands to the west of the subject site are *General Employment Areas* and the lands to the east are a combination of *General Employment Areas* and *Core Employment Areas*. The lands on west of Hwy 427 and at the intersection of The Queensway and Kipling Avenue towards the east are all designated *Mixed Use Areas* (see **Figure 18**).

*General Employment Areas* generally are located on the periphery of *Employment Areas* on major streets where restaurants and all types of retail and service uses can serve workers in *Employment Areas*. As noted in policies 4.6.1 and 4.6.2, *Core Employment Areas* are places for business and economic activities including all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities and vertical agriculture.



**Figure 18** - Toronto Official Plan Map 15 - Land Use

Additional uses are permitted provided they are ancillary to and intended to serve the *Core Employment Area*. These include parks, small-scale restaurants, catering facilities, and small-scale service uses and small-scale retail uses.

On June 18, 2023, the City of Toronto adopted Official Plan Amendment ("OPA") 644, pursuant to sections 26 and 17 of the *Planning Act* by By-law 599-2023. The OPA 644 proposes new and updated policies and mapping related to *Employment Areas*, including 5 employment conversions. The amendment applies to Map 2 Urban Structure, Land Use Maps 13-23, and adds site and area specific policies to Chapter 7 of the City of Toronto Official Plan. On Map 2 of Council-adopted OPA 644, the subject site is redesignated *General Employment Areas* in its entirety.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities. The Plan envisions that development in *Mixed Use Areas* will create a balance of high-quality commercial, residential, institutional, and open space uses that reduces automobile dependency and meets the needs of the local community and will provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Centres* and elsewhere.

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

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

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

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands within the Avenues and other lands designated *Mixed Use Areas*;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents.

## Public Realm Policies

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

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

Policy 3.1.1(2) states that the public realm will, among other things:

- provide the organizing framework and setting for development;
- foster complete, well connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
- support active transportation and public transit use;
- provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
- contribute to the identify and physical character of the City and its neighbourhoods;
- provide opportunities for passive and active recreation; and
- be functional and fit within a larger network.

Policy 3.1.1(3) provides that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations.

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

Policy 3.1.1(7) notes that Toronto's concession road grid is a major organizing element to be maintained, improved and recognized. While policy 3.1.1(8) states that new streets will be designed to:

- promote a connected grid-like network of streets that offers safe and convenient travel options;
- provide connections with adjacent neighbourhoods;
- extend sight line and view corridors;
- divide larger sites into smaller development blocks;
- provide access and addresses for new development;
- allow the public to freely enter without obstruction;
- implement the Complete Streets approach to develop a street network that balances the needs and priorities of various users and uses within the right-of-way;
- provide and improve the frontage, visibility, access and prominence of natural and human-made features including parks, cemeteries, school yards, and campus lands; and,
- provide access for emergency vehicles.



Policy 3.1.1(9) states that new streets will be public streets unless otherwise deemed appropriate by the City, and policy 3.1.1(10) recognizes that lanes provide an important function as off-street access for vehicles, parking and servicing. Where appropriate, lanes should also be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.

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

Policy 3.1.1(13) directs that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through: the provision of well-designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving; the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and the provision of unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

Policy 3.1.1(14) states that design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.

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

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

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

Policy 3.1.1(18) provides that new parks and open spaces will be located and designed to: connect and extend to existing parks, natural areas and other open spaces; consider opportunities for future expansion of the park or open space onto adjacent sites with development potential; provide a comfortable setting with wind and sunlight conditions; provide appropriate spaces for a variety of active and passive recreation; and emphasize and improve unique aspects of the community's identity and character. Further, Policy 3.1.1(19) provides that parks and publicly accessible open spaces such as POPS and schoolyards be made prominent, visible, functional and accessible by locating them on public street frontages and promoting buildings that face parks and have active uses along the frontages.

## Built Form Policies

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

In putting forward policies to guide built form, the Plan states that the scale and massing of buildings should be conceived of not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the City. The Plan recognizes that, as intensification occurs along the *Avenues* and in other intensification areas, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing livability and quality of life for existing and new residents, workers and visitors. In areas where the existing physical context is no longer appropriate, new planning contexts will be created to ensure that each new development expands the public realm and that buildings in these areas work together and add up to more than the sum of their parts.

Section 3.1.3 sets out principles that speak to the relationship between the location and organization of development, its massing and the interface between the building and the public realm.

Policy 3.1.3(1) directs that development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by:

- generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks;
- providing additional setbacks or open spaces at the following locations, where appropriate: street intersections; prominent destinations; parks and open spaces; transit stops; natural areas; sites that end a street corridor; and areas with high pedestrian volumes;
- locating main building entrances on the prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from a public street;
- providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces;
- preserving existing mature trees wherever possible and incorporating them into the development site; and
- providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(2) provides that development will provide accessible open space, where appropriate and that on blocks with access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations.

Policy 3.1.3(3) requires development to protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.3(4) provides development will locate and organize vehicle parking, access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve safety and attractiveness of the public realm, the site and surrounding properties by, among other things:

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

Policy 3.1.3(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:

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

Policy 3.1.3(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.2(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Policy 3.1.3(8) states that where development includes, or is adjacent to, a park or open space, the building should be designed to provide good transition in scale to the parks and open spaces to provide access to direct sunlight and daylight.

Policy 3.1.3(9) provides that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to:

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



## Built Form - Building Type Policies

Policy 3.1.3(10) requires that development promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- improvements to adjacent boulevards and sidewalks, including sustainable design elements which may include landscaping, permeable paving materials and street furniture;
- coordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings; and,
- landscaped open space within the development site.

Policy 3.1.3(11) encourages new indoor and outdoor shared amenity spaces provided as part of multiunit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.2(13) provides that outdoor amenity spaces should:

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

Section 3.1.4 outlines the built form requirements by building type. With respect to tall buildings, Policies 3.1.4(9) to (12) provide that:

- tall buildings are generally greater in height than the width of the adjacent right-of-way;
- the base portion of a tall building should respect and reinforce good street proportion and pedestrian scale; and be lined with active, grade-related uses;
- the tower portion of a tall building should be designed to:
  - reduce the physical and visual impacts of the tower onto the public realm;
  - limit shadow impacts on the public realm and surrounding properties;
  - maximize access to sunlight and open views of the sky from the public realm;
  - limit and mitigate pedestrian level wind impacts; and
  - provide access to daylight and protect privacy interior spaces within the tower;
- this should be achieved by:
  - generally aligning the tower with, and parallel to, the street;
  - limiting and shaping the size of tower floorplates above base buildings;
  - providing appropriate separation distances from side and rear lot lines as well as other towers; and
  - locating and shaping balconies to limit shadow impacts;
- the top portion of a tall building should be designed to integrate roof top mechanical systems into the building design, contribute to the surrounding skyline identify and character, and avoid up-lighting and excessive lighting.

