

# Planning Rationale Report

1198-1210 Yonge Street and 2-8 Birch Avenue  
City of Toronto



**HUNTER & Associates Ltd.**

Prepared For:  
**Birch Equities Limited**  
November 2021



November 1, 2021

Mr. Oren Tamir  
Manager, Community Planning  
Toronto & East York District  
City Planning Division  
Toronto City Hall  
100 Queen Street West, 18<sup>th</sup> Floor East  
Toronto, Ontario, M5H 2N2

**Attention: Ms. Corinna Prior, Planner**

Dear Mr. Tamir:

**Re: 1198-1210 Yonge Street and 2-8 Birch Avenue  
Toronto-St. Paul's Ward  
Proposed 14-Storey, Mixed-Use Building  
Rezoning Application  
Planning Rationale Report**

We are the planning consultants to Birch Equities Limited (the "Owner") with respect to a proposal to redevelop its property on the northwest corner of Yonge Street and Birch Avenue with a new 14-storey (plus amenity/mechanical penthouse) mixed-use building including ground floor retail space and 67 new residential units (59 condominium and 8 rental replacement) on the floors above. The property includes the municipal addresses of 1198-1210 Yonge Street and 2-8 Birch Avenue (the "Site").

This Planning Rationale Report describes the site and its development context, explains the proposal, reviews the relevant planning policy and zoning context, and provides our evaluation of the proposal, informed and supported by plans and reports provided by other professionals retained by the Owner.

In our opinion, this Site can accommodate and support an enhanced mid-rise height and scale. It is located at the south end of Yonge Street where it widens to pass under the rail corridor just north of Downtown Toronto. It is steps from the Yonge subway (Summerhill station) and is not adjacent to any low-rise, designated residential "*Neighbourhoods*".

In our opinion, the proposal, and the required changes to the City's Zoning By-law to implement it, support and conform to the general objectives and policies of the Toronto Official Plan. It is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan. It has regard for matters of provincial interest under the

*Planning Act.* We recommend approval of the proposal and the Rezoning as it represents good planning and is in the public interest to support.

The balance of the report provides more detail and the basis for our planning opinion and conclusions.

### **The Site**

The Site is located on the northwest corner of Yonge Street and Birch Avenue in the Yonge-St. Clair area just north of Downtown Toronto. The 1,062 square metre (“m<sup>2</sup>”) Site represents a consolidation of six properties along Yonge Street and has approximately 35 metres of frontage on Yonge Street and 32 metres of frontage (or depth) along Birch Avenue.

Today, the Site consists of a mix of low-rise (2-4 storey) buildings lining Yonge Street that wrap the corner of Birch Avenue in a “main street” form. Commercial businesses along Yonge Street include a restaurant/bar, café, barbershop, flower shop and furniture store. There are eight (8) residential rental units above the ground floor commercial uses, six at 2-6 Birch Avenue and two at 1202 and 1204 Yonge Street. These apartments consist of three bachelor (studio) units and five two-bedroom units. See *Figure 1* for annotated mapping.

We have reviewed the City of Toronto’s Heritage Register which indicates that none of the buildings on the Site are currently identified as having heritage status (listed or designated).

The adjacent Site context is summarized below and illustrated in *Figures 2 to 4*:

North: Two main-street buildings with heights of 2 to 3 storeys are located to the north;

East: A recent commercial renovation of a 6-storey office building directly across Yonge Street (1133 Yonge Street) on the southeast corner of Yonge Street and Shaftsbury Avenue;

South: On the south side of Birch Avenue are a mix of non-residential uses including a 2 storey office (15 Birch Avenue), a fenced property containing utility poles (7 Birch Avenue), and a triangularly shaped vacant lot with frontage on Yonge Street (1190 Yonge Street). To the south of these properties is the rail corridor; and,

West: Adjacent to the rear of the Site is a 1-storey commercial building, its parking and driveway access is from Birch Avenue. There are more non-residential uses further to the west.

## **The Development Context**

The Site is located in a segment of Yonge Street that is characterized by a diverse mix of uses including shops, services, offices and residences in predominantly low to mid-rise buildings in a “main street” form.

This character is generally reflected in the pattern of building heights along Yonge Street as shown in **Figure 5**. Generally, there is a more intensive node of higher density development and building heights further north along Yonge Street clustered around the St. Clair Avenue intersection. Older mid-rise and high-rise apartment buildings are generally found east of Yonge Street between Woodlawn Avenue and Pleasant Boulevard. To the southeast of Yonge Street and the rail corridor there is a mid-rise residential development with heights of up to 13 storeys that was approved and built over the past two decades (Scrivner Square). Otherwise, the areas east and west of Yonge Street are generally characterized by low-rise residential neighbourhoods.

Notably, however, the Site is well-separated (approximately 60 metres) from the existing low-rise residential uses in the *Neighbourhood* along Birch Avenue. The properties to the immediate west generally contain a mix of predominantly non-residential uses in low-rise buildings that provide a non-residential “buffer” to the existing residential area generally to the west. A similar condition is found along the south side of Birch Street adjacent the rail corridor. This land use and development condition is quite different than the traditional “main street” mixed-use context along this stretch of Yonge Street and many others in Toronto where low-rise residential properties are abutting or adjacent to the *Mixed Use Areas* designated properties located along the major “main street” (or “Avenue”).

The Site benefits from excellent access to the City’s Yonge subway system with the Summerhill station being approximately 75 metres away on Shaftsbury Avenue. Further north is the St. Clair station which intersects with the St. Clair West light rail transit line (LRT) and south at Rosedale station. It is a very accessible and vibrant community with a wide variety of shops, services, employment, recreation and residences anchored by Yonge Street, the City’s most significant major “main street”.

Utilizing the City’s Official Plan Land Use Map as a base, **Figure 6** identifies already built, recently approved and current proposals along this segment of Yonge Street that share the Site’s immediate and broader context. Highlights include:

- A recent commercial renovation of a 6-storey office building directly across Yonge Street (1133 Yonge Street) on the southeast corner of Shaftsbury Avenue;
- A recently built 11-storey residential condominium building with ground floor commercial retail space on the northeast corner of Yonge Street and Jackes Avenue;

- The Ontario Land Tribunal (“OLT”) has approved (in principle) a redevelopment at the south-east corner of Yonge Street and Scriveners Square. It consist of a terraced 6 to 21 storey (24 metres to 74.6 metres plus mechanical ) mixed-use building;
- Recently, a Final Staff Report (2020) from City Planning recommending Rezoning approval for a 17-storey residential proposal at 1365-1375 Yonge Street has been adopted by City Council;
- The OLT has approved (in principle) a 34-storey mixed-use redevelopment at 1417-1431 Yonge Street;
- A proposal for a 13-storey mixed-use building generally to the south of the rail corridor, along the west side of Yonge Street (1134 to 1140 Yonge Street). This proposal includes the alteration of the existing heritage building (1140 Yonge Street) on the property. This Rezoning proposal has been appealed to the OLT;
- A proposal for a 14-storey mixed-use building, on the south side of Pleasant Boulevard, just east of Yonge Street; and,
- Recently, a 39-storey mixed-use development proposal was submitted at 1406-1428 Yonge Street. This Rezoning application is under City review.

In our opinion, the broader context includes the lands to the north (approximately 1 kilometre to Pleasant Boulevard), the lands to the south (approximately 1 kilometre to Rosedale subway station), and the node at St Clair/Yonge. Within this broader context we observe patterns of development activity that include 6 to 9 storey building forms as well as some 10 to 12 storey building forms that were built in the 1980/1990’s. This was followed by a pattern of slightly taller mid-rise building forms including the recently approved/built Jack condominiums (11-storeys) as well the recent proposal on Pleasant Boulevard (14-storeys) just east of Yonge Street. A trend, in our opinion, toward slightly taller and denser enhanced mid-rise forms.

While most of these main-street properties generally have low-rise *Neighbourhoods* to the east and west, the actual interface differs along the street. For example, some properties back onto *Apartment Neighbourhoods*, some back onto *Open Space*, and others have the underground subway to the rear. With respect to the subject Site, it has a uniqueness as it interfaces with *Mixed Use Areas* lands and is well separated from the low-rise *Neighbourhoods* generally to the west.

### **The Proposal**

The owner is proposing to demolish the current 2-4 storey buildings and redevelop the Site with a well-designed and articulated, 14-storey (plus mechanical/amenity penthouse) mixed-use building. In our opinion, once approved and built, the proposed land use and built form will fit well within this particularly mixed-use stretch steps to the Summerhill

subway station and where Yonge Street widens and transitions to the rail corridor just north of Downtown Toronto (*see Figure 8*).

The ground floor of the proposed building will contain two retail commercial units (200 m<sup>2</sup> in total) that are bisected by a residential lobby entrance centrally located along Yonge Street. The ground floor is set back approximately 0.5 to 1.1 metres from the east property line creating an approximate 4.5 to 5.0 metre distance between the new building and the existing road curb on Yonge Street. This will allow for sufficient pedestrian circulation room, including a 2.1 metre pedestrian clearway.

The rear portion of the ground floor will contain a driveway accessed from Birch Avenue accommodating a partially internalized Type G Loading space as well as access to two (2) parking elevators. Internalized waste storage rooms containing waste bins are provided on the ground level as well, in close proximity to the Type G Loading space. Below grade is a 3-level underground parking garage containing 105 parking spaces, the underground parking structure will be operated by an automatic parking system. The details of this system are described in the LEA Consulting Ltd. (“LEA”) report submitted together with this Rezoning submission. Short-term vehicular parking for pick-up/drop-offs will be accommodated within the loading space and will be made available during times that do not conflict with the occasional loading activities.

A total of 72 bicycle parking spaces are proposed including 7 visitor spaces and 61 resident spaces on the mezzanine level, and 4 retail spaces in the rear along the site access driveway.

In total, 67 dwelling units (59 condominium and 8 rental replacement) are provided in the proposal as highlighted below:

- A total of 59 residential condominium units are proposed on floors 3 to 14 with a mix of layout types, including approximately 78% that are two bedroom or larger. The unit breakdown specifically consists of 13 one-bedroom (22%), 36 two-bedroom (61%) and 10 three-bedroom (17%) suites. The proposal is intended for the higher-end condominium target market and includes larger suites and approximately 3 to 7 suites per floor. With respect to unit sizes this includes, on average, approximately 721 square foot (ft<sup>2</sup>) one-bedrooms, 1,362 ft<sup>2</sup> two-bedrooms, and 2,467 ft<sup>2</sup> three-bedroom suites. This is in contrast to a proposal with a typical market mix of suites that would emphasize more bachelor and one-bedroom layouts. The final suite mix and sizes will be determined further as the proposal progresses through the City approvals and more detailed design and marketing considerations; and,
- A total of 8 rental replacement units are provided on the 2<sup>nd</sup> floor of the building, they include: 3 bachelor and 5 two-bedroom units. We look forward to working with City staff on the unit size, layout and related details of these replacement units.

Along Yonge Street, the building form on the ground to 11<sup>th</sup> floor is highly articulated with varying heights and inset balconies to assist in achieving an interesting rhythm in the façade. Above this point, the building steps away from the Yonge Street interface with a series of progressively increasing stepbacks on the 12<sup>th</sup> to 14<sup>th</sup> floors.

Along the Birch Avenue frontage, the building is generally built to the south property line however there are various portions of the building which are inset to assist in establishing visual interest and added articulation.

Along the north side of the proposal, the massing implements a party wall condition with principal views from units mainly facing in east and west directions.

Similar to the Yonge Street façade, the rear face of the building is highly articulated as the building recesses or steps back in certain locations and incorporates inset balconies. Overall though, a minimum set back of approximately 3.5 metres is achieved from the west property line on the 2<sup>nd</sup> to 14<sup>th</sup> floor. We note that the Site is far removed from the *Neighbourhoods* designated lands located approximately 60 metres to the west along Birch Avenue.

The provision of amenity space (6.12 square metres per unit combined) is provided at a rate that exceeds the 4 square metre (m<sup>2</sup>) per unit minimum requirement required in the Zoning By-law. The amenity space provisions include a small indoor room on the 3<sup>rd</sup> floor that is contiguous with a balcony along Yonge Street. A larger indoor/outdoor amenity space is provided on the mechanical/amenity penthouse level with views facing south and west.

The total building height to the top of the 14<sup>th</sup> floor is 51.4 metres and 56.97 metres to the top of the mechanical/amenity penthouse as shown on the building elevations and sections. The commercial ground floor height varies in height as the grade dips down toward the south-east corner of the Site. The height of the retail space increases as the grade descends along both Yonge and Birch Streets to the corner.

The building's total proposed gross floor area is 10,427 m<sup>2</sup> which includes residential (7,715 m<sup>2</sup>), non-residential uses (200 m<sup>2</sup>) and common/service areas.

A complete set of site and architectural plans by KPMB Architects illustrating these proposed design features is provided with the application.

### **The Planning Context**

This section of the report highlights relevant provincial planning objectives and policies of the *Planning Act*, the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020).

## **The Planning Act**

The Planning Act (2020) provides the overall legislative framework for land use planning and development across Ontario. The purposes of the Act (Section 1.1) are to:

- promote sustainable economic development in a healthy natural environment;
- provide for a land use planning system in Ontario led by provincial policy;
- integrate matters of provincial interest in provincial and municipal planning decisions;
- provide for planning processes that are fair by making them open, accessible, timely and efficient;
- encourage co-operation and co-ordination among various interests; and,
- recognize the decision-making authority and accountability of municipal councils in planning.

The proposal and its implementing Zoning amendment must have regard to matters of provincial interest as set out in Section 2 of the Act. Those matters most relevant to this Site's redevelopment, in our opinion, include:

- Protecting natural areas, features and functions;
- Conserving energy and water;
- Adequately providing and efficiently using infrastructure;
- Minimizing waste;
- The orderly development of safe and healthy communities (accessible to all);
- Adequately providing and distributing community services and facilities;
- Adequately providing a full range of housing;
- Protecting the financial well-being of the province and its municipalities;
- Protecting public health and safety;
- The appropriate location of growth and development;
- Promoting development designed to be sustainable, encourages a sense of place and provides high-quality, safe, accessible, attractive and vibrant public spaces; and,
- Mitigating greenhouse gas emissions and adapting to climate change.

In our opinion, the proposed mixed-use development supports the purposes of the Planning Act and has appropriate regard for relevant matters of provincial interest.

## **Provincial Policy Statement (2020)**

The Provincial Policy Statement (the "PPS") provides further direction under Section 3 of the *Planning Act* on matters of provincial interest and sets the policy foundation for land use planning and development across Ontario. Its vision, key objectives and policies are broad as they apply to many different places in the Province and planning contexts. Key objectives include: building strong healthy communities (Policy 1), the wise use and management of resources (Policy 2), and protecting public health and safety (Policy 3).



In 2019, the Province enacted Bill 108, the ‘More Homes, More Choices Act, 2019’, which amended many different planning and development legislations across the Province. In May 2019, a new Growth Plan from the Greater Golden Horseshoe (GGH) took effect, as discussed in the next section of this report. Ontario’s Housing Supply Action Plan was also released the same month.

Changes to the 2014 PPS were directed and draft policies and directions were released and posted for public comment from July to October 2019. Following the public consultation and technical feedback, the Province, in its decision on February 28, 2020, issued a new PPS that took effect on May 1<sup>st</sup>. There were a number of changes to the PPS related to increasing housing supply and addressing affordability, while continuing to protect Ontario’s public health and safety and the environment. Key areas of change included:

- Clarifying and strengthening market-based and affordable housing policies;
- Increasing the minimum required housing supply from 10 to 15 years;
- Clarifying and strengthening transit-supportive development policies;
- Adding policies to support our changing climate and green infrastructure;
- Clarifying land use compatibility policies for sensitive land uses;
- Municipal flexibility to consider some residential development on rural lands; and
- Requiring public consultation and engagement with Indigenous communities.