## Housing Policies

Policy 3.1.4(2) and (3) provide policies for townhouses which are a desirable, ground-related housing form that can assist in providing a mix of housing options, and help define streets, parks and opens spaces. Policy 3.1.4(2) states that townhouse buildings are generally no taller than four storeys, while policy 3.1.4(3) states that townhouses (and low-rise apartment buildings) will be designed to: provide unit and building entrances that have direct access to and are visible from public streets, pedestrian mews and walkways; integrate with existing grades at the property line, and; allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances building heights, angular planes and step-backs.

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

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

Policy 3.2.1(1) explains that a full range of housing includes ownership and rental housing, social housing, shared and/or congregate-living housing arrangements, among others.

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

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

Policy 3.2.1(4) outlines that, where appropriate, assistance will be provided to encourage production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone.

## Community Services & Facilities

Section 3.2.2 explores the importance of community services and facilities in addressing the quality of life and health and well-being of Toronto's communities. Stating that social infrastructure includes the whole system of government and community resources, programs, facilities and social networks that contribute to people's health, safety, mobility and well-being.

Policy 3.2.2(1) provides that adequate and equitable access to community services and local institutions will be encouraged by:

- providing and preserving local community services facilities and local institutions across the City dedicated to this purpose;
- improving and expanding local community service facilities and local institutions in established neighbourhoods that are under or poorly served; and,
- ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth.

Policy 3.2.2(7) directs the inclusion of community services facilities be encouraged in all significant private sector development across the City through development incentives and public initiatives.

## Parks & Open Space Policies

The Official Plan recognizes the significance of parks and open spaces as an integral part of people's quality of life and social well-being. Section 3.2.3 notes that as Toronto grows and changes, its parks and open space system will also need to expand. Parks and open space provide for opportunities to relax, experience nature in peace and quiet and participate in recreation.

Policy 3.2.3(1) recognizes that Toronto's system of parks and open spaces will require the following actions in order to be maintained, enhanced and expanded:

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

The City considers a number of factors when determining a parkland acquisition strategies and whether to accept parkland or cash, including among others (Policy 3.2.2(2)):

- amount of existing parkland
- parkland characteristics and quality;
- population change, demographic and social characteristics;
- anticipated development; and
- opportunities to link parks and open spaces.



## Implementation Policies

Policy 3.2.2(3) directs that the effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility.

Policy 3.2.3(5) states that an alternative parkland dedication rate of 0.4 hectares per 300 units will be applied to proposals for residential development and for the residential portion of mixed-use development as follows, for sites 1 hectare to 5 hectares in size, the parkland dedication will not exceed 15 percent of the development site, net of any conveyances for public road purposes. Policy 3.2.3(6) continues that the specific combination of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal. In areas of low parkland provision, being the lowest two quintiles shown on Map 8(B), priority will be given to the creation or improvements of parkland that, wherever possible, is located in or accessible to the park planning area in which the development providing the required parkland contribution is located.

Policy 3.2.3(8) provides that the location and configuration of land to be conveyed should:

- be free of encumbrances unless approved by Council;
- be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park;
- be of usable shape, topography and size that reflects its intended use;
- be consolidated or linked within an existing or proposed park or green space or natural heritage system where possible; and
- meet applicable Provincial social regulations and/or guidelines for residential/parkland uses.

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

## 4.6 Official Plan Amendment 644

As part of the City of Toronto's Municipal Comprehensive Review ("MCR"), the owners requested a conversion from General Employment and Core Employment Areas to Mixed Use Areas, under the City of Toronto Official Plan ("Official Plan"). On June 18, 2023, the City of Toronto adopted Official Plan Amendment ("OPA") 644, pursuant to Sections 26 and 17 of the Planning Act by By-law 599-2023. The OPA 644 proposes new and updated policies and mapping related to *Employment Areas*, including 5 employment conversions. The amendment applies to Map 2 Urban Structure, Land Use Maps 13-23, and adds site and area specific policies to Chapter 7 of the City of Toronto Official Plan. On Map 2 of Council-adopted OPA 644, the subject site is redesignated General Employment Areas in its entirety.

On December 13, 2023, the Ministry of Municipal Affairs and Housing posted OPA 644 on the Environmental Registry of Ontario (ERO number 019-7441). The commenting period ended on February 11, 2024, and to date the Minister of Municipal Affairs and Housing has not made a decision on OPA 644.

## 4.7 Official Plan Amendments 680 & 668

The City has adopted two Official Plan Amendments (OPA), OPA 668 and OPA 680, in response to provincial legislative changes made to the *Planning Act* through Bill 97 *Helping Homebuyers, Protecting Tenants Act, 2023* that amends the definition of "area of employment" and introduces a transition provision for land uses that are excluded from the definition.

Under Bill 97 and the PPS 2024, the definition of "area of employment" has been amended to narrow the scope of uses that are permitted in areas of employment. As explained above, under the amended definition manufacturing uses, warehousing uses (including uses related to the movement of goods), and research and development in connection with manufacturing are the primary uses permitted within an "area of employment". Commercial uses, including stand-alone retail and stand-alone office uses, and institutional uses (e.g., schools and day cares) have been explicitly identified as uses not permitted within an "area of employment".

On October 21, 2024, the Ministry of Municipal Affairs and Housing published Ontario Regulation 525/97 to remove the exemption under subsection 1 (1) with respect to proposed OPA 668 and OPA 680. Both OPA 680 and 668 are currently with the Minister of Municipal Affairs and Housing for review, until such time that a decision is made, these OPAs are not in force.

### Official Plan Amendment 668

On June 21, 2023, the City Planning Division of the City of Toronto held an open house with respect to City-initiated OPA 668, which responds to the new statutory definition of "area of employment." Proposed OPA 668 states that existing uses within designated *Core Employment Area* and *General Employment Area* lands, which do not comply with the new statutory definition, shall continue to be subject to the City's *Employment Area* official plan policies.

On July 20, 2023, City Council adopted OPA 668 which introduces new policies to section 4.6 of the Official Plan to authorize lawfully established commercial uses and institutional uses to continue in the City's *Core Employment Areas* and *General Employment Areas*. OPA 668 is intended to come into effect shortly after the amended definition of "area of employment" comes into force.

### Official Plan Amendment 680

OPA 680, which was considered and adopted by City Council on July 25, 2024, will amend various policies in the Official Plan to bring the plan into conformity with the amended definition of "area of employment". The OPA will, among other things, alter the land use permissions for the City's *Employment Areas*. OPA 680 proposes various amendments to Official Plan *Employment Areas* policies in Chapter 2, 3 and 4. These amendments are intended to align the land use permissions within the City's *Employment Areas* with the proposed definition of "area of employment" in the *Planning Act* as amended by Bill 97.

The general approach is to only make Official Plan amendments to align with the *Planning Act* to ensure that the City's *Employment Areas* continue to benefit from the current employment protection policies. OPA 680 is intended to come into effect shortly after OPA 668 comes into effect.

## 4.8 City of Toronto Zoning By-law 569-2013

The in-force zoning by-law applying to the subject site is the former City of Etobicoke By-law 11, 737. The new City-wide Zoning By-law No. 569-2013 does not currently apply to the subject site (see **Figure 19**, Zoning Map).

The subject site is zoned as Class 1 Industrial (I.C1) permits businesses, manufacturing uses, medical uses, institutional uses (community centres, playgrounds, libraries, daycares, places of worship), commercial, retail and residential uses.

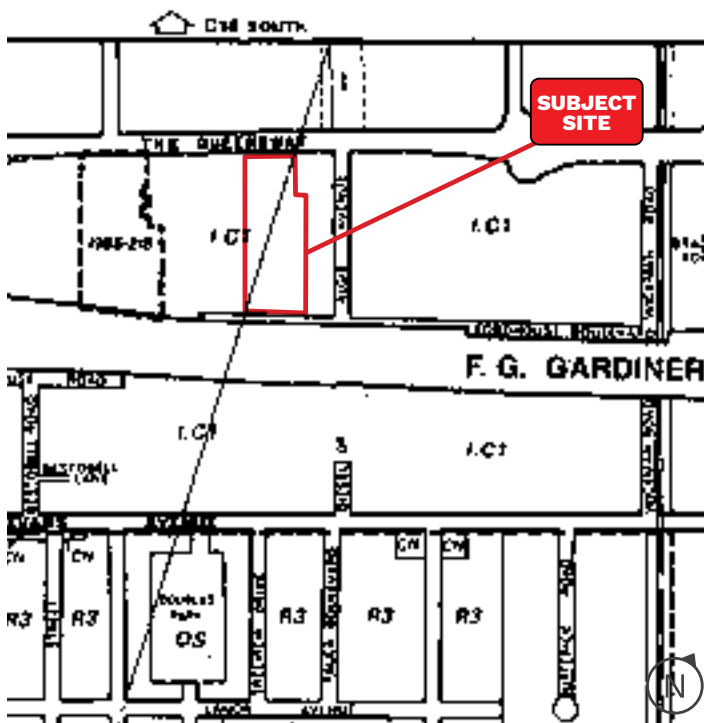


Figure 19 - Zoning Map

## 4.9 City-Wide Tall Building Design Guidelines

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

The document specifically notes that the guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively". The City-Wide Tall Building Design Guidelines are to be used in conjunction with other supplementary guidelines to evaluate tall building development proposals.

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

The proposed massing and urban design are addressed further in Sections 5.4 and 5.7 of this report.



## 4.10 Growing Up: Planning for Children in New Vertical Communities

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

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

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

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

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

The proposed unit mix is consistent with the Guidelines and includes 310 two-bedroom units (17%), and 181 three-bedroom units (10%)

## 4.11 Pet-Friendly Design Guidelines for High Density Communities

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

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

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

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

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

A photograph of two women, one of Asian descent and one of African descent, working together on a large-scale architectural model of a city. The woman on the left is pointing at a specific part of the model with a pen. The woman on the right is looking down at the model. The background is a blurred office or studio setting. The entire image has a dark blue overlay.

5

# Planning & Urban Design Analysis



## 5.1 Intensification

Mixed-use mixed income intensification on the subject site is supportive of numerous policy directions articulated in the PPS 2024, which supports the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options, public service facilities, other institutional uses and parks. Additionally, the 2024 PPS also supports development that optimizes land, resources, infrastructure and public service facilities.

The proposal is inclusive of market and affordable residential housing, in addition to the expansion of a public service facility currently operating at the adjacent site. The proposal also includes the provision of a public park and a new daycare facility.

Haven on the Queensway, which currently operates their social services (described in Section 3.0) from the subject site, has identified an increased demand for their services that is not feasible to be accommodated in their existing facility. The 2024 PPS defines 'public service facilities' as *land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long term care services, and cultural services*. The 2024 PPS also provides that public service facilities shall be provided in an efficient manner while accommodating projected needs and that they shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle; they leverage the capacity of development proponents; and are available to meet current and projected needs.

In this regard, the proposal coordinates and optimizes delivery of several priority items including expansion of the existing public service facility to be operated by Haven on the Queensway, a new affordable housing building to be operated by Community Affordable Housing Solutions, market housing to be developed by Haven Developments, a new daycare facility as well as a public park. Given that there is an existing public service facility at the site, the proposal leverages its location to meet the increased demand for social services in the area and beyond, while also optimizing the land, existing services and infrastructure by integrating the delivery of affordable and market housing at the subject site. It is our opinion that the proposal will result in a net community benefit for the surrounding area and the City.

Additionally, the portion of The Queensway west of the Highway 427 and east of Kipling Avenue, is identified as an *Avenue*, and designated *Mixed Use Areas*, with the segment of The Queensway between Highway 427 and Kipling Avenue being the only section not designated as such. The areas to the west of Highway 427 and east of Kipling Avenue are undergoing significant intensification and are intrinsically linked by The Queensway corridor. The proposal represents a City building opportunity to link these two *Mixed Use Areas* together and create a complete intensification corridor along The Queensway. Intensification along this segment of The Queensway, such as this development proposal, represents an opportunity to not only link two disconnected *Mixed Use Areas* along The Queensway corridor but also provide further ridership demand for improved public transit options along this corridor.

Based on the foregoing, it is our opinion that intensification on the subject site is supportive of the Provincial and Municipal planning objectives, including delivery of market and affordable housing, and public service facilities.

## 5.2 Land Use

The subject site is designated *Core Employment Areas* and *General Employment Areas* on Map 15 of the City of Toronto Official Plan. The proposed official plan amendment application seeks to amend the land use designation to a *Mixed Use Areas* designation.