The overall vision, goals and objectives, three main policy areas and structure of the 2014 PPS remain but have been revised and clarified in the 2020 PPS.

In our opinion, continuing to read the PPS as a whole, the most relevant policies with respect to the proposal and the Site’s context relate to Policy 1 – building strong healthy communities. Highlights include (paraphrased):

- Managing and directing land use to achieve efficient and resilient development and land use patterns (1.1) that sustain healthy, liveable and safe communities with a range of market and affordable housing (1.1.1 (a-i));
- Focusing growth and development in settlement areas (1.1.3.1);
- Having a density and contributing to a mix of uses that efficiently use land and resources; are appropriate for and efficiently use infrastructure and public facilities; minimize negative environmental impacts and promote energy efficiency; prepare for a changing climate; support active transportation; and are transit-supportive (1.1.3.2 (a-f));
- Being an appropriate location and promoting opportunities for transit-supportive development, while accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated (1.1.3.3);

- Promoting appropriate development standards (design and zoning) which facilitate intensification, redevelopment and compact form, while avoiding or mitigating public health and safety risks (1.1.3.4);
- Supporting minimum intensification targets within built-up areas, based on local conditions and provincial plans (1.1.3.5) (such as the 2019 Growth Plan);
- Providing an appropriate range and mix of housing options and densities required to meet regional market and affordable housing requirements (1.4.1(a) and 1.4.3 (a-f)). This includes: permitting and facilitating all forms of housing to meet needs and all forms of intensification; directing new housing to locations where appropriate infrastructure and public services are or will be available; promoting new housing densities which efficiently use land, resources, infrastructure, public facilities, active transportation and transit; and, establishing residential intensification and redevelopment standards which minimize housing costs and facilitate compact form, while maintaining appropriate levels of public health and safety. We note these policies were refined and augmented to emphasize a range of housing options and require transit-supportive development and prioritizing intensification, including potential air-rights development, in proximity to transit corridors and stations;
- Promoting healthy, active communities (1.5.1) by (a) planning public streets, spaces and facilities to be safe, meet pedestrian needs, foster social interaction, facilitate active transportation and community connectivity and (b) planning and providing for publicly accessible settings for recreation including parks, public spaces, facilities and linkages;
- Providing infrastructure and public service facilities in an efficient, coordinated and cost-effective manner that consider impacts from a changing climate while accommodating needs (1.6.1); promoting green infrastructure to complement infrastructure (1.6.2); and, optimizing infrastructure and public facilities (1.6.3);
- Directing and accommodating expected growth and development in a way that promotes the efficient and optimal use of existing municipal water and sewage, water conservation, integrates land use and servicing considerations and promotes best practices in storm water management (1.6.6);
- Integrating transportation and land use to make efficient use of existing and planned infrastructure, develop transportation demand management strategies, promote land use patterns and use mix that minimize the length and number of vehicle trips, supports transit and active transportation (1.6.7);
- Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs (1.6.8.1);

- Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified (1.6.8.3);
  - New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities;
- Planning for land uses in the vicinity of *airports*, *rail facilities* and *marine facilities* shall be undertaken so that: their long-term operation and economic role is protected; and, *airports*, *rail facilities* and *marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6 (1.6.9.1);
- Supporting long-term economic prosperity (1.7) by (a) promoting economic development and making communities ready for investment (b) encouraging residential uses to respond to dynamic market needs and a diverse workforce (c) optimizing land use, infrastructure and public services (d) maintaining and enhancing the vitality of main streets (e) encouraging a sense of place with a high-quality built form (f) promoting brownfield redevelopment and (g) providing efficient, cost effective and reliable multimodal transportation to support movement and projected needs (j/k) promoting energy conservation and minimizing negative impacts from a changing climate; and,
- Providing land use and development patterns that support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change (1.8) including (a) promoting compact form and a structure of nodes and corridors (b) promoting transit and active transportation (e) encouraging transit supportive development and intensification and (f) promoting energy efficient design.

Regarding Policy 2 – Wise Use and Management of Resources, there are no issues related to water (2.2) and the Site is not listed or designated as a heritage resource on the City’s Heritage Register. While none of the buildings are listed/designated, the topic of heritage was discussed during the Pre-Application Meeting and the Owner has retained ERA Architects Inc. as part of the consulting team for this Rezoning application.

There are no natural (3.1) or human-made hazards (3.2) posing risks to public health and safety (Policy 3).

In our opinion, the proposal and its implementing Rezoning has appropriately considered, supports, facilitates and is consistent with the 2020 PPS.

## **Growth Plan for the Greater Golden Horseshoe (2020)**

In May 2019, a new Growth Plan for the GGH, A Place to Grow, was approved and took effect for planning decisions made on or after May 16, 2019. It was subsequently amended as part of Amendment 1 (2020) which took effect on August 28 2020 (the “2020 Growth Plan” or the “new Growth Plan”). All planning decisions made after this date must conform with the 2020 Growth Plan.

As noted in the updated “Vision” (1.2) for the GGH, this region has seen a shift to more compact development patterns, a greater variety of housing options, more mixed-use development in urban growth centres and other strategic growth areas, and greater integration of transit and land use planning. The new Growth Plan builds on those advancements, emphasizing there is “still more work to do” to achieve complete communities that are compact, transit-supportive, make effective use of investments in infrastructure and public service facilities, and support climate change mitigation and adaptation.

Having reviewed the New Growth Plan in its entirety, in our opinion, the proposed mixed-use intensification of this Site supports the Plan’s overall Guiding Principles (1.2.1).

In terms of where and how to grow (2.1), the Plan recognizes the need to accommodate the significant Provincial growth forecasts for this fast-growing and dynamic region (to 2041) in complete communities that support active transportation and minimize land consumption through compact built form. Better use of land and infrastructure is made by continuing to direct growth in “intensification areas” and “strategic growth areas” such as “major transit station areas”. The Site itself, is just north of “Downtown Toronto”, the pre-eminent “urban growth centre” in Toronto and region and focus for mixed use growth and intensification. The Plan continues its direction to plan for a range and mix of housing options in communities to sustain and accommodate population growth and socio-economic changes. We note the Plan’s emphasis on an “intensification first” approach to land development and city building.

Policies for managing growth (2.2.1) continue to direct the vast majority of growth to settlement areas, focused on delineated built-up areas (generally all of Toronto) and more specific strategic growth areas. The Plan reinforces and provides direction for optimizing infrastructure to support complete communities, provide a diverse range and mix of housing, a high quality and compact built form, with an attractive and vibrant public realm through site design. The Plan identifies how growth within settlement areas will be focused in, among other things, strategic growth areas and locations with existing or planned transit with a priority on high order transit (i.e. Yonge subway). Growth will take place in a more compact urban form that optimizes infrastructure, particularly along transit corridors to support more complete communities. Additional policies with respect to long-term goals of mitigating and adapting to climate change are aimed at building resilient buildings and places, reducing greenhouse gas emissions, integrating green infrastructure and low impact development.

The “intensification first” approach is reinforced and enhanced under the New Growth Plan for delineated built up-areas. We note that current general minimum intensification targets in the built-up areas will continue under the current Toronto Official Plan targets. The *Planning Act* requires that Municipalities revise their Official Plan to ensure that it conforms to provincial plans and the *Places to Grow Act* requires that municipalities review and amend their Official Plan to conform to the Growth Plan. The Official Plan review process is technically referred to as the Municipal Comprehensive Review (“MCR”) and Growth Plan conformity exercise. Ultimately, the Minister of Municipal Affairs and Housing (“MMAH”) is the approval authority and there is no appeal of the MMAH approval. In this case, the City of Toronto is currently undertaking this Official Plan review process and the MMAH has set July 1, 2022 as the deadline to complete the conformity exercise. This review is of importance to ensure that the Official Plan remains up to date to accommodate growth as Toronto is expected to grow by 700,000 people and more than 450,000 jobs by 2051.

Policy 2.2.4 sets out policies for transit corridors and station areas, including supporting a diversity of land use, alternative development standards like reduced parking, and prohibiting land use and built form that would adversely affect achieving transit-supportive densities. The Growth Plan Transit Corridors and Station Areas policies (2.2.4.2) indicate that major transit station areas will be delineated in a transit-supportive manner along priority transit corridors to maximize the size of the area and the number of potential transit users within walking distance of the station. Major transit station areas are defined as areas within 500 to 800 metres radius (10 minute walk) of a station along existing or planned higher order transit. The existing subway that is steps away from the Site (summerhill station) is considered higher order transit thereby meeting the criteria for a potential major transit station area.

Also as part of the MCR process and to satisfy the Growth Plan (2020) requirements, the City is required to individually delineate the boundaries for the 180+ major transit station areas (“MTSA”) within the City and to demonstrate that each MTSA is planned for the established minimum target for residents and jobs. As a subset to the 180+ MTSA’s, the City is also prioritizing this process by proceeding with Protected Major Transit Station Areas as well (“PMTSA”) at the same time. The City’s phased prioritization of the MTSA’s is organized into three (3) phases (i.e. Phase 1, Phase 2 and Phase 3). As it relates to the Site, Summerhill and Rosedale station on Line 1 – Yonge-University are not considered a PMTSA. These will continue to be reviewed by the City into 2022.

Policy 2.2.6 establishes housing policies that like the PPS support residential intensification and a diversity of housing options and densities. Growth Plan 2020 Housing policies (2.2.6) continue to support achieving the minimum intensification targets and other Plan policies through a diverse range and mix of housing and densities, implementing those through the Official Plan and Zoning By-laws.

In our opinion, the proposed redevelopment of the Site conforms to the Growth Plan 2020. This comprehensive, well-designed, mixed-use development supports the over-

arching Provincial planning objectives, policies and principles that clearly support, promote and facilitate appropriate intensification of under-utilized land. It makes efficient and optimal use of existing designated land and public infrastructure that helps foster and support the creation of complete communities.

A key planning tool for implementing Provincial planning interests and policies are municipal Official Plans. In our opinion, the proposal conforms to the general objectives and policies of the Toronto Official Plan as highlighted next and evaluated further in this report.

### **Toronto Official Plan**

The City of Toronto Official Plan broadly guides land use and development planning throughout the city. Sound planning in Toronto is premised on steering growth and change to parts of the city while protecting neighbourhoods and green spaces from development pressures. Integrating land use and transportation policy is important to achieving the overall growth strategy and a more livable city.

Like the rest of Yonge Street, this property is designated “*Mixed Use Areas*” (*Figure 7*) and is located along an “*Avenue*” (*Figure 8*) within the City’s overall urban structure.

*Mixed Use Areas* are intended to achieve many city planning objectives including a mixture of uses where people can live, work and shop in the same community. Intensification of these areas through new commercial and residential uses will give people an opportunity to use their cars less, promote transit and create safe and liveable streets and neighbourhoods both day and night. Toronto’s “Avenues” are expected to generally develop at a lower scale than the City’s major Centres and Downtown Toronto.

Chapter 2 of the Official Plan, Shaping the City, establishes Toronto’s general growth management strategy, its “big picture” or “vision”. The Official Plan protects the integrity of the City’s transportation network and provides for its planned expansion through the designation of public streets, lanes and transit corridors. A key policy (2.2) directs future growth to areas of the City that can best accommodate change including Downtown, the Centres, Avenues and Employment Districts. The *Mixed Use Areas* will emphasize residential growth.

The Site is located along Yonge Street, a “*Major Street*” in the Official Plan with a planned right-of-way width of 20 metres (*Figure 9*). The existing right of way width in front of the Site is in the range of 27 metres which is wider than the planned right-of-way width in the Official Plan. As it relates to transit, Yonge Street is an existing “*Higher Order Transit Corridor*” and part of the “*Surface Transit Priority Network*” (see *Figures 10* and *11*).

*Avenues* are important major road corridors where intensification is anticipated and encouraged to create new housing and job opportunities all while improving the look of the street, the pedestrian environment and transit service for community residents and

businesses. *Avenues* are intended to serve a “main street” role. There are specific policies for Avenues (2.2.3) in the Official Plan to guide intensification and growth (reurbanization) along these major streets.

It is noted that there is no “one size fits all” program for reurbanizing the *Avenues* as each is different in terms of lot sizes and shapes, street width, existing uses, neighbouring uses, transit service and streetscape potential. A local Avenue Study is intended to set out a planning framework to guide change tailored to the area, transformed incrementally building-by-building over many years. Policy 2.2.3.1 calls for Avenue Studies to be prepared for strategic mixed use segments of Avenue corridors identified in the Official Plan. Policy 2.2.3.2 establishes what each Avenue Study will include to facilitate and shape growth including engaging with local residents and other stakeholders, community improvements, contextually appropriate as-of-right zoning and other regulations designed to achieve high-quality development along the Avenues.

Policy 2.2.3.4 sets out policies for new development prior to the completion of an Avenue Study. It states (2.2.3.3) that new development may be permitted on the *Avenue* prior to an Avenue Study and will be considered on the basis of all the policies of the Official Plan. Development on the *Avenues* prior to an Avenue Study will implement the policies of the Plan for the relevant land use designation (in this case a *Mixed Use Areas*).

The Plan recognizes that development in *Mixed Use Areas* on *Avenues* prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenue (2.3.3.4). That policy states that, in addition to the relevant *Mixed Use Area* policies, proponents of new proposals will address the larger context and examine the implications for the *Avenue* segment within which the proposal is located. This review is commonly referred to as a “Segment Study”. A Segment Study will review and consider:

- Impacts of incremental development of the *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- Whether incremental development of the entire *Avenue* segment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
- Whether the proposed development is supportable by available infrastructure; and,
- The Rezoning be considered together at the statutory public meeting for the proposal.

Development requiring a Rezoning will not be allowed to proceed before the completion of an Avenue Study unless the review demonstrates to Council’s satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.

In addition to satisfying all other policies of the Official Plan, including the neighbourhood protection policies, development in *Mixed Use Areas* on an *Avenue* that precede an Avenue Study will (2.3.3.6):

- Support and promote transit use;
- Contribute to a range of housing options in the community;
- Contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- Provides universal physical access to publicly accessible spaces and buildings;
- Conserves heritage properties;
- Be adequately served by parks, community services, water, sewers and transportation (infrastructure) facilities; and,
- Encourage environmentally sustainable building design and construction practices.

While an Avenue Segment Study was not requested by City Staff, we note that BrookMcIlroy recently authored an Avenue Segment study for this stretch of Yonge Street as part of the recently submitted proposal at 1406-1428 Yonge Street. The Avenue Segment study, which the subject Site was part of, found no potential soft sites with comparable development potential (i.e. 39-storeys) as 1406-1428 Yonge Street. It was also noted that in reviewing the scope of the Avenue Segment Study with City Staff, BrookMcIlroy's office was directed to not conduct a soft site analysis, but rather to focus on the uniqueness of the site. This includes the site's lot size, proximity to higher-order transit, and its separation from designated Neighbourhoods and Apartment Neighbourhoods (i.e. site is adjacent to St. Michael's Cemetery to the west). We have reviewed this previous Avenue segment study and are of the opinion that the Site shares a similar uniqueness in that it is far removed from the low-rise *Neighbourhoods* to the west, is just north of Downtown and is steps away from higher-order transit. We also note that BrookMcIlroy is also providing urban design advice and services to the Owner in support of their proposal on the subject Site.

The Official Plan states that while growth is sought in *Mixed Use Areas* and along *Avenues*, intensification adjacent or close to *Neighbourhoods* must be carefully controlled. While the Site is not adjacent, it remains close or nearby to the *Neighbourhoods* generally located to the west and east of the Site as illustrated in **Figure 12**. The Healthy Neighbourhood policies of the Official Plan are relevant addressing compatibility, built form transition, adequate light and privacy and attenuating traffic and parking impacts for residents in the *Neighbourhood*.