### Area of Employment/Employment Area      Redesignation to Mixed Use Areas

The *Planning Act* defines an "area of employment" as an "area of land designated in an official plan for clusters of business and economic uses, including manufacturing uses, uses related to research and development in connection with manufacturing, retail uses and office uses that area associated with manufacturing uses, research and development in connection with manufacturing and warehouse uses." Additionally, the *Planning Act* provides that institutional and commercial uses including retail and office uses are not considered as an area of employment.

Additionally, with respect to an *Employment Area*, the 2024 PPS provides that *those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.*

In this regard, the subject site consists of commercial, including office and public service uses that are not associated with primary employment uses as per the above noted definitions. As such, it is our opinion that the subject site is no longer considered as an "area of employment" or *Employment Area*. Given that the site is no longer considered as an *Employment Area*, it is also our opinion that the proposal is not subject to Policy 2.8.2.5 of the 2024 PPS as well as Policy 2.2.4.17 of the City of Toronto Official Plan that pertain to removing lands from *Employment Areas*.

With respect to the proposed official plan amendment, the proposed mixed-use mixed income development is focused on a segment of The Queensway that is established as a retail and commercial corridor where the PPS 2024 encourages building more homes on underused low-density commercial lands. The immediate area surrounding the subject site is identified as a hub of institutional and public service facilities provided by the Church on The Queensway and Haven on The Queensway – a charitable organization working to enhance the quality of life for those in need by providing food, clothing and other resources. The proposal will facilitate the critical expansion of Haven's human services in an area that people in need have come to rely on for their daily needs.

On May 10, 2023, City Council adopted a housing pledge to meet or exceed 285,000 new homes by 2031. The Municipal Housing Pledge is the City's call to action to accelerate timelines and get more housing built. The housing pledge of 285,000 homes by 2031 represents a 23 per cent increase in Toronto's housing supply within 10 years. The target requires the completion of 31,500 homes per year, which is approximately double the annual completions between 2017 to 2021.

More fundamentally, the current derelict and vacant buildings on the subject site do not optimize the use of land and infrastructure. We estimate there are currently 20 jobs generated by approximately 5,540 square metres of commercial space, which represents an employment density of approximately 9 jobs per hectare. According to the City's 2022 Employment Survey, *General Employment Areas* had an average employment density of 68.3 jobs per hectare.

Therefore, the subject site is underperforming relative to the average density of *General Employment Areas* in the City. A mixed-use mixed-income development would make more efficient use of the site and help to maximize the number of residents and jobs that can be accommodated, including generating 150 new jobs through the expanded public services provided by Haven to serve people and families impacted by poverty and the Habitat ReStore.

The proposed redesignation of the subject site to *Mixed Use Areas* will not diminish the City's ability to meet its residential /employment balance. We anticipate the redevelopment of the site will create the opportunity for increased employment on the subject site through approximately 4,300 square metres of Haven's public services facility. The proposed development will generate approximately 150 jobs through the delivery of critical public services that is greater than the estimated 9 jobs that presently exist on the subject site.

The 2023 Toronto Employment Survey recorded employment growth as a rate of 3.4 per cent from 2022, which is the second highest year-over-year growth rate in the past twenty years. It is our opinion that the subject site is not required over the planning horizon for only employment purposes permitted by the *General Employment* and *Core Employment Areas* designations that currently apply under the Official Plan.

Further, as evidenced by the recent developments along this segment of The Queensway, the subject site's block and lot pattern and *General and Core Employment Areas* designations will continue to support antiquated land uses with relatively limited employment opportunities. We note that developments along this segment of The Queensway have only consisted of a large 2-storey self-storage centre to the northeast (1460 The Queensway) in addition to several automotive dealerships such as Honda Queensway (630 Kipling Avenue) and Marino's Auto Group (620 Kipling Avenue) to the east in addition to Audi Queensway (1635 The Queensway) and the 4-storey Mercedes Benz automotive dealership at 1599-1603 The Queensway to the west. In our opinion, this segment of The Queensway and in particular the subject site is not required for employment uses permitted under the *General and Core Employment Area* designations of the Official Plan and a proposed mixed-use mixed income development can achieve increased people and jobs on the subject site that support a complete community.

With respect to public service facilities, the subject site currently contributes to a cluster of institutional and public services provide by the Church on The Queensway and Haven. Further, the subject site is located in an area well served by existing transportation, water and sewer infrastructure. The development proposal would facilitate improvements to the existing transportation network, including a new public road connecting Fordhouse Boulevard to The Queensway that would accommodate an increase in people and jobs on the subject site.



### 5.3 Housing

Policy 3.2.1.1 of the City of Toronto Official Plan provides that *"a full range of housing, in terms of form, tenure and affordability, across the City and within Neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock."*

In this regard, it is our opinion that the proposal provides a full range of housing, including affordable and market housing. The tower element of Building A will offer affordable housing which will be operated by Habitat for Humanity GTA, while Buildings B to D will offer market housing. The tenure of Building A is yet to be determined. The proposed affordable and market unit breakdown is provided below.

Table 3 - Unit Type

Unit Type	Affordable (Building A)	Market (Buildings B, C, D)
Bachelor	0	29
1-bedroom apartment	255	1,021
2-bedroom apartment	52	258
3-bedroom apartment	35	146
Townhouses	0	23
Total	342	1,477

### 5.4 Height, Massing & Density

From a built form perspective, the site is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan, and is a contextually appropriate location for a tall building given the following considerations:

- Its overall size (2.15 hectares), frontage (76 metres), depth (237 metres), and configuration;
- Its proximity to surface transit options;
- Its relationship to the emerging built form context along the south side of The Queensway;
- Its ability to achieve appropriate setbacks and separation distances, and its position within the block;
- Its large separation distance from the closest *Neighbourhoods* designated lands; and
- Its distance from and lack of shadow impacts on parks and open spaces.

From an urban structure perspective, the development of tall buildings on the site would be in keeping with the existing and emerging tall building context along the south side of The Queensway corridor. Given this context, it is our opinion that the proposed 30-45-storey heights are in keeping with the pattern of existing, approved and proposed heights surrounding the site, as indicated in **Table X** and **Figure 12**, Surrounding Building Heights Map.

#### Distribution of height across the site

As evident from the existing height context in the surrounding area along The Queensway, the building heights are distributed in three distinct 'height bands' running parallel to The Queensway. The height band with the shortest building heights fronts onto The Queensway and can be characterized as a mid-rise/tall-mid-rise band. Moving south, the height bands gradually increase in height with the buildings with tallest heights situated adjacent to the Gardiner Expressway. This is evident from the existing built form along Zorra Street and other proposed developments in the vicinity, specifically 1025 The Queensway.