Chapter 3 of the Official Plan, *Building a Successful City*, sets out policies that all applications for development will be evaluated against to ensure that the decisions and choices made improve the quality of life by making Toronto a more beautiful place, creating healthy and vibrant communities and fostering prosperity. This section acknowledges that good planning and development choices need to “balance” needs and priorities and make “trade-offs” between benefits and impacts. This includes policies to improve the public realm and built environment (3.1), the human environment such as housing and community services (3.2), supporting the natural environment (3.4) and Toronto’s economic health and retailing (3.5).

As previously noted, the Site’s land use designation is *Mixed Use Areas*. This designation is a focus for growth and intensification in either single or mixed-use buildings. There are no height and density limits generally in the Official Plan for Mixed Use Areas. Instead, the appropriateness of specific uses and development is guided and evaluated by a range of Official Plan policies with a strong emphasis on transportation and urban design. There are specific criteria set out for evaluating new development in Mixed Use Areas in Section 4.5 of the Official Plan.

Our opinion is that the proposed land use is clearly permitted (4.5.1) and also conforms to the eleven *Mixed Use Area* development criteria (4.5.2) and the general objectives and policies of the Official Plan.

### ***Yonge-St Clair Secondary Plan (Chapter 6)***

The Site is located within the Yonge-St. Clair Secondary Plan (Chapter 6.6 of the Official Plan).

Relevant Secondary Plan objectives and policies with respect to this Site are highlighted below.

### ***Urban Structure & Purpose***

The overall urban structure of the area consists of a number of key elements (2.1) including:

- A node of Mixed Use Area development with a higher density and scale at the intersection of Yonge Street and St. Clair Avenue;
- Medium density and scale development along St. Clair Avenue east and west of the Yonge Street node;
- Lower density and scale “main street type” development extending from the node north and south along Yonge Street;
- Significant topographical features including ravines and the escarpment which provide views to the Downtown;

- High quality Neighbourhoods in the balance of the area.

The purpose of the Secondary Plan is to ensure that Neighbourhoods are protected, promoted and enhanced and to require that Mixed Use Area redevelopment along Yonge Street is compatible with the adjacent Neighbourhoods and improves Yonge Street as a public space. High urban design standards are sought with new development.

### ***Urban Design***

Key additional urban design principles of the Secondary Plan relevant to the Site and area include (3.1):

- New development will be responsive to the overall urban structure (3.1.1);
- Yonge Street is a “Special Street”, the City’s most important north-south route and will be protected and enhanced through regulations, design guidelines and streetscape improvements (3.1.2(a));
- Landscapes and built form that preserves and enhances gateways and views are encouraged, but that policy is not to be interpreted as support for permitted height increases (3.1.4);
- The lower levels of buildings will promote public streets, provide weather protection (arcades, canopies, awnings) for pedestrians along ground floor uses and entries, and provide vehicular access from lanes and local streets (ie. not Yonge) minimizing pedestrian conflicts while allowing on-site loading (in/out forward movements) (3.2(a));
- Buildings that achieve a “harmonious” relationship to their built form context through height, massing, setback, setbacks, roofline and profile, architecture, vehicular access and loading, particularly within or adjacent to Neighbourhoods (3.2(b)); and,
- Development with high quality streetscapes, landscaped areas and integrated public art (3.2 (c-e)).

### ***Mixed Use Areas***

In addition to the general Mixed Use Area development criteria of the Official Plan (4.5.2), development in Mixed Use Areas of the Yonge-St. Clair Secondary Plan will also meet the following objectives (5.1):

- Provide animated, landscaped and comfortable publicly accessible spaces on properties fronting Yonge Street (and St. Clair);

- Create a visual impression of Yonge Street (and St. Clair) as comfortable and spacious (not crowded and cramped), through building location and massing;
- Integrate development well with adjacent Neighbourhoods by ensuring appropriate transitions in building height and separation distance; and,
- Encouraging and supporting a healthy retail environment especially on Yonge Street.

To achieve these objectives, additional policies relevant to the Site apply including:

- Passing by-laws to regulate building height, siting and massing to provide a minimum of 5 hours of sunlight (around solar noon) on one sidewalk on Yonge Street during the period of March 21 (Spring) to September 21 (Fall) in Mixed Use Area ‘B’ and ‘C’ (5.3(b)); and,
- On Yonge Street properties with flanking streets designated Mixed Use Area ‘B’ and ‘C’, new development will be stepped back from the flanking street to minimize visual impacts of new development when viewed from adjacent Neighbourhoods (5.4).

### ***Mixed Use Area ‘C’***

Most of Yonge Street south of Pleasant Boulevard including the Site is designated “***Mixed Use Area ‘C’***”. There are a number of specific policies guiding development and change within different parts of Yonge Street including (***Figure 13***):

- On the west side of Yonge Street, south of Woodlawn Avenue West, developments exceeding the current height limits will be considered on the basis of design requirements, the intent of the Secondary Plan, and impacts on the pedestrian environment and the adjacent residential area (5.8);
- On the east side of Yonge Street, south of Rosehill to Summerhill Avenues, Rezoning may be passed to permit building heights up to 21 metres (5.9);
- On the east and west sides of Yonge Street between Balmoral Avenue and Pleasant Avenue, rezoning may be passed to permit buildings up to 30 metres (5.10);

Generally, new development will also (5.7(c)):

- Providing massing transition on buildings adjacent to house form buildings, stepping the mass from the height limit to the adjacent building;
- Meet the sunlight and step-back objectives of the Secondary Plan;

- Be designed and massed to reflect the topography on properties between Rosehill/Balmoral Avenues (north) and the rail tracks (south).

Official Plan Maps 7a and 7b illustrate certain important views from the public realm in various locations in the City and the views are further described in Schedule 4 of the Official Plan. In reviewing Map 7a, there is one ‘Prominent and Heritage Buildings, Structures and Landscapes’ view markers shown on Yonge Street near the Site. Schedule 4 identifies this as the Summerhill Station Clock Tower as viewed from three locations on the west side of Yonge Street. As they are relevant to the Site, we have reviewed these and given the site’s location on the west side of Yonge, it does not appear that the proposal will interfere with these important views of the clock tower;

- Provide the same architectural quality and detail in front (Yonge) and rear facades and walls; and,
- Place entrances on Yonge Street at the level of the public sidewalk for easy pedestrian access.

#### ***Site and Area Specific Policies (Chapter 7)***

The Secondary Plan contains a number of Site and Area Specific Policies (SASPs). None apply directly to this Site.

However, the SASPs adjacent or close to the Site are, in our opinion, contextually relevant including:

- *SASP (Area 2)* – this recognizes the existing uses that are adjacent to the Site west of Yonge Street between Walker Avenue and the rail corridor, identifying it as a “transition area” where office uses will be encouraged, residential and the exhibition and sale of arts and crafts, and limited service retail uses will be permitted that do not adversely affect the amenity of neighbouring properties;
- *SASP (Area 5)* – this covers the area on the east side of Yonge Street (opposite the Site) from south of Shaftsbury to Summerhill Avenue and restricts any further density transfers to or from these properties;
- *SASP (Area 6)* – this area is adjacent to SASP Area 2 and allows a storage warehouse, printing plant or business office between Walker and Alcorn Avenues; and,
- *SASP (Area 11)* – this is the most recent SASP and applies to 1331 Yonge Street (northeast corner of Yonge/Jackes Avenue) allowing a maximum building height of 39 metres to the mechanical rooftop (this is “The Jackes” 11 storey building now under-construction). This was necessary because the Secondary Plan includes a 21 metre height limit for certain properties located on the east side of

Yonge Street. This is distinguishable from the west side of Yonge Street, inclusive of the subject Site, where there is no specific height limit indicated.

**Figure 14** provides a land use “policy” overlay that we prepared which illustrates the approximate boundaries of the general Mixed Use Area designation in the Official Plan, the Mixed Use Area C and other SASPs in the Secondary Plan.

In our opinion, this is an important policy consideration that informs the planning context, particularly the lands immediately west of the Site as it provides a separation from the existing low-rise residential Neighbourhood designation of approximately 60 metres.

### **Zoning**

The Site is zoned **Mixed Commercial Residential “MCR T3.0 C2.0 R2.5”** based on Zoning By-law 438-86, as amended (see **Figure 15**). The zoning generally allows mixed commercial and/or residential buildings with overall densities up to three times the lot area and a maximum building height of 16 metres. There are a number of additional zoning exceptions (both more permissive and restrictive than the general zoning) applying to the site and area. Assuming typical floor to floor building heights, this “as-of-right” 16 metre MCR zoning would likely result in a 4-5 storey building, a height only slightly higher than what exists today.

The Site is zoned “CR” – Commercial Residential (CR 3.0 (c2.0; r2.5) SS2 (x2524) under the City’s new harmonized Zoning By-law 569-2013 (see **Figure 16**). The By-law allows similar uses, heights and density as the in-force By-law 438-86 as amended. By-law 569-2013 is now in force with the exception of certain properties with site-specific appeals.

A draft Zoning By-law amendment is required (amending By-law 569-2013) to facilitate and allow this mixed-use proposal are included with this application and will be subject to City review.

### **Urban Design Guidelines**

As stated in the Implementation section (Chapter 5) of the Toronto Official Plan, guidelines are an additional planning “tool” to advance the vision, objectives and policies of the Plan. While they express Council policy, these guidelines are not part of the Plan and do not have the status of other Plan policies adopted under the *Planning Act* (5.3.2.1).

There are no specific area or district urban design guidelines applying or relevant to this Site or proposal.

Council has adopted, with modifications (2010), the **Avenues and Mid-Rise Buildings Study (the “Mid-Rise Guidelines”)**. The main objective is to encourage future intensification along the Avenues that is compatible with adjacent neighbourhoods

through appropriately scaled mid-rise buildings. The Site is excluded from the Mid-Rise Guidelines but has been reviewed in the context of this submission.

We have also considered and evaluated the proposal against the Growing Up Urban Design Guidelines (2020) (the “Growing Up Guidelines”).

### **Mid-Rise Guidelines**

In 2010, City Council adopted the Avenues and Mid-Rise Building Study (the “Mid-Rise Guidelines”). The study includes guidelines, referred to as “performance standards”, which are intended to encourage the construction of well-designed mid-rise buildings along the City’s “Avenues” where growth and intensification is allowed and anticipated while protecting stable low-rise residential Neighbourhoods from adverse planning impacts.

The Mid-Rise Guidelines generally apply to mid-rise developments that are proposed on the Avenues across Toronto.

The Mid-Rise Guidelines include various performance standards with respect to maximum building height (generally a 1:1 maximum in relation to the “Avenue” street in front of it (excluding mechanical)), angular planes above the streetwall (at 80% of the maximum height on the street) and in the rear adjacent a residential zoned lot, sunlight access, and servicing and vehicular access, among others.

In March 2016, Council endorsed an “addendum” to the Mid-Rise Guidelines to be used by City staff in the evaluation of Mid-Rise Buildings during an “interim” period until such time as Council endorses updated Mid-Rise Guidelines. We understand that the City was expecting to complete these in 2018 but this has not been achieved.

While the Site is located on Yonge Street, the City’s most significant major “main street” and Avenue, it is also within and subject to the Yonge-St. Clair Secondary Plan. The Mid-Rise Guidelines do not apply in areas subject to Secondary Plans.

However, it has been our experience, that City staff and Council will often use the Mid-Rise Guidelines in its evaluation of proposed mixed-use mid-rise buildings even in areas where they do not strictly or directly apply. City staff did so in its review of the 11-storey approval of The Jack redevelopment.

On an existing or planned 20 metre right-of-way (Yonge Street) with a typical low-rise residential Neighbourhood adjacent to it, the Mid-Rise Guidelines would generally anticipate and allow an approximate 6-storey building. Based on our extensive experience over the past decade with this form of development, these mid-rise buildings would typically result in densities ranging from approximately 3.5 to 4.5 times the area of the lot. Slightly higher densities can often be achieved in less sensitive locations ranging from 5 to 7 times the area of the lot. Again, the recent 11-storey mid-rise building reflects

that higher end of the range at approximately 6.7 times the area of the lot and a taller than typical mid-rise building.

In our opinion, other comparable examples are found within the mid-rise buildings along the segment of Yonge Street north of Davisville Avenue and south of the Yonge-Eglinton Centre. There, Yonge Street has an approximate 27 metre right-of-way, and mid-rise buildings are being approved and proposed in the 8 to 10 storey range with densities ranging from about 6 to 8 times the area of the lot. The taller mid-rise buildings and denser buildings are being achieved on the west side of Yonge Street where the sites are separated by other mixed-use areas and well-separated from low-rise residential Neighbourhoods across the Yonge Street subway corridor. Other comparable buildings are also found along parts of Bloor West near the subway in High Park.

### ***Growing Up Guidelines***

The Growing Up Guidelines direct how new development can better function for larger households at three scales: neighbourhood, the building and the unit. The final Growing Up Guidelines were adopted by City Council in July 2020 and they are intended to be applied in the evaluation of new and under review multi-unit development proposals in the City. Highlights are provided below:

- ***Neighbourhood (Section 1.0)*** – Elements that form the public realm and facilities within it (e.g. parks, library, childcare, school, etc.);
- ***Building (Section 2.0)*** – The design of a building should consider and be adaptable to the needs of families at various life stages. Contribution of the building to the neighbourhood (i.e. open space dedication, retail, community facilities, etc.) and also within the building itself (i.e. lobby to promote social circulation, storage areas, common outdoor amenity spaces, etc.); and,
- ***Unit (Section 3.0)*** - The ability for the unit to respond to the changing spatial needs to ensure that families can invest in, and remain in their units through various life stages.

We have considered and reviewed the intent and recommendations of the Growing Up guidelines and the professional planning and design team and Owner will continue to review them as the application progresses into more detailed design development.

### **Preliminary Consultation**

Prior to making this application, we met on October 12<sup>th</sup>, 2021 with senior City Planning, Urban Design, Transportation, and Heritage staff on a preliminary basis (“PAC meeting”) to review the Owner’s proposal. Following the PAC meeting, staff provided a checklist of required studies and plans for the Rezoning application.

The proposal submitted for the PAC meeting consisted of a mixed-use development with the same metric heights as this formal Rezoning submission. Staff indicated that they would not be able to support that proposal in its form. They would be prepared to support a mixed-use building that was approximately 30 metres in height (8-9 floors) and represented a mid-rise building form.

The proposal being submitted to the City is generally the same as the version that was submitted for the PAC meeting however it has been revised further in support of the formal Rezoning submission.

### **Planning Evaluation**

The proposal has been considered and evaluated through technical reports and plans requested by City staff during pre-consultation meetings, correspondence and initial comments.

This section of our report summarizes the various planning considerations that have been assessed and evaluated in support for this mixed-use, mid-rise proposal. Our findings and conclusions are informed and supported by the plans, reports, findings and opinions of other professionals retained by the Owner.

### **Provincial Policy Statement and Growth Plan**

As previously highlighted, in our opinion, the proposed mixed-use, mid-rise development has appropriately regarded relevant matters of provincial interest under the *Planning Act*, is consistent with the PPS (2014) and conforms to the Growth Plan (2020).

### **Land Use and Density**

In our opinion, the proposed development conforms to the *Mixed Use Area* policies of the Toronto Official Plan. The proposed commercial and residential uses are allowed and encouraged (4.5.1) and the proposal supports and conforms to the applicable development criteria (4.5.2) including:

- Creating a mix of high quality commercial and residential use, providing opportunity to reduce auto use and meet local community needs;
- Providing new homes and jobs for Toronto's growing population and economy;
- Providing a new 14-storey building, predominantly mid-rise in form on a Site that is uniquely interfaced and separated from the low-rise *Neighbourhoods* to the west allowing for compatibility and appropriate transition. It is located along a major street with intervening mixed-use buildings that represent varying degrees of intensification over the past four decades. Most recently, approvals have ranged up to 17, 21 and 34 storeys in height within one kilometer to the north and south of the Site along Yonge Street;



- Provides no shadows on adjacent residential Neighbourhoods or any public park, and poses no adverse impact on the sidewalks along Yonge Street;
- Appropriately address and frame Yonge Street, including a 4 to 4.8 metre building setback (to curb edge), with good building proportion to allow comfortable, safe and attractive pedestrian environment;
- Has access to schools, parks and other community amenities, recognizing the relatively modest size of the proposal with 59 new condominium suites that are mostly (78%) larger suites intended for a higher end market;
- Takes advantage of close proximity to rapid transit service (within 80 metres of a subway station) with a safe and convenient pedestrian access from the signalized intersection and crosswalk at Shaftesbury Avenue;
- Provides minimal vehicular traffic and access from an on-site and internalized private driveway (keeping and enhancing pedestrian priority on Yonge) and minimizing parking for residents in this transit-supportive place;
- Internalizes loading with access from Birch Avenue minimizing impacts on *Neighbourhoods* lands generally to the west; and,
- Providing a range of private indoor and outdoor amenity spaces at a rate that exceeds the minimum requirement in the Zoning By-law. The upper amenity space (penthouse) includes a large interior room that is contiguous with an outdoor amenity deck with views facing south and west.

There are no maximum height or density policies in the Official Plan. In our opinion, the proposal supports and advances the general growth management objectives and policies of the Toronto Official Plan including:

- Intensifying this under-utilized Site along Yonge Street, a Major Street and *Avenue*, with a 14-storey building comparable in land use, built form and density to other recent approved and proposed mid-rise and tall buildings within the broader context;
- Providing a transit-supportive design and mixture of uses in a compatible built form along a priority transit corridor (major transit station area);
- Conforming to the City's Healthy Neighbourhood policies, providing a compatible built form and mixture of uses that poses no unacceptable adverse impacts (ie. traffic, shadow, wind, privacy, light or overview) on any low-rise residential Neighbourhood that could threaten or de-stabilize its character and amenity;

The proposal provides for 67 residential units (59 condominium and 8 rental replacement), contributing to a diversified housing mix in the area and city, suitable for a variety of households.

The ground floor retail uses are bisected by the residential lobby which will contribute to and continue the fine-grain main street retail fabric along Yonge Street in a mixed-use transit supportive location all as sought by the City's Official Plan.

### **Built Form & Urban Design**

We have worked closely with KPMB Architects (KPMB) and Brook McIlroy Inc. (BMI) to consider and assess the appropriateness of the proposal's built form, public realm and overall urban design for this Site in the context of this Avenue along Yonge Street.

BMI has prepared an Urban Design Brief and Block Context Plan that considers and evaluates the urban design approach taken with the proposed design and relates that to relevant Toronto Official Plan policies, zoning standards, urban design guidelines and best practices.

BMI conclude that the proposal will fit harmoniously with the evolving built form context within their studied 'block'. BMI describe the proposal as exhibiting 'high-quality architecture', achieving an appropriate height transition to lower-scale areas, and supporting growth/density in an area well served by higher-order transit.

BMI have also provided Block Context Plan which assesses how the proposal will fit within its existing and planned built form context along Yonge Street and within the 'block'. The Block Context Plan also assess block characteristics such as transit, open space and land uses.

BMI also recently prepared an Avenue Segment Study for the 39-storey proposal located on the west side of Yonge, closer to St Clair Avenue. This study mainly focused on the uniqueness of the site including its spatial separation from low-rise *Neighbourhoods* to the west and its proximity to higher-order transit. Many characteristics that, while not the same, have certain commonalities with the Site's contextual relationship.

### ***Shadows***

KPMB has prepared shadow studies to assess how the proposed 14-storey building affects shadows on properties, streets and public parks in the surrounding area. The studies have been done at the start of the following seasons (March 21 (Spring), June 21 (Summer), and September 21 (Fall) and at the times during the day typically prescribed by the City (9:18am to 6:18pm).

We note that in the Spring and Fall (March/September 21) shadow patterns are quite similar throughout the day. We observe that at 9:18am, shadows from the proposal extend generally to the north-west over limited portions of the *Neighbourhoods*. By

10:18am, shadows are for the most part limited to *Mixed Use Areas* (to the north-west of the Site) and a 3-storey non-residential building (10 Alcorn Ave) that is designated *Neighbourhoods*. By 12:18pm the proposed shadows are mostly on the immediate block to the north of the Site from 12:18 to 1:18pm. At 1:18pm the shadows fall onto the sidewalk on the west side of Yonge Street. It isn't until 3:18pm that shadows from the proposal fall on the east side of Yonge Street's sidewalk. At 4:18pm until later in the day, shadows then extend east over portions of the *Neighbourhoods* in a similar manner to the buildings located on the east side of Yonge Street.

The Yonge-St Clair Secondary Plan includes policies related to maintaining at least 5 hours of sunlight (around solar noon) on the east sidewalk during March 21<sup>st</sup> to September 21<sup>st</sup>. In reviewing the shadow study, the sidewalk on the east side of Yonge Street is not impacted by shadows from the proposal from 9:18am until 2:18pm thereby achieving at least 5 hours of sunlight in the early morning until the early afternoon.

During the morning in the summer (June 21), shadows from the proposal do not fall on the *Neighbourhoods* that are located generally to the north-west. Instead shadows are mostly limited to *Mixed Use Areas* located to the north and west of the Site. By 12:18pm the proposed shadows are mostly on the immediate block to the north of the Site from 12:18 to 1:18pm. At 3:18pm shadows begin to reach the east sidewalk on Yonge Street. At 6:18pm shadows extend to just beyond the mixed-use properties on Yonge Street generally to the east.

The City's Official Plan built form, healthy neighbourhood and Mixed Use Area policies all speak to minimizing and adequately limiting shadows cast from new development on surrounding properties, streets and parks. We note that only a limited number of homes and a large 3-storey non-residential building in the residential *Neighbourhoods* to the west are affected for 1 to 2 hours during the morning (9:18 and 10:18am) in the Spring/Fall and no *Neighbourhoods* designated properties (to the west and north) are impacted during the Summer. The residential *Neighbourhood* east of Yonge Street is not impacted by this proposed 14-storey building in the Spring, Fall or Summer until later in the day.

There are no public parks impacted by the shadows from this proposal. The public sidewalks on the east side of Yonge Street opposite the site are not impacted in the day until the later part of the afternoon (at and after 2:18pm) to varying degrees. In our opinion, the shadows from this proposal are adequately limited conforming to Toronto Official Plan policy.

## **Housing**

The proposed mixed-use development will provide for an integrated mix of rental replacement units along new residential condominium suites that, overall, will include a diversity of suite types accommodating a variety of households and lifestyles. The residential tenure and mix supports the general housing policies of the City's Official

Plan (3.2.1) and relevant Provincial housing policy. The proposed mix of uses are permitted in the existing *Mixed Use Areas* land use designation.

As it relates to the proposed 59 condominium suites, the proposal includes 13 one-bedroom units (22%), 36 two-bedroom units (61%), and 10 three-bedroom units (17%). The Owner has incorporated larger suites catering to a higher-end market

The Growing Up: Planning for Children in New Vertical Communities (2017) (“Growing Up Guidelines”) recommends that new development add to the critical mass of large units and also indicates minimum unit sizes for two and three bedroom units. As summarized below in relation to the new condominium suites, the proposal supports the recommendations of the Growing Up Guidelines as summarized below:

- **25% of the proposed units being two-bedroom or larger** – The proposal will exceed the Growing Up Guideline recommendation with 78% two and three-bedroom units;
- **10% of the proposed units being three-bedroom units** - The proposal will exceed the Growing Up Guideline recommendation with 15% three-bedroom units;
- **Two-bedroom Unit Sizes** – The average two-bedroom unit size at least is 1,362 ft<sup>2</sup> or 126 m<sup>2</sup>. This exceeds the recommendation in the Growing Up Guidelines which is at least 87 m<sup>2</sup> or 936 ft<sup>2</sup>; and,
- **Three-bedroom Unit Sizes** – The average three-bedroom unit size is at least 2,467 ft<sup>2</sup> or 229 m<sup>2</sup>. This exceeds the recommendation in the Growing Up Guidelines which is at least 100 m<sup>2</sup> or 1,076 ft<sup>2</sup>;

The balance of the units (8 rental replacement) will be designed to generally be the same as what exists today. We have prepared a *Housing Issues Report* (under separate cover) that more specifically responds to and addresses the City’s more specific policies with respect to the proposed demolition and replacement of the existing rental apartments in support of Policy 3.2.1.6 of the Official Plan and Chapter 667 of the Toronto Municipal Code.

Policy 3.2.1.6 states that new development that would have the effect of removing all or a part of a private building or related group of buildings, and that would result in the loss of six or more rental housing units will not be approved by Council unless, in cases where planning approvals are sought, the following are secured:

- At least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time that the redevelopment application is made (3.2.1.6(b)(i));

- For a period of 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than Provincial guideline or a similar rent guideline as Council may approve (3.2.1.6(b)(ii)); and,
- An acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the rental replacement units at similar rents, the provision of alternative accommodation at similar rents and other assistance to lessen the tenants' hardship (3.2.1.6(b)(iii)).

As noted in the Housing Issues Report (and its appendices), all 8 existing rental apartments will be replaced within the proposed mixed-use building. This will include, at a minimum, the same unit mix as today being 3 studio (bachelor) and 5 two-bedroom units.

The existing number and type of rental apartments will be replaced with replacement units that are slightly larger (111%) than what exists today. Tenants will also benefit from many other improvements in the new building including some units with access to private balconies, new unit finishes, in-suite laundry and dishwashers, indoor and outdoor amenity space, and bicycle parking.

Based on the City's rent criteria of the 8 units, 2 are considered to have "affordable" rents, 4 have "high-range" rents, and 2 are vacant.

Plans showing the existing and proposed rental apartment sizes and layouts (floor plans) are also included in the Housing Issues Report, together with the Owner's initial proposed tenant assistance and relocation plan. This will continue to be discussed with the City and existing tenants through the planning process, including the negotiating and completion of an agreement under Section 111 of the City of Toronto Act (the "Section 111 Agreement").

### ***Pedestrian Wind***

Gradient Wind Engineering Inc. (GWE) has prepared a detailed pedestrian level wind study in support of the proposed Rezoning for this 14-storey building. The study is based on industry standard computer simulations and data analysis procedures, the site and architectural plans by KPMB, surrounding street layouts, and existing and approved buildings obtained from the City and recent site imagery. Highlights include:

- All grade-level areas within and surrounding the Site are predicted to experience conditions suitable for their intended use; and,
- The rooftop amenity terrace is predicted to be mostly suitable for sitting during the typical use period of late spring through early autumn;

### ***Light, View and Privacy***

In our opinion, the proposal provides for adequate light, views and privacy for residents of this proposed building and those properties in the surrounding area.

We note that balconies are predominantly inset, providing a more private residential amenity space. The north face of the building is designed as a party wall with no principal views facing north. Should the properties adjacent to the north redevelopment in the future, a similar party wall design could be integrated along its south building face with principal views facing east and west.

Existing residents in the *Neighbourhoods* generally to the west and east of Yonge Street are well separated from potential residents in this building. This context is distinguished from other traditional “main street” properties further to the north along Yonge Street and throughout the City where residential properties within the *Neighbourhoods* are directly adjacent to the main street properties.

### **Landscaping & Tree Preservation**

*The Planning Partnership (TPP)* have prepared an Arborist Report and tree preservation plan for the Site. The arborist report identifies eleven (11) private trees which will be affected by the proposal and all are recommended for removal. Four (4) of these trees have diameters of more than 30 cm and will require permits from the Urban Forestry.

*Landscape Plans* have been prepared by *The Planning Partnership* which propose a reinstated sidewalk along Yonge complete with planters along the building edge as well as planters along the curb edge. Along Birch Avenue, two street trees are proposed next to the driveway entrance. Pedestrian clearway widths of at least 2.1 metres are achieved along both street frontages.

### **Heritage & Archaeological Potential**

The Site is not listed or designated as a heritage resource on the City’s Heritage Register.

Additionally, the Site is not located in an area with archaeological potential on the City’s Archaeological Management Plan.

### **Toronto Green Standards and Green Roof**

The proposal will be designed to conform to the City’s Toronto Green Standards (Tier 1) as illustrated in the completed TGS Form, project statistics and plans.

### **Energy Strategy**

An Energy Strategy Report has been prepared by *Purpose* to help evaluate efficient, low carbon emitting opportunities. The proposed energy strategy evaluates energy reduction

due to: higher glazing performance, insulation, reduced thermal bridging, and improved air-tightness. These strategies and specific conclusions are put forward to the owner and design team for more detailed design and construction considerations and requirements.

## **Transportation**

Section 2.4 of the OP includes policies that support the goal of reducing car dependency by increasing opportunities for walking, cycling, and transit use. The intention is to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system. This section broadly addresses the integration of land use and transportation, requiring, among other matters, transportation studies with new development proposals and in growth areas (ie. *Mixed Use Areas*) which strive to reduce automobile dependency and minimize parking (transportation demand management strategies) while supporting the use of transit and active transportation such as walking and biking.

*Lea Consulting Ltd. (Lea)* has completed a *Transportation Impact Assessment* for the proposed development in accordance with City Official Plan policy and guidelines, and accepted industry practices. The study considers all transportation aspects of the proposed mixed-use development in a comprehensive and complete way including its active (walking, bicycle), transit and other vehicular traffic needs and impacts. Transportation demand management strategies are set out to minimize automobile use and maximize active and transit-based movement.

Key summary highlights and conclusions of the Lea study are provided below:

- *Multi-Modal Travel Demand* - Various TDM measures are recommended for the subject site including the promotion of smart commute travel management programs, pedestrian linkages and transit use for new residents and a communication strategy. It is anticipated that the transit modal split of the Site would be at least the same or higher than the existing transit modal split of the surrounding area;
- *Traffic Operations* – Given the minimal number of trips generated by the Site, the proposed expansion is expected to have no significant impact on the traffic operations in the surrounding area;
- *Vehicular Parking* – The proposed parking supply for visitor and non-residential uses will meet the Zoning requirements. With respect to the residential supply, the proposed parking supply will exceed the by-law requirement. We note that the Owner’s residential oversupply is related to the Owner’s marketing plans for the larger suites proposed in the building;
- *Bicycle Parking* – The proposed bicycle parking supply meets the minimum requirements; and,

- *Loading* – The proposal includes one Type G Loading Space which meets the requirements of Zoning By-law 569-2013.

## Noise & Vibration Reports

*Valcoustics Canada Ltd. (Valcoustics)* has completed a *Noise Impact Statement* and a *Railway and TTC Subway Vibration Study* in support of the proposed development and Rezoning.

The significant noise source in the vicinity is road traffic on Yonge Street (east) and the rail traffic along the CPR North Toronto Subdivision. The sound levels have been determined and compared to applicable Ministry (MECP) noise guidelines to determine the need for mitigation. To meet all applicable transportation noise source guidelines:

- All residential suites require mandatory air conditioning;
- South facing bedrooms will require upgraded walls meeting Sound Transmission Class (STC) rating of 60 and exterior windows as high as 44 STC. For all other units, wall are recommended at 54 STC and windows ranging from 31 to 42 STC; and,
- A 1.1 metre tall sound barrier is recommended for the rooftop outdoor amenity space;

Valcoustics conclude that with the incorporated noise mitigation measures, the applicable MECP noise guidelines can be met and a suitable acoustical environment provided for building occupants.