In our opinion, the proposal is consistent with the pattern of height distribution on The Queensway corridor, with the tallest proposed building height of 45 storeys to the south with shorter building heights along the Queensway. While the proposed building height of Building A along The Queensway is taller than other similar buildings along The Queensway, it is important to note that there are no *Neighbourhoods* designated areas to the north and as such, no shadowing impacts are anticipated with the proposed height of Building A which is planned as an affordable housing building.

#### Height in relation to shadowing onto The Queensway

With respect to height in relation to shadowing onto The Queensway, it is our opinion that the proposal will have minimal impact. Given that the tallest buildings are situated to the south the only impact from shadowing is from Building A for a short period of time from 9:18 a.m. to 4:18 p.m. in March and September. The key performance standard with regard to the heights in the proposal is to have the 5 hours of shadow free condition on the sidewalk on the north side of The Queensway. The proposed development achieves this key urban design goal.

#### Height in relation to the proposed Parkland

The proposed public park is situated at the southeast corner of the subject site to ensure that there are no shadowing impacts from the proposed buildings. Should the adjacent property develop in the future, the park is anticipated to have no impact from a shadowing perspective given its location. In this regard, the key consideration is to preserve the utility of the proposed park and the pattern of shadow impact meets this key design objective.

## Massing

The proposed buildings employ a tower-base typology in building as recommended by the Tall Building Design Guidelines. The podium buildings are designed to offer a comfortable pedestrian scale, while the tower elements are sited away from building edges to minimize impacts at street level. The tower elements step back from the base building along front facades, such that the buildings read as distinct elements that establish a pedestrian-friendly scale along The Queensway and the proposed future public street.

Specifically, Building 'A' incorporates a series of stepbacks from The Queensway ranging from 3 to 8 storeys, with the 30-storey tower portion being setback 23 metres from The Queensway. Building 'B' and 'C' also incorporate stepbacks from the future public street New Street 'C' ranging from 1 to 7 storeys. Building 'D' animates its façade with the proposed park by providing townhouse units fronting onto the park with a podium height ranging from 1 to 6 storeys.

Furthermore, all proposed towers maintain a minimum separation distance of 25.0 metres, as recommended by the Tall Building Guidelines.

## Density

From a density perspective, it is our opinion that the proposed density of 8.9 FSI is appropriate and desirable. Firstly, for the reasons set out Section 5.1 and 5.2 of this Report, it is important from a planning policy perspective to optimize density on the site. However, the Official Plan does not include any density limitations for the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City."

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



## 5.5 Built Form Impacts

As set out below, it is our opinion that the proposal would have acceptable built form impacts on surrounding properties.

The Official Plan development criteria applying to *Employment Areas* focuses on providing a buffer and/or mitigating adverse effects. In particular, Policy 4.6.7(k) requires that development shall provide a buffer and/or mitigate adverse effects, where appropriate, to *Neighbourhoods*, *Apartment Neighbourhoods* and *Mixed Use Areas*. In this regard, the closest employment areas are located adjacent to the site to the west and east, as well as to the north of The Queensway.

With regard to built form impacts to the *Employment Areas* to the west of the site, the properties to the west are comprised of commercial uses. The future public street Street 'C' will provide adequate physical separation from the proposed buildings to the properties to the west. Additionally, the proposed buildings provide stepbacks along the future public street Street 'C' that further provide a transition to the existing low-rise buildings to the west. Additionally, the towers are setback a minimum of 25 metres from the western property line and as such, there will be minimal impact to any future development on the lands to the west.

With regard to built form impacts to the *Employment Areas* to the east of the site, while the lands are designated *Employment Areas*, they are comprised of residential and commercial uses. Similar to the lands to the west of the site, the proposed buildings provide stepbacks ranging from 1 to 7 storeys. The minimum proposed tower setback is 15 metres for Building B, which is larger than the minimum required of 12.5 metres from the property line.

Based on the foregoing, it is our opinion that the proposed development provides an adequate transition to the *Employment Areas* to the east and west.

## 5.6 Land Use Compatibility Study

A Land Use Compatibility and Mitigation report has been prepared by Gradient Wind to conduct a Compatibility/ Mitigation Study focusing on air quality, odour, dust, noise and vibration.

With respect to air quality, the report recommends the following mitigation strategies to address pollution impacts from transportation services predominantly from The Queensway and the Gardiner Expressway:

- Implementing barriers between sources and sensitive areas (i.e., physical or vegetation);
- Consideration for the location and orientation of individual buildings and outdoor amenity areas (i.e., position sensitive areas as far as possible from roadways and buffered by transitional uses);
- Mechanical building ventilation with Minimum Efficiency Reporting Value (MERV) 8 certification particulate filters;
- Where possible, only opening windows on the side of buildings that face away from Traffic Related Air Pollution (TRAP) sources; and
- Locating ventilation intakes away from transportation sources (i.e., the highest point of the building).

With respect to noise, the primary sources of transportation noise impacting the site include The Queensway and the Gardiner Expressway. The subject property is considered compatible with existing transportation noise sources with the inclusion of noise mitigation measures, such as upgraded building components, ventilation requirements, and Warning Clauses.

## Light, View & Privacy

With respect to stationary noise impacts, the report notes that stationary noise impacts from the proposed development onto the surroundings and itself would be addressed at a future phase once the design of the mechanical equipment has progressed further. Stationary noise sources associated with the development could include rooftop air handling units, cooling towers or dry coolers, and emergency generators. Noise from these sources can be controlled to acceptable limits by appropriate selection of the equipment, locating the equipment on a high roof away from nearby residential receptors, and where necessary, installing silencers or noise screens.

With regard to land use computability, should the proposed development be approved for residential use, it is not expected to have any land compatibility issues or conflicts with the existing or future employment lands.

In conclusion, the proposal concludes that:

- the residential sensitive land use is feasible;
- the development meets the minimum setback distance from established industries operating with a valid Environmental Compliance Approval (ECA);
- appropriate provisions include the design, installation, operation, and maintenance of air filtration at the fresh air intakes of the mechanical systems serving all habitable areas, including the addition of air conditioning. The areas that would not require filtered air would be parking garages and utility spaces. MERV 8-10 certification filters should be used for this development in all occupied spaces. Details of the air filtration system will be designed by the mechanical engineers during the detailed design phase; and
- under the reasonable future growth scenarios for roadway traffic volume, technological improvements and more stringent emission standards will likely result in lower emissions and improved air quality for the site over time.

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings. As a matter of good urban design practice, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines or the centre line of an abutting lane, measured to the exterior walls of the building (i.e. balconies are permitted within the setback zone). The purpose of these setbacks is to ensure adequate separation distance from other towers and to minimize negative impacts on the public realm and neighbouring properties.