The only significant sources of ground-borne vibration in the Site's vicinity are subway train movements and the rail corridor to the south. These vibrations are expected to be well below the applicable municipal and railway guidelines and, therefore, vibration mitigation measures are not required. Other vibration impacts from the project on itself (i.e. parts of the building or occupants) are anticipated to be insignificant.

## Rail Safety

*HATCH* is retained by the Owner to conduct a *Rail Safety Assessment* which assesses the risk profile of the nearby rail corridor, identify the risks to both people and property and summarize mitigation measures. Some highlights are provided below:

- Separation – the recommended setback (30 metres) is already achieved due to existing separation distance between the Site and the rail corridor;
- Risk of Derailment – due to the low operating speeds within the rail corridor and the absence of high-speed passenger trains, the risk of derailment impacting the Site is considered very low; and,



- Noise and Vibration – Hatch has reviewed and provided analysis of the Valcoustics materials related to noise and

### **Community Services & Facilities**

Somerville Consulting & Project Management (“Somerville”) has prepared a Community Services and Facilities (CS&F) study that is included in *Appendix A* of this Planning Rationale Report. The CS&F is structured to provide a Community Services & Facilities Inventory (a complete inventory of schools, childcare centres, parks, recreation centres, libraries, and human service providers) and to provide their summary & observations.

We do not expect this building to generate any significant demand for public or private school facilities given the limited number of units. It could pose little to modest demand on other public community services such as parks, recreation, library, emergency and human services.

### **Parks**

The City’s Official Plan and Alternative Parkland Dedication By-law requires the provision of 0.4 hectares of parkland for every 300 dwelling units. The proposed 67 dwelling units would require a parkland dedication of approximately 0.09 hectares or approximately 90% of the Site’s size (0.10 hectares). Recognizing this, the Official Plan and Parkland By-law caps the maximum parkland dedication at 10% for sites of this size (less than 1 ha). As such the parkland dedication would be approximately 0.01 hectares or 104 square metres. During the review of the proposal, the City may elect to take a parkland dedication or request cash instead (a cash-in-lieu payment for the parkland that would otherwise be dedicated). This payment could be used by the City to acquire new parkland or improve existing and eligible parks and recreation facilities. The Owner remains open to working with the City to determine and negotiate an acceptable parkland dedication, acquisition or cash-in-lieu arrangement under in-force Official Plan and By-law requirements.

### **Functional Servicing & Stormwater Management**

IBI Group has completed a Stormwater Management and Functional Servicing Report (FSR) for the proposed Rezoning, with more detailed stormwater design, grading and erosion and sediment control work to be completed during the future Site Plan Approval.

They conclude that the proposed development is feasible from a municipal servicing and stormwater management perspective. The proposed domestic and fire demands can be accommodated by the existing municipal water supply on Yonge Street. The receiving sanitary and storm sewers on Yonge Street can accommodate the proposed development without improvements. The proposed internal storm sewer network, on-site underground storage tank, and the controlled release rate to the receiving sewer satisfy the City’s stormwater management objectives.

The existing municipal storm, sanitary and water infrastructure can support the proposed development with no need for upgrade.

### **Environmental Site Assessment, Geotechnical & Hydrogeological Reports**

*Terraprobe* has been retained by the Owner and has conducted a ***Phase 1 and Phase 2 Environmental Site Assessment***. As a result of the nature of historical land use on the Site and surrounding properties, *Terraprobe* identified a number of potentially contaminating activities as outlined in their report. *Terraprobe* indicate that any soils which do not meet the applicable standards will require removal and disposal at an appropriate facility.

A Geotechnical Investigation has been completed by *Terraprobe*. The purpose of the geotechnical investigation was to determine the subsurface soil and groundwater conditions at the Site by means of a limited number of boreholes. *Terraprobe* has determined that the subsurface soil conditions are suitable for the proposed building and provide certain preliminary recommendations with respect to building and construction design. *Terraprobe* also found that short-term (during construction) and long-term (permanent) groundwater control, including de-watering, will also be required.

*Terraprobe* has prepared a Hydrogeological Study to determine the subsoil profile beneath the Site and the estimated hydraulic conductivity. These results have been reviewed and considered as part of the IBI Group FSR report.

### **Conclusion**

This mixed-use proposal has been carefully and appropriately planned and designed by an Owner being advised by a team of experienced professionals, balancing the various planning opportunities and constraints facing this Site and context.

In our opinion, as explained in this report, the proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan. It has regard to matters of Provincial interest under the *Planning Act*.

The proposal supports and conforms to Toronto's Official Plan goals, objectives and policies with respect to managing growth (Chapter 2), building a successful city (Chapter 3), the *Mixed Use Areas* land use designation (Chapter 4), and the Yonge-St Clair Secondary Plan. Additionally, it was confirmed at our PAC meeting that an Official Plan Amendment would not be required for this proposed Rezoning application.

In our opinion, the proposed residential and commercial land uses and built form are appropriate and can be acceptably accommodated on the Site and within its planned context. The proposal is comparable and compatible with other contemporary redevelopment in broader area while also recognizing the uniqueness of the Site's contextual relationship and the spatial separation to low-rise *Neighbourhoods*. In our opinion, as informed and supported by other professionals, the proposal and its

implementing Rezoning, represent good planning, should be supported and are in the public interest to approve.

Yours truly,  
**HUNTER & Associates Ltd.**

A handwritten signature in blue ink, appearing to read 'J. Hunter', with a long horizontal flourish extending to the right.

J. Craig Hunter, MCIP, RPP  
President

A handwritten signature in blue ink, appearing to read 'B. Larson', with a long horizontal flourish extending to the right.

Benjamin Larson, MCIP, RPP  
Senior Planner/Associate

# Figure 1 – Existing Site Uses

Source: City of Toronto Property Data Maps, Hunter & Associates Ltd.

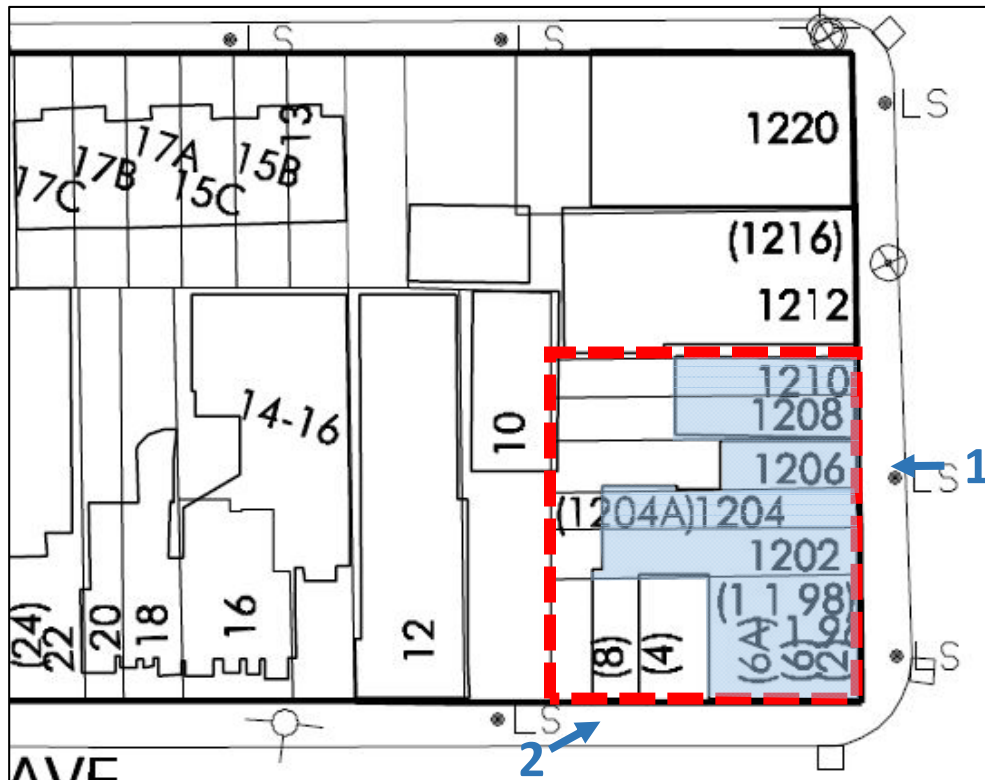
 **Non-Residential Uses**

 **Residential Uses**

8 residential units



1 – Looking west at subject site (1198 – 1210 Yonge St)



2 – Looking north at subject site (2 – 8 Birch Ave)

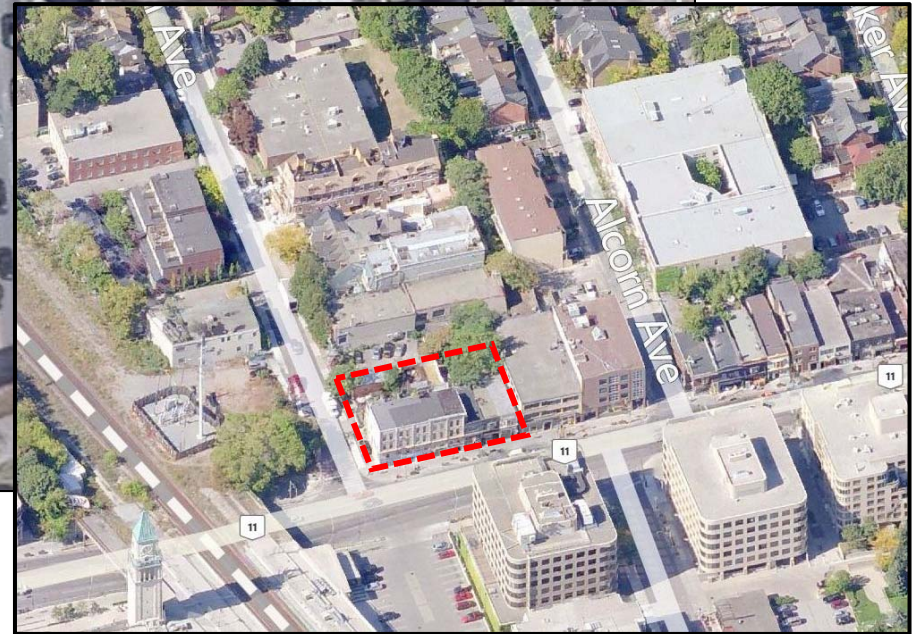
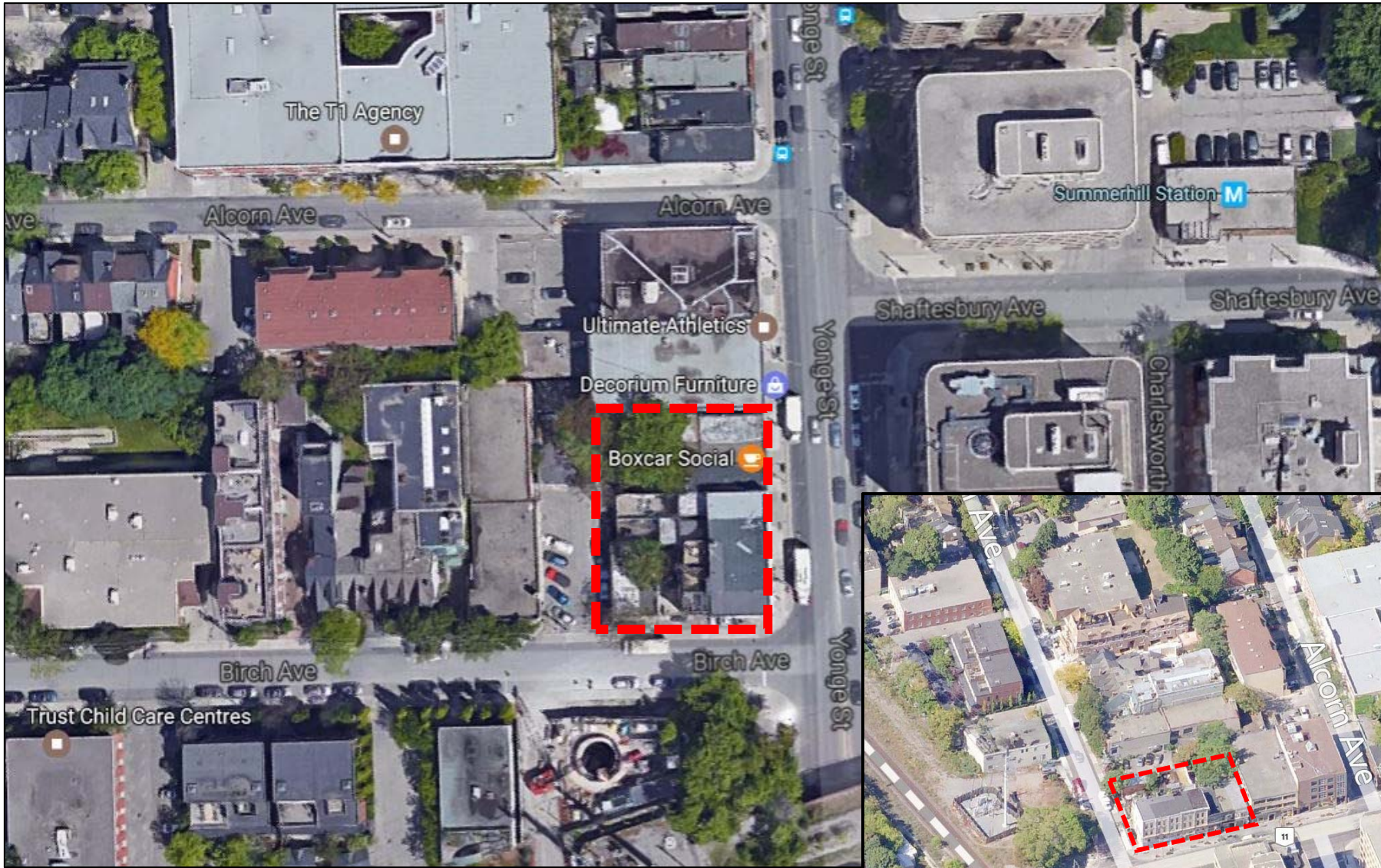


Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)