In this regard, the proposed tall buildings are consistent with the minimum setback of 12.5 metres to property lines, to allow an appropriate setback from adjacent properties.

Within the site, a minimum setback over 30 metres is provided between the towers to provide an appropriate separation. As it relates to separation from the park, Building 'D' provides a podium setback of 5 metres and the tower provides a 12 metres setback from the park.

There are no facing condition constraints to the west, south and east, which abut public streets or highways.

## Shadow Impacts

A shadow study has been prepared by Hariri Pontarini Architects in accordance with the City of Toronto's Terms of Reference, assessing the shadow impacts of the proposed development at the spring/fall equinoxes (March/September 21st) at each hour between 9:18 am and 6:18 pm in order to assess the incremental shadow impact of the proposed building.

The Official Plan places a particular emphasis on potential shadow impacts on lands designated *Neighbourhoods* and *Parks*. Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to sunlight and daylight on the public realm. In addition, Policy 2.3.1(3) requires that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density, as necessary to achieve the objectives of the Official Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods* and maintain adequate light and privacy for residents in those *Neighbourhoods*. Moreover, Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly for the period between March and September 21st.

We note that the shadow study prepared illustrates the full extent of the shadow cast of the proposed buildings and nearby buildings under construction. The shadow study also illustrates the net new shadows cast by the proposed development to indicate the impact of new shadows in addition to the existing shadows/overlapping shadows.

With respect to lands designated *Neighbourhoods*, there are no *Neighbourhoods* north of the subject site and therefore there are no shadowing impacts anticipated.

With respect to *Parks* and *Open Space*, while there are no lands designated *Parks* and *Open Space* in the vicinity of the subject site, there is a park proposed as part of the redevelopment. The proposed park will be located in the southeast corner of the subject site, fronting Fordhouse Boulevard. In March, there will be minimal shadowing at the northwest corner of the proposed park starting at 3:18p.m. This shadowing increases, moving eastward, until the park is fully shadowed at 6:18 p.m. In September, minimum shadowing starting at the northwest corner of the proposed park begins at 2:18 p.m. and continues moving eastward until most of the parking is shadowed at 4:18 p.m.

Based on the foregoing analysis, it is our opinion that the resulting incremental shadow impacts on lands designated *Parks* would be minimal, and there would be no shadow impacts on lands designated *Neighbourhoods*. Furthermore, the proposed development implements various massing and site organization measures to mitigate these shadow impacts. It is our opinion that the resulting incremental shadow impacts from the proposed development are "adequately limited" in accordance with the applicable Official Plan policies. Additionally, although there are some shadow impacts on the proposed park, its utility is preserved. We therefore conclude that the incremental shadow impacts from the proposed development are minor and acceptable.



## Wind Impacts

A Pedestrian Level Wind Study has been prepared by Gradient Wind Engineering & Scientists. The pedestrian wind conditions predicted for the proposal have been assessed through a quantitative wind tunnel study, in accordance with industry standard wind tunnel testing and data analysis procedures. The study concludes the following:

The future wind conditions over many grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis, with mitigation for the proposed park to the east and for several sidewalk areas and building access points between the various buildings.

Additionally, mitigation is recommended for outdoor amenity terraces across each building, to ensure wind conditions are suitable for sitting or more sedentary activities during the summer months.

Mitigation measures across the site range from the introduction of vertical wind screens, canopies and pergolas to the planting of coniferous trees in proposed planters and the raising of outdoor terrace perimeters.

Gradient Wind will continue to work with the design team to develop wind control measures as the design of the site progresses.

## 5.7 Urban Design

From an urban design perspective, the proposed development represents a well-designed addition to the area. Furthermore, the proposed development represents a thoughtful design response to the confines of the site and adjacent land uses that is in conformity with the applicable built form and urban design policies of the Official Plan. The revised proposal also has regard for the Tall Building Design Guidelines.

In our opinion, the proposed building design and site organization conforms with the applicable built form and urban design policies of the Official Plan, in particular, Policies 3.1.1(2), 3.1.1(3), 3.1.1(6), 3.1.1(11), 3.1.1(13), 3.1.1(14), 3.1.1(15), 3.1.1(18), 3.1.1(19), 3.1.3(1), 3.1.3(2), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11), 3.1.4(12), and 4.5(2) of the Official Plan, in particular the policies related to base building massing, tower floor plate size and built form transition. In particular, the proposal has been designed to:

- locate buildings to frame and support adjacent streets, parks, and open spaces to promote the use of the public realm;
- orient buildings parallel to adjacent street edges and locate main building entrances so that they front onto the existing and planned public streets;
- enhance existing and planned public streets through a Complete Streets approach, providing active transportation options with full consideration of pedestrians and cyclists;
- provide a well-designed landscaping program, including new tree planting, bicycle parking, and hardscaped pedestrian walkways;
- locate planned parkland in prominent and visible locations which are functionally accessible with appropriate public street frontages;
- locate, screen and organize vehicle parking, vehicular access, loading, servicing and other back-of-house activities away from the public realm in order to minimize their visual impact;

## Tall Building Design Guidelines

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

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

- The proposed building heights of 30, 35, 40 and storeys fit within the existing and emerging tall building context of the Queensway corridor, from Sherway Gardens to Islington Avenue. The proposed heights are similar to the heights of other existing and approved buildings, which range in height up to 46 storeys.
- Towers transition to existing lower scale-scale buildings and maintain access to sunlight and sky view for surrounding streets, and parks by situating the tallest buildings adjacent to the Gardiner Expressway.

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

- There are no *Neighbourhoods* and *Parks* designated lands in the surrounding area. In terms of surrounding streets, the proposed buildings have been sited, oriented and massed such that they cast narrow, fast-moving shadows that will not unduly impact sunlight and sky views.

- provide all parking underground and all loading, service and utility functions entirely within the buildings;
- provide a primarily 1- to 6-storey (9 to 20.45 metres) street wall that is reflective of the planned widths of The Queensway (36.0 metres) and the planned width of the proposed public street Street 'C' (24.0 metres);
- provide distinctive tower elements that are clearly delineated from the base building mass through step backs to reduce building footprints above the street wall height and create attractive architectural distinction between the building elements which minimizes the visual impact of towers;
- provide tower heights of 30 to 45 storeys that fit within the height context of the of the surrounding area, and provide for a gradual transition from north to south;
- provide majority of 860 square metre GFA tower floor plates;
- provide high-quality dedicated indoor and outdoor amenity spaces at and above-grade so they have access to daylight;
- provide for suitable wind conditions and employ suitable mitigation measures as per the findings of the Pedestrian Level Wind Study;
- locate towers on the site to limit shadow impacts on the public realm;
- provide appropriate separation distances between towers, with a minimum separation distance of 30 metres; and
- incorporate the mechanical penthouse into the design of the top of the building.