# Figure 2 - Aerial Context

Source: Google Maps & Bing Maps

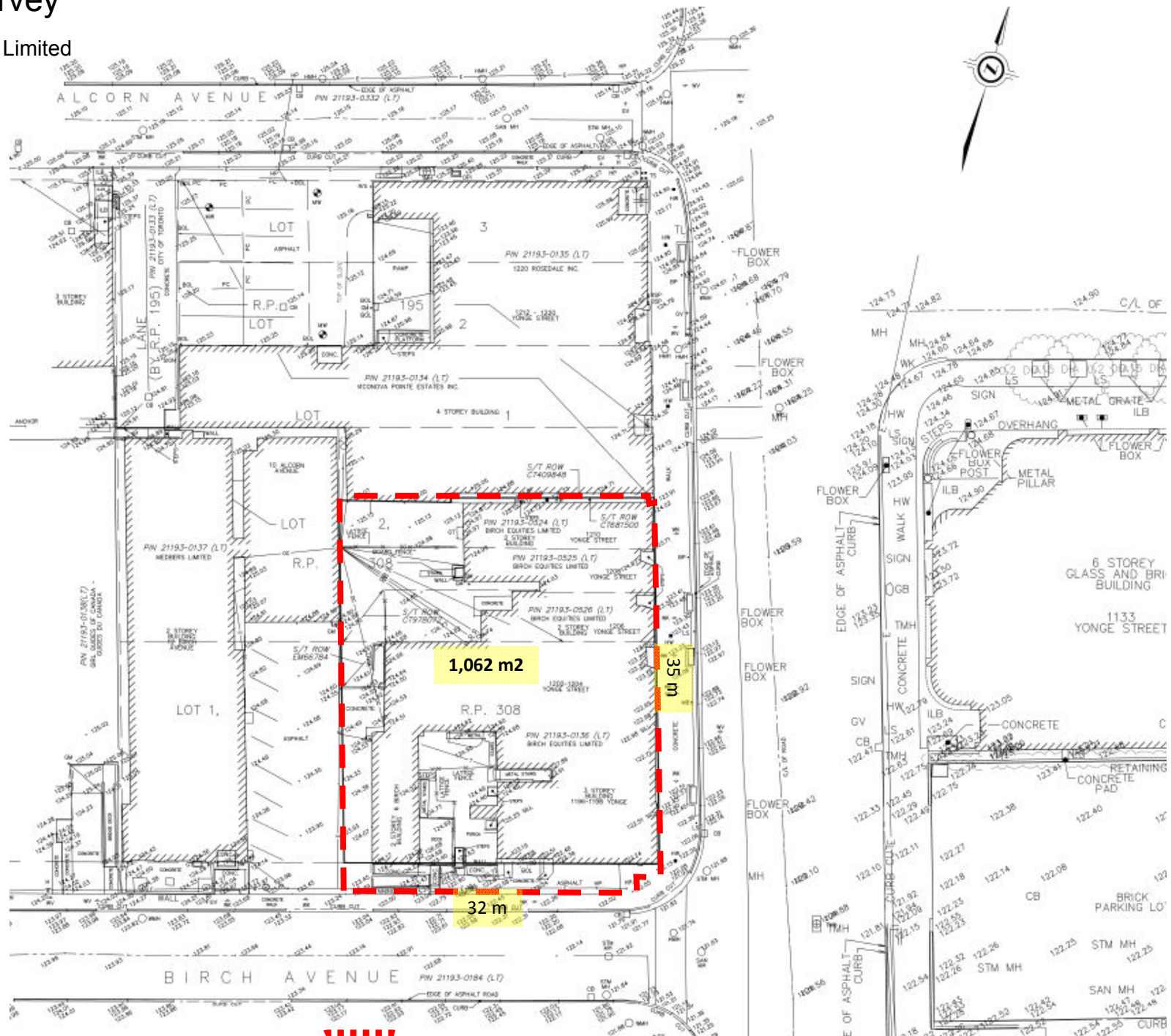


Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)



# Figure 3 - Survey

Source: J.D. Barnes Limited

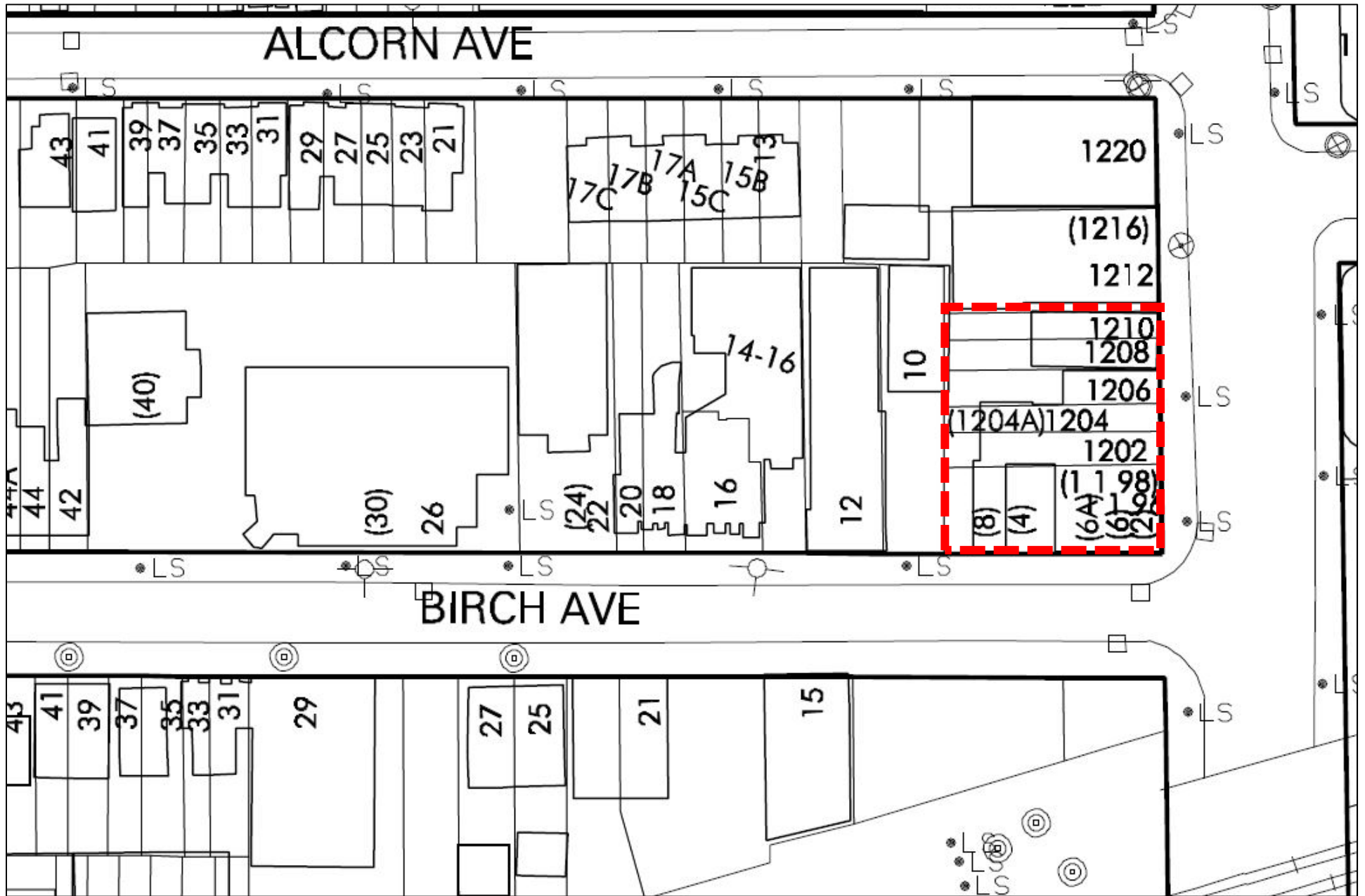


Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)



# Figure 4 - Property Data Map

Source: City of Toronto Property Data Maps








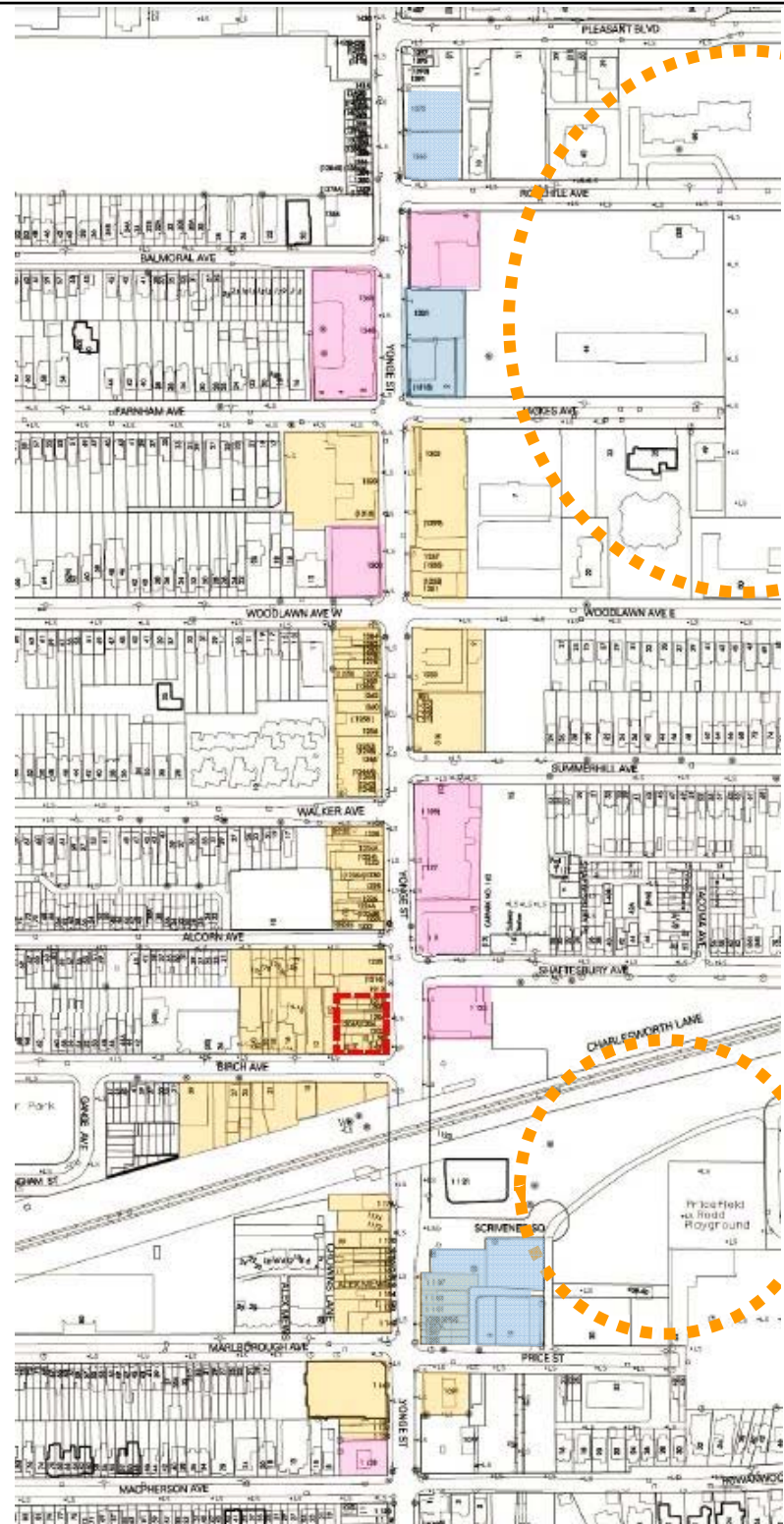
Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)



# Figure 5 - Height Pattern Along Yonge St

Source: City of Toronto Property Data Maps

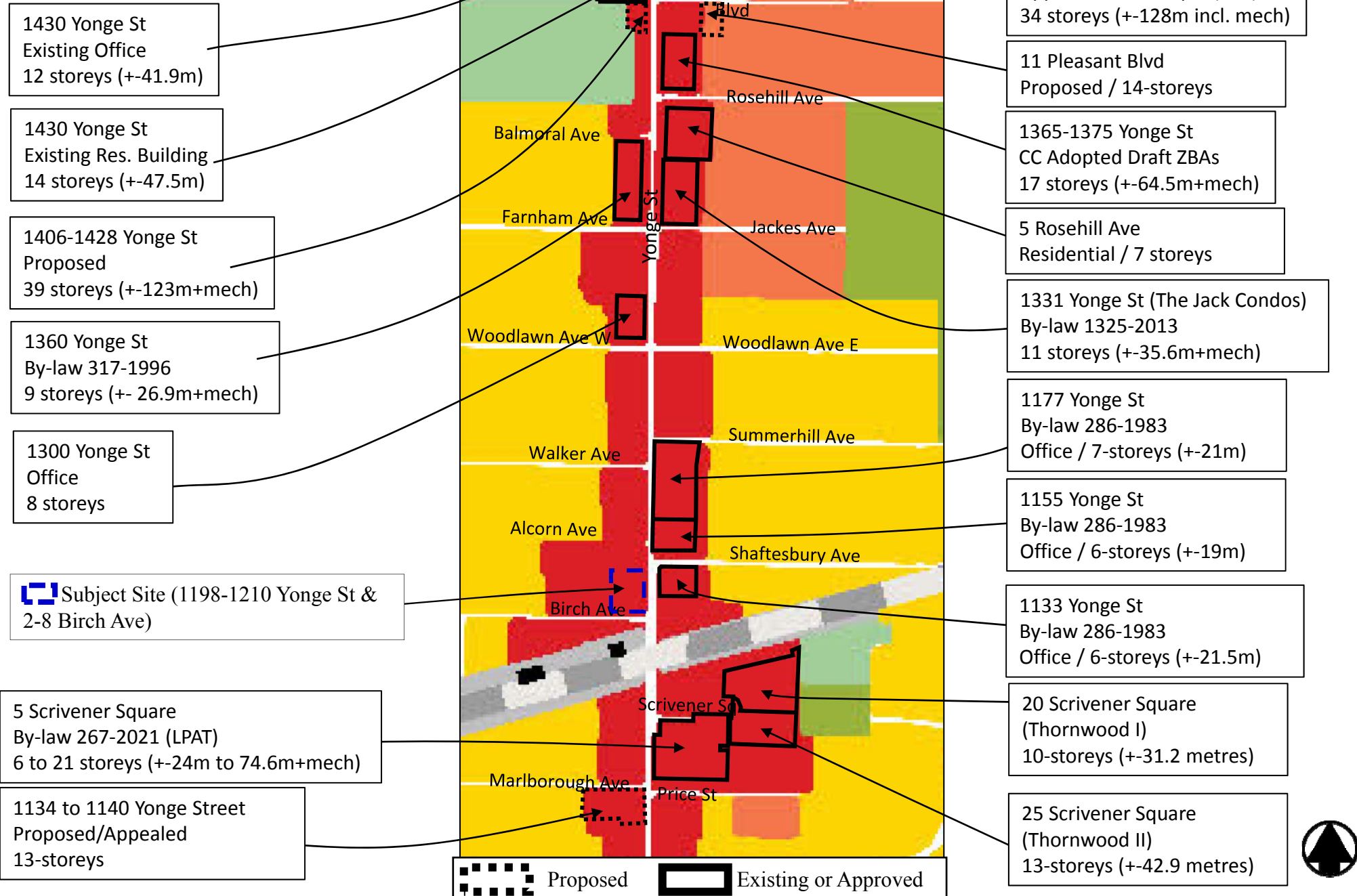
-  Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)
-  Less than 4 storeys
-  5 to 9 storeys
-  More than 9 storeys
-  Existing Mid to High Rise Apartments