***Guideline 2.1 – Building Placement:** 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 provide a positive relationship to the street edge and public realm and will provide for minimum setbacks of 7.3 metres along The Queensway from the building face to curb, and 3 metres along the planned public street Street 'C', and a minimum setback of 8 metres from Fordhouse Boulevard.
- As a result, the proposal will provide for a consistent setback pattern along public streets to accommodate high quality, grade-related landscaped open space, accommodate the proposed Haven on the Queensway facility fronting onto The Queensway, in addition to framing the proposed park internal to the subject site.

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

- Primary building entrances will be accessible from public sidewalks and will be well defined and clearly visible to passing pedestrian traffic. The daycare facility and the Haven facility at grade will be accessible directly from public streets, and the residential lobbies will be accessible from multiple entrances situated along the proposed public streets internal to the subject site.
- Details regarding the material design and accessibility access to the proposed lobbies and retail entrances will be determined later during the detailed design stage.

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

- The proposed development integrates loading, servicing, and utility areas within the building envelope, minimizing the visual impact of such spaces from the public realm and ensuring they are screened from public view. Loading and vehicle access will be provided from the site via driveways which have direct connections with the proposed public street Street 'C' internal to the subject site.

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

- High-quality outdoor amenity space contiguous with indoor amenity space has been provided in the form of terraces on the 7<sup>th</sup> and 8<sup>th</sup> floors of respective buildings.

***Guideline 3.1.1 – Base Building Scale and Height:** Design the base building to fit harmoniously within the existing context of the neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open spaces. On corner sites, vary the height and the form of the base building to respect and respond to the height, scale, and built-form character of the existing context on both streets.*

- The base building heights ranging from 1- to 4-storeys, with a height ranging from 4.5 to 15.10 metres, will fit harmoniously within the context of the neighbouring building heights.



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

- The proposed ground floor configuration will incorporate a mix of public service facility (Haven on the Queensway services) and a daycare facility, which will front directly onto The Queensway and the planned public street Street 'C'.
- The ground floor configuration will also include residential units facing towards the proposed public park adjacent to Building 'D' providing for an animated a street frontage and promoting an 'eyes on the street' approach to public realm design for enhanced safety.

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

- A first floor height of 4.5 metres for non-residential uses is proposed for Building 'A', meeting the minimum height in the guideline, giving prominence to the street level, whereas a height of 4.0 metres is provided for residential uses in Buildings 'B', 'C' and 'D'.

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

- The base buildings have been designed with glazing, multiple entrances, and windows at grade to achieve clear, unobstructed views into and out from ground floor uses facing the public realm.
- It is expected that through the site plan process this guideline will be better addressed.

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

- The proposed residential uses will have entrances adjacent to the public sidewalks to promote access and overlook into the public realm. As noted above, the ground floor will be improved with significant glazing that visually distinguishes these levels from the levels above. Base buildings are set back a minimum of 3 metres from public streets to facilitate direct views onto the planned parkland.

*Guideline 3.2.1 – Floor Plate Size and Shape: Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies. Flexibility in the floor plate size may be considered for non-residential uses and for residential and mixed-use buildings that are greater than 50 to 60 storeys.*

- Given that the area to the north is designated *Employment Areas*, the proposed buildings with larger floorplates will not result in negative impacts on the surrounding properties. Additionally, the shadow impacts will be mitigated by fast moving shadows that leave the site early in the afternoon, thereby reducing the impact on the public realm.

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

- The proposed towers will be well separated from the proposed public park. The towers will be stepped back from the base buildings along public streets with adequate separation distance from parkland to reduce physical and visual impact on these spaces. Appropriate step backs have been incorporated to allow base buildings to be the defining element of the development within the public realm.

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

- The siting of the proposed towers meets and/or exceed the tower separation distance guideline with respect to separation between the proposed towers, as well as in relation to abutting properties.

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

- As described above, the towers have been organized and articulated to create a high-quality addition south of The Queensway. The towers are rectangular and sited to limit the width and duration of shadow impacts on streets and the public realm. Energy efficiency and sustainability has been taken into consideration with the building design, as summarized in the Energy Strategy Report submitted in support of this application.

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

- The mechanical penthouses will be incorporated into the tower design, which have been designed to make an attractive and appropriate contribution to the character of the skyline while minimizing their impact on the public realm.
- Details with respect to green roof areas, bird friendly glazing, lighting and energy efficiency objectives will be determined later during the detailed design stage.

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

- The planned public street Street 'C' (with ultimate right of way width of 24 metres) will accommodate high-quality, sustainable streetscape and landscape design which include dedicated cycle tracks and pedestrian boulevards to promote active transportation.
- Existing streets external to the subject site, which include The Queensway (33.5 metres) and Fordhouse Boulevard (~12-14 metres) will be enhanced through measures such as planting new street trees or adding landscaped areas.
- In terms of streetscape enhancement and landscape design, the landscape plan prepared by Land Art Design proposes a landscaping strategy for the site. The landscape treatment will focus on all edges of the property, including street edges as well as the eastern property boundary line. Additionally, the landscape treatment will also focus on providing an enhanced outdoor amenity area between Buildings 'B' and 'C'.

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

- The proposal will provide for sidewalk zones which meet the minimum 2.1 metre requirement.
- Pedestrian movement is enhanced by a network of raised pedestrian pavers which encourage safe pedestrian circulation and implement traffic calming measures throughout the site.

Guideline 4.3 – Pedestrian Level Wind Effects:

*Locate, orient and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.*

- A pedestrian level wind study was prepared by Gradient Wind Engineers and Scientists, and is summarized in Section 5.5 of this report.

Guideline 4.4 – Pedestrian Weather Protection:

*Ensure weather protection elements, such as overhangs and canopies, are well integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.*

- Pedestrian weather protection design matters will be addressed during the site plan stage and will be informed by the findings of the wind study.

## 5.8 Transportation

A Transportation Study was prepared by BA Group in support of the proposed development. The purpose of the study was to evaluate whether the proposed development would cause any adverse impacts on the local transportation network, as well as the adequacy of the proposed parking, bicycle parking, and loading arrangements. The key findings of the study are as follows:

- The site will be accessed from a new north-south public street and two east-west laneways. Access to the parking garage ramps and loading facilities will be provided by driveway connections to the east-west laneways.
- A Transportation Demand Management (TDM) Plan has been prepared which will aim to reduce automobile dependence and reliance on single-occupancy vehicle travel; promote and incentivize walking and cycling as alternative modes of travel to and from the site; and promote transit and low carbon-emitting alternatives relative to automobile ownership and use.

- The site plan illustrates the provision of 583 parking spaces for the site, including 485 spaces resident space and 98 non-resident spaces. Of the proposal total, 54 accessible parking spaces for the site are provided, consistent with the supply requirements outlined in the City of Toronto Zoning By-law 569-2013, as Amended.

- Additionally, of the proposed total, 510 spaces will provide energized outlets with Level 2 charging or higher, meeting the minimum requirements within City of Toronto Zoning By-law 569-2013, as Amended and Tier 1 of the Toronto Green Standards (Version 4).

- A total of 1,392 bicycle parking spaces are proposed to serve the project, comprised of 146 short-term bicycle parking spaces and 1,246 long-term bicycle parking spaces. Of the total long-term residential bicycle parking spaces, 187 bicycle parking spaces will include an energized outlet to serve the cycling needs of the project. The short-term and long-term bicycle parking spaces will be provided on the Level 1 Mezzanine, Level 1 Ground Floor and the P1 level of the below grade garage, in secure bicycle storage rooms. The bicycle parking spaces located on the Level 1 Mezzanine and the P1 level of the underground parking garage will be accessed through the lobby elevators.

- The current proposal incorporates a total of four (4) Type 'G', two (2) Type 'B' and three (3) Type 'C' loading spaces. The proposed loading supply and loading area arrangements are functionally appropriate, meet the minimum requirements of Zoning By-law 569-2013, and will accommodate the loading demands of the site as planned.

- The overall site is anticipated to generate in the order of 655 and 680 net new site trips during the weekday morning and afternoon peak periods, respectively.

- Under future total traffic conditions, all area signalized intersections are expected to operate acceptably with no mitigation measures or improvements required. Based on a review

of queueing considerations for key turning movements, site traffic can be accommodated at all signalized intersections with no mitigation measures or improvements required. Under future total traffic conditions, all area unsignalized intersections within the study area network are expected to operate acceptably.

## 5.9 Servicing

A Functional Servicing Report and Stormwater Management Plan have been prepared by R.V. Anderson to study the water servicing, sanitary and sewer capacity to service the proposed development. The report concludes with the following:

### Water Distribution

The proposed development will be serviced by one new domestic and two new fire water services proposed for each building. All proposed services will connect to the existing or proposed municipal watermains along their respective frontage. A new 300mm diameter watermain is proposed for New Street 'C'. Based on the Hydraulic Analysis Report, the municipal infrastructure surrounding the subject site provides adequate capacity for the proposed development.

### Sanitary Sewage

The proposed development will be serviced by one new domestic sanitary service for each building and for the public park. A new 300mm diameter sanitary sewer is proposed for New Street 'C', which will connect to the existing 700 mm diameter trunk sewer on Algje Avenue, via a new sanitary sewer located on Fordhouse Boulevard.

Based on the Sanitary Capacity Analysis Report completed for the site, the municipal infrastructure surrounding the subject site provides adequate capacity for the proposed developing during both dry-weather and wet-weather events.

## Stormwater Management

The proposed development will be serviced by one new storm service for each building and the public park. The building services will connect to a proposed oversized pipe within New Street 'C', and the park connection will connect to the existing storm sewer within the City right-of-way.

To meet the requirements of the City's WWFM Guidelines, a Stormwater Management Plan will be implemented for each proposed building, the public park and the municipal right-of-ways to meet the City's rate control, water balance, and water quality targets. This will be detailed further in the Stage 2 Stormwater Management Report submitted under separate cover further along in the development process.

## 5.10 Community, Services & Facilities Study

A Community, Services and Facilities ("CSF") Study has been submitted in support of this application. The CSF Study concludes that the proposed development is not expected to significantly impact the demand on community services and facilities in the Study Area. While the Alderwood neighbourhood is not located within the study area, given its proximity to the subject site, this CSF report considers the facilities available in this neighbourhood. There is an acceptable range of services and facilities that currently exist within the Study Area or in proximity to the Study Area. The CSF Study is submitted with the application under a separate cover.





## Conclusion

Based on our findings and analysis set out in this report, it is our opinion that the applicable planning policy framework is supportive of mixed-use mixed income intensification on the subject site. The proposed mixed-use mixed income development will contribute to the ongoing evolution of the Etobicoke City Centre neighbourhood into a vibrant and diverse complete community.

The proposed development will not only help to address the Province's housing supply crisis and provide for a range of housing options, including affordable housing, it will also respond to the increasing demand for Haven's public services that support people and families impacted by poverty. Haven is seeking additional facility space to expand its existing programs and introduce new ones to meet evolving community needs. The proposed development recognizing the importance of continuity and accessibility and is supportive of Haven's aim to remain in the neighbourhood, where its location is well-established as a trusted community hub.

From a land use perspective, the proposed development represents a redesignation of the subject site from *General and Core Employment Areas* to *Mixed Use Areas* under the Official Plan. This redesignation follows the direction and ongoing evolution of the neighbourhood and nearby developments. The subject site is excluded from the definition of an *Area of Employment* as set out in the *Planning Act* and Provincial Planning Statement and is a desirable and appropriate location for redesignation as *Mixed Use Areas*.

From a planning policy perspective, the proposed development is in keeping with the applicable and emerging Provincial and Municipal planning policy framework. In particular, those policies which update and define an *Area of Employment* to exclude commercial uses, those that promote intensification of underutilized sites within built-up urban areas and those that encourage the provision of affordable housing and public service facilities.

From a built form and urban design perspective, the proposal is contextually appropriate and will fit harmoniously with the emerging tall building context along The Queensway corridor and in surrounding areas such as the Sherway Area and Highway 427 corridor. The proposed development will also represent a high-quality architectural addition to the Etobicoke City Centre neighbourhood and provide for a thoughtfully articulated, sited and massed community with limited impacts on the site and its surrounding lands.

With regard to public realm, the proposed development will significantly improve the site through an enhanced pedestrian walkway along The Queensway, the introduction of new public streets and laneways, a mid-block connection, open space areas including hard and soft landscaped elements, and a new public park.

The proposed development is in keeping with the applicable and emerging Provincial and Municipal planning policy framework and generally conforms with the built form and massing policies of the Official Plan and is consistent with the definitions and policies provided in the Provincial Planning Statement.

For all the foregoing reasons, it is our opinion that the proposal is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested Official Plan Amendment application.