# Figure 6 – Development Context

Source: City of Toronto Development Projects, Planning Applications



# Figure 7 - Official Plan: Land Use Plan

Source: City of Toronto, Official Plan, Map 17



## Land Use Designations

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors

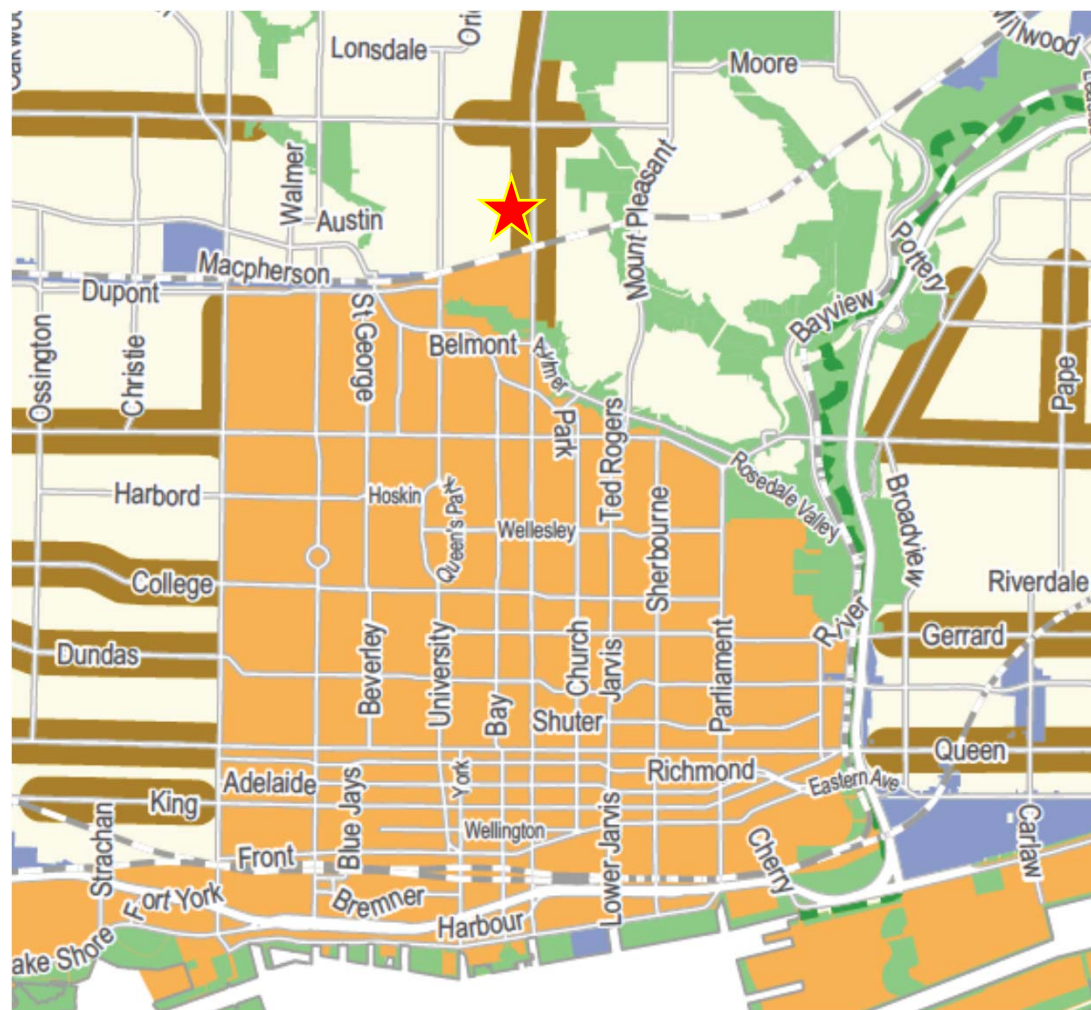







Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)



# Figure 8 - Official Plan: Urban Structure

Source: City of Toronto, Official Plan, Map 2




	Avenues		Green Space System
	Centres		Greenbelt Protected Countryside
	Employment Areas		Greenbelt River Valley Connections
	Downtown and Central Waterfront		

**Toronto Official Plan**

**Map 2**

**Urban Structure**

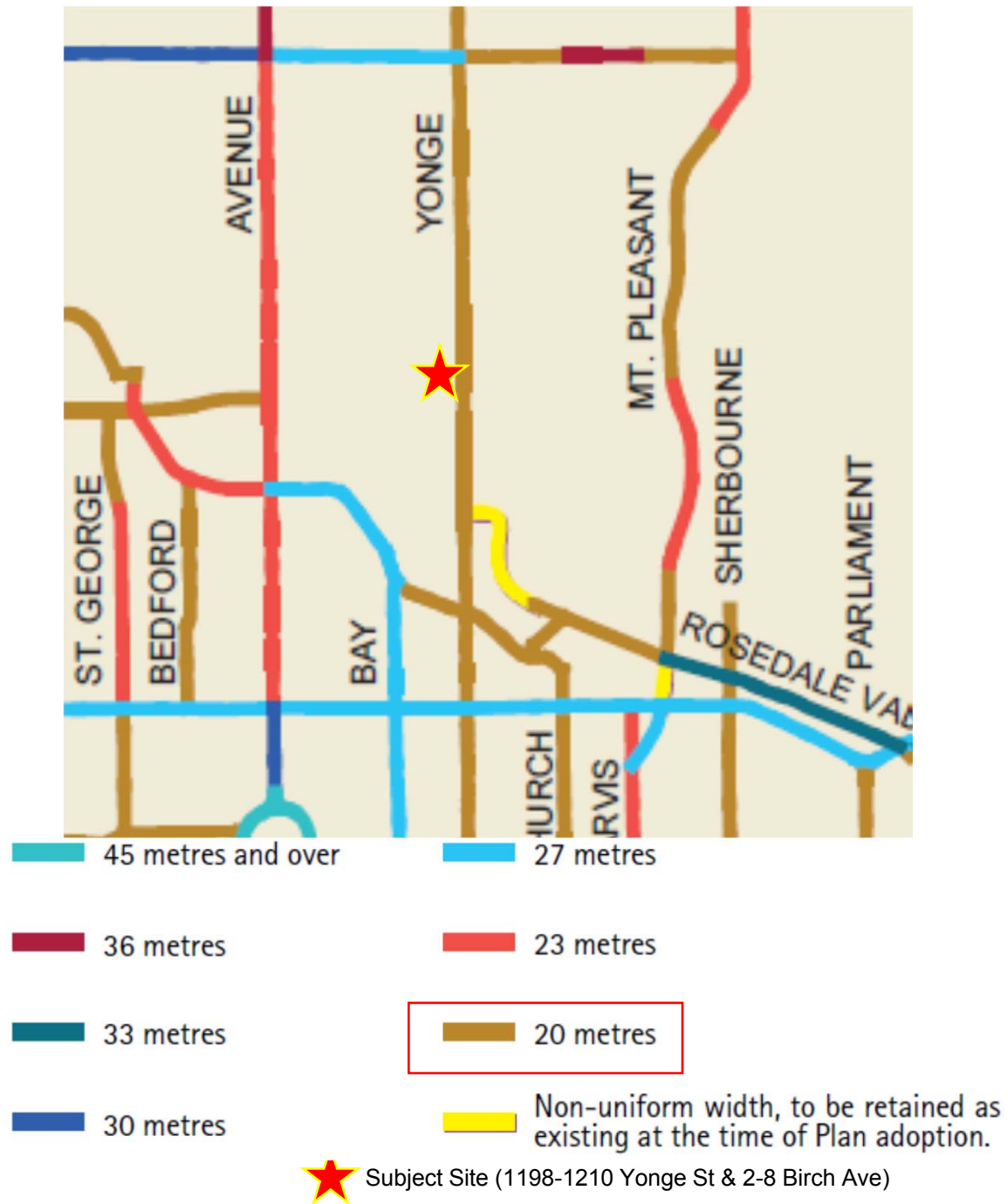
February 2019

 Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)



# Figure 9 - Official Plan: Right-of-Way Width Associated with Existing Major Streets

Source: City of Toronto, Official Plan, Map 3

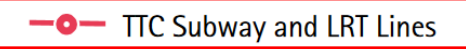
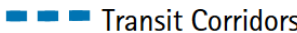
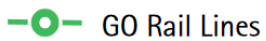





# Figure 10 - Official Plan: Higher Order Transit Corridors

Source: City of Toronto, Official Plan, Map 4



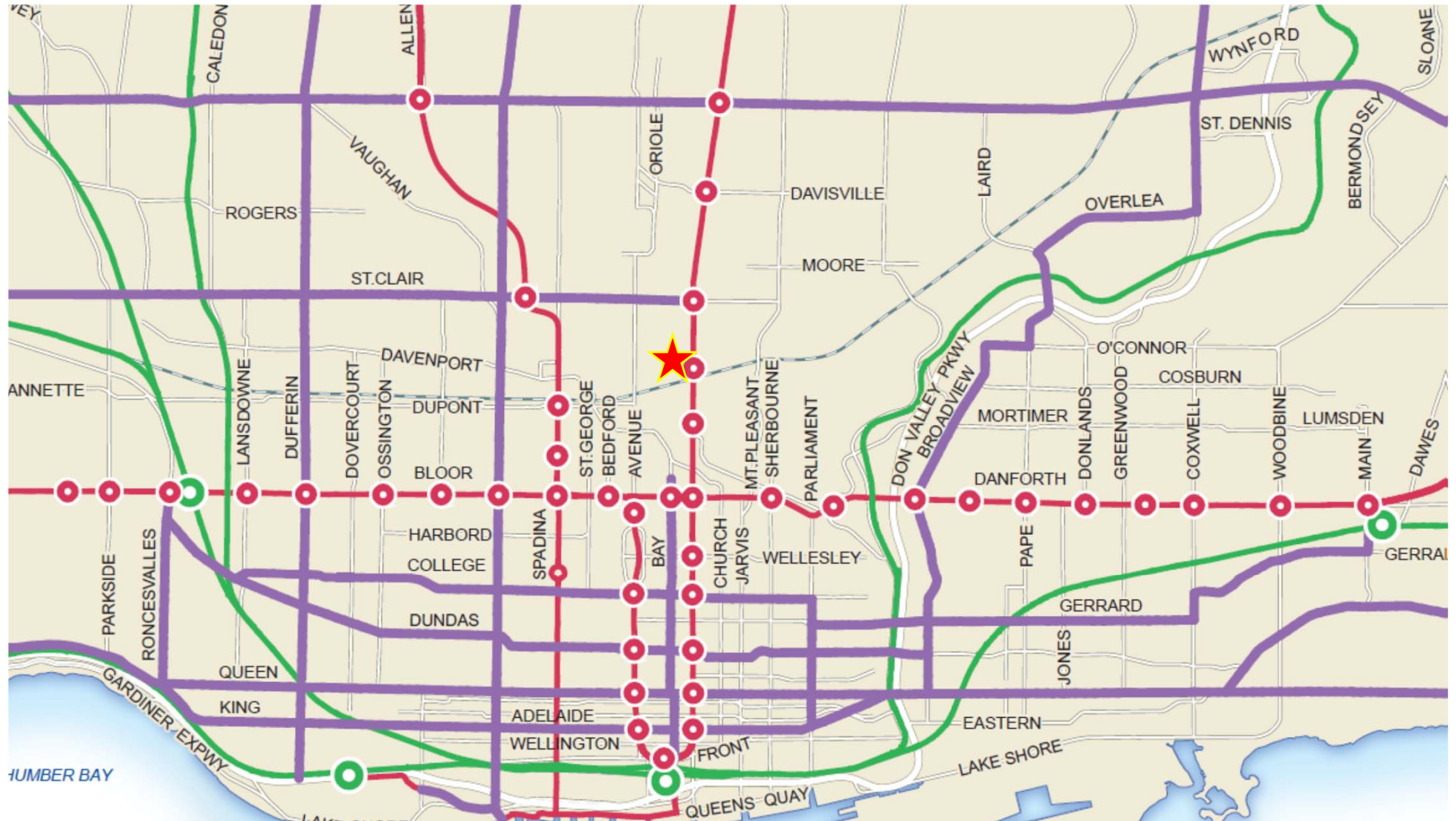
TORONTO  
OFFICIAL PLAN  
Higher Order  
Transit Corridors  
MAP 4  
June 2006

Existing	Expansion Elements
 TTC Subway and LRT Lines	 Transit Corridors
 GO Rail Lines	 GO/TTC Interchange GO
	 Rail Station

 Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)

# Figure 11 - Official Plan: Higher Order Transit Corridors

Source: City of Toronto, Official Plan, Map 4



Existing		Expansion Elements	
	TTC Subway and LRT Lines		Transit Priority Segments
	GO Rail Lines		

TORONTO OFFICIAL PLAN Surface Transit Priority Network

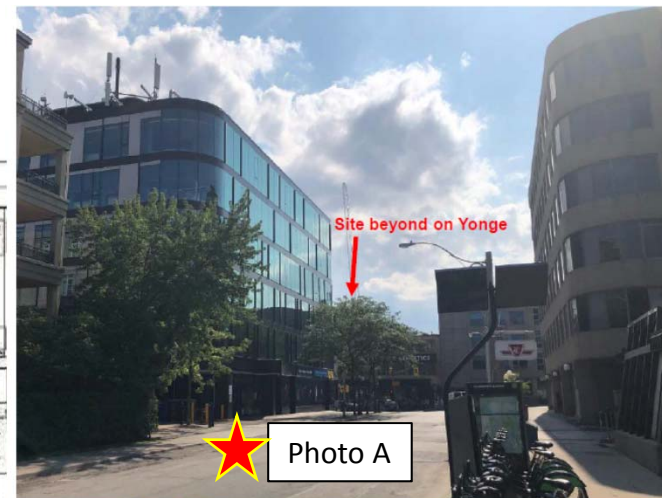
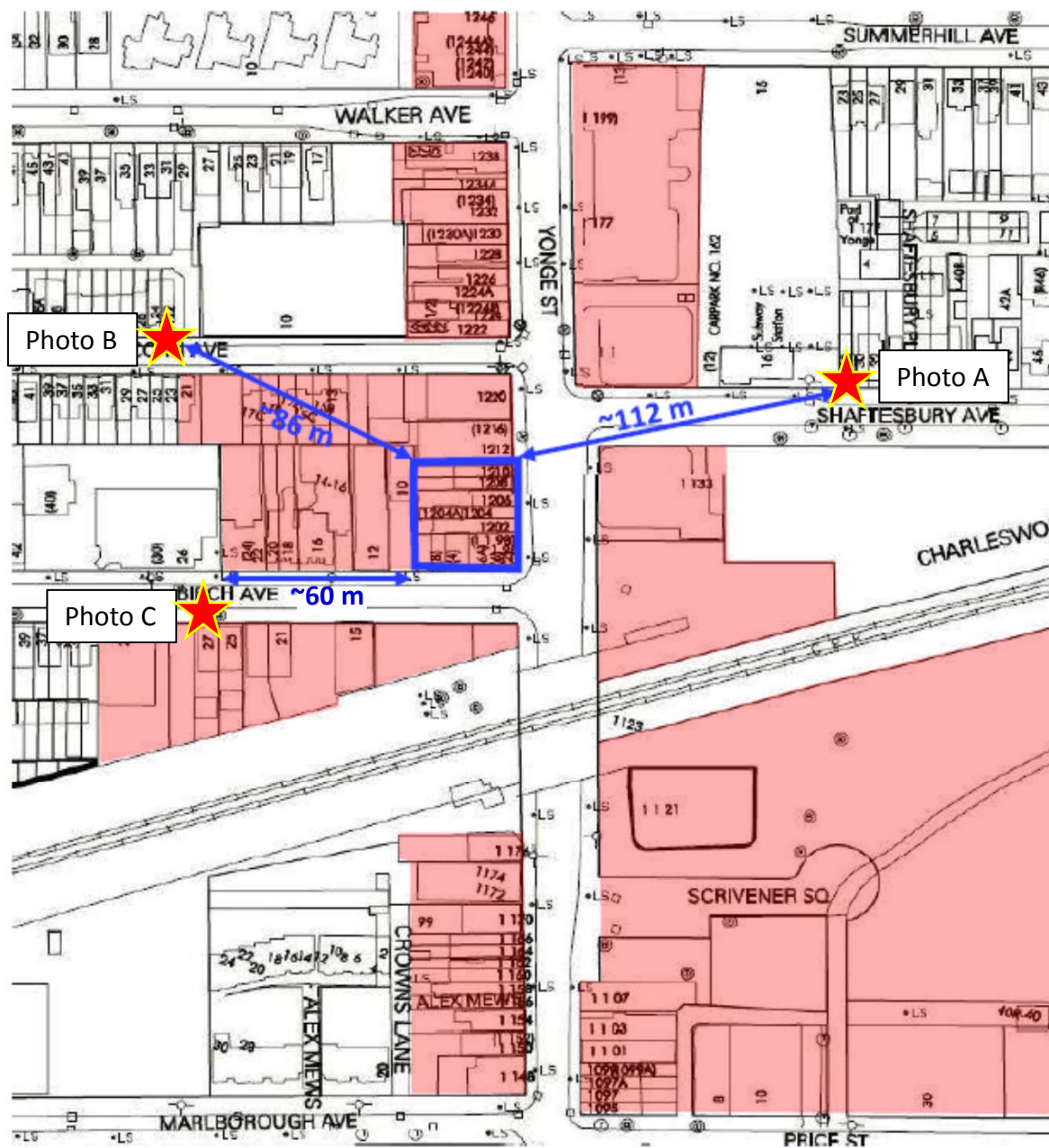
MAP 5 December 2010

Not to Scale

Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)

# Figure 12 - Official Plan: Land Use Plan – Mixed Use Areas

Source: City of Toronto Property Data Maps & Official Plan, Map 17, Hunter & Associates Ltd.



Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)

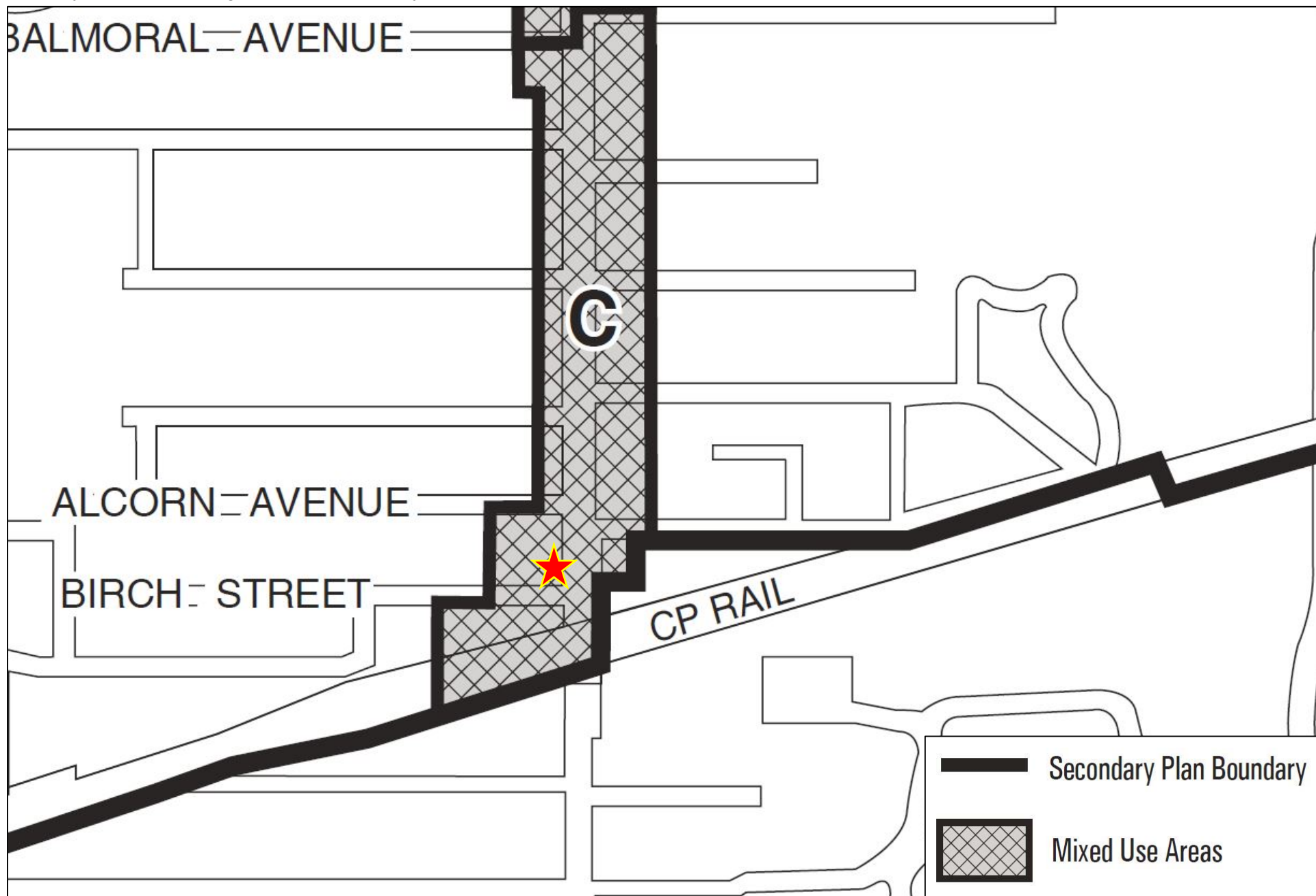



Mixed Use Area



# Figure 13 – Yonge-St. Clair Secondary Plan

Source: City of Toronto, Yonge-St Clair Secondary Plan, Map 6-3 Mixed Use Areas



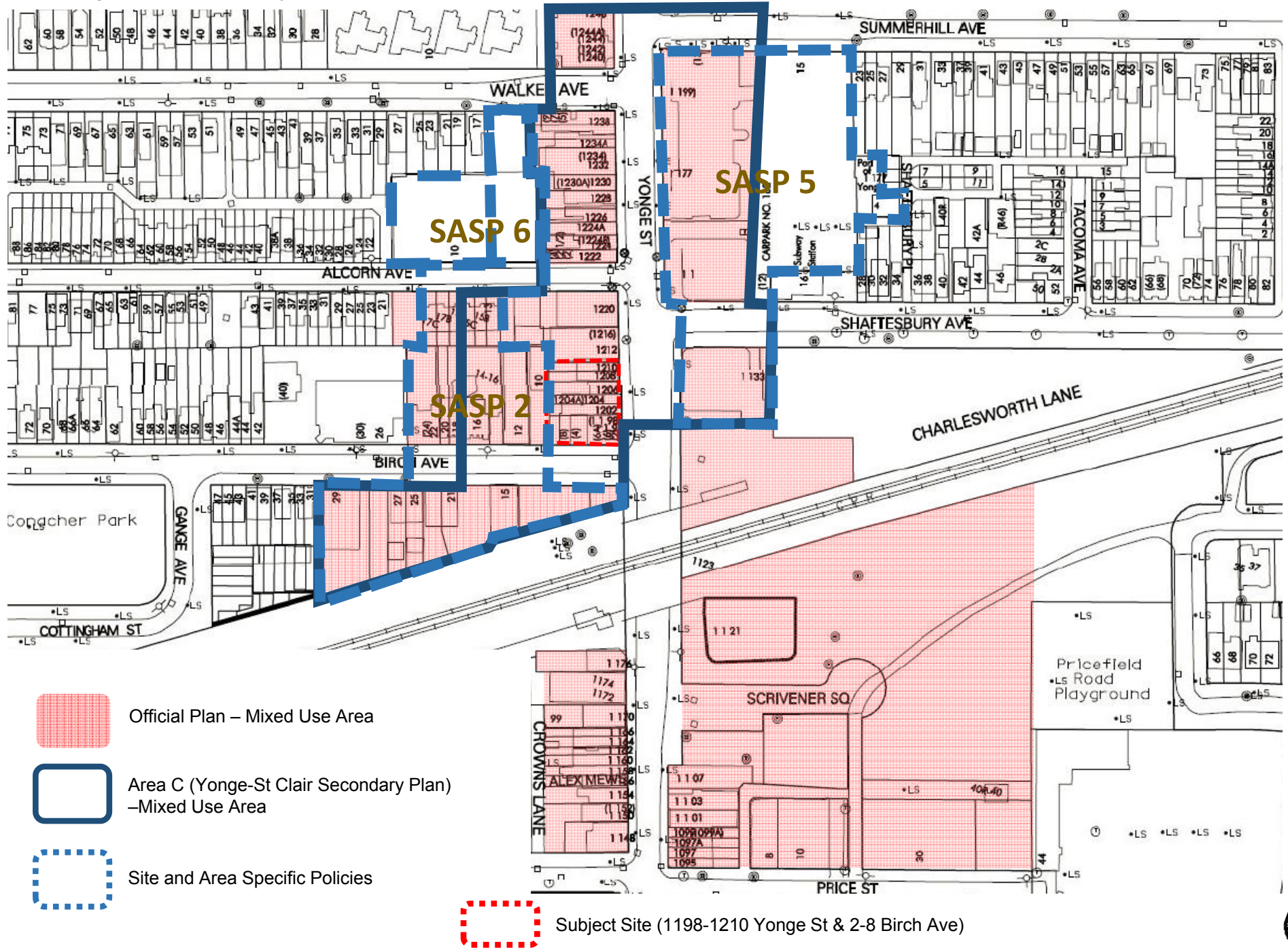
 Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)





# Figure 14 – Mixed Use Area Policies

Source: Yonge-St Clair Secondary Plan, Map 6-3 Mixed Use Areas

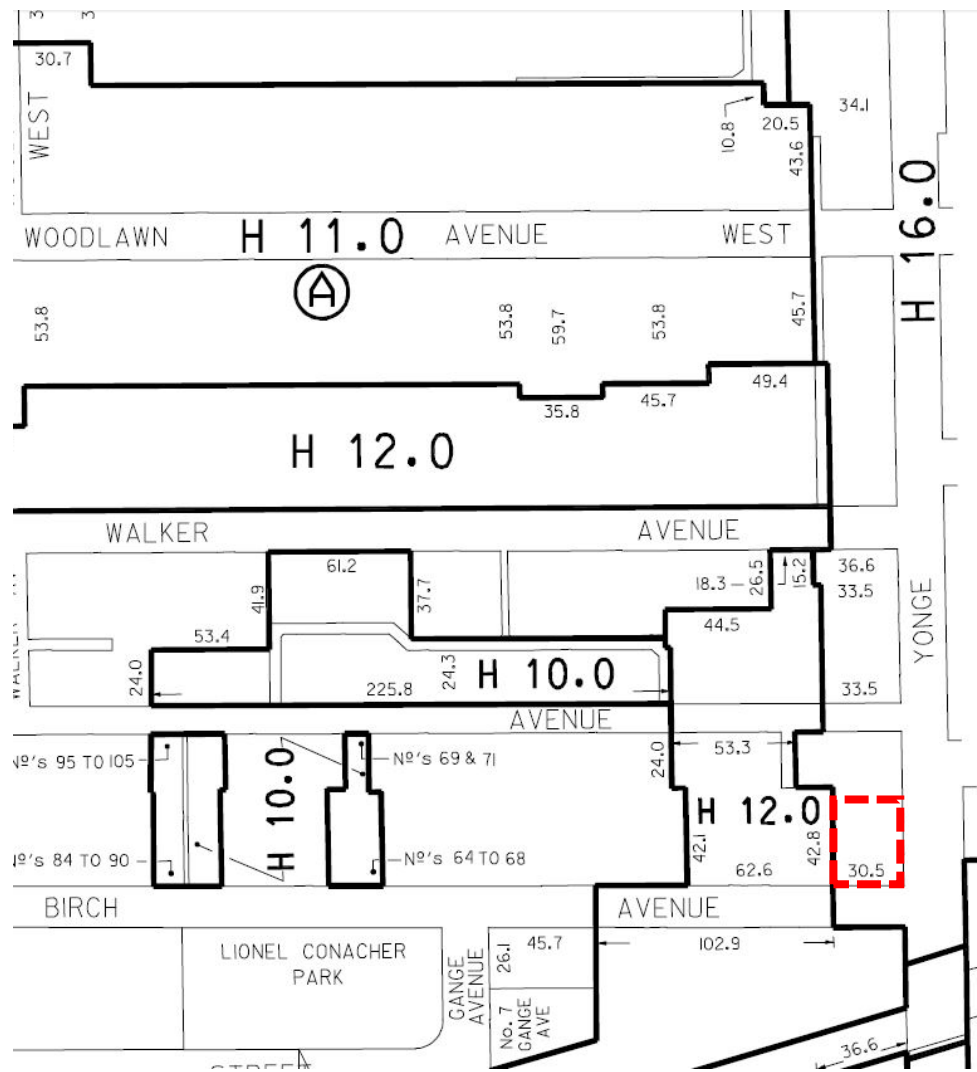
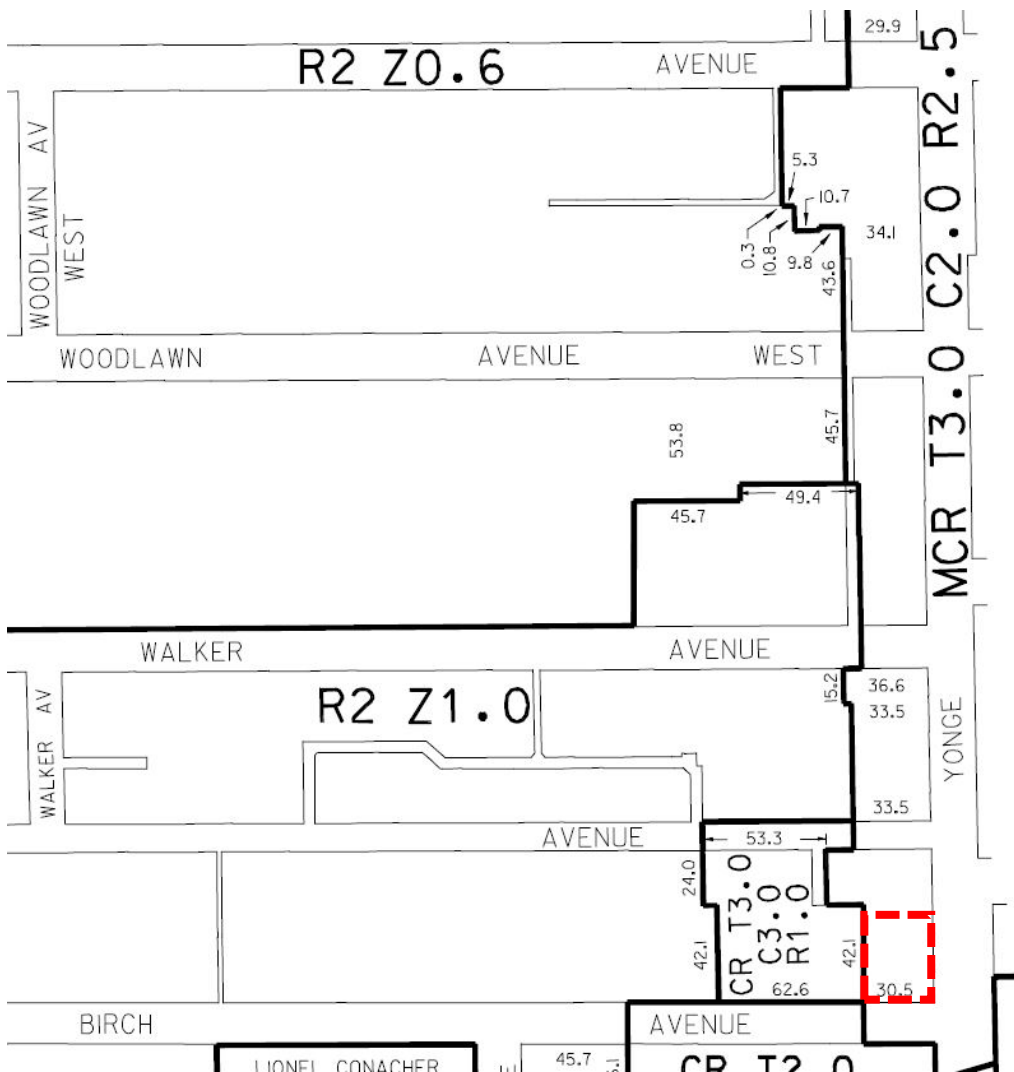


# Figure 15 - Height & Zoning

Source: City of Toronto Zoning By-law 438-86

**Zoning**  
MCR T3.0 C2.0 R2.5

**Height**  
16.m



Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)

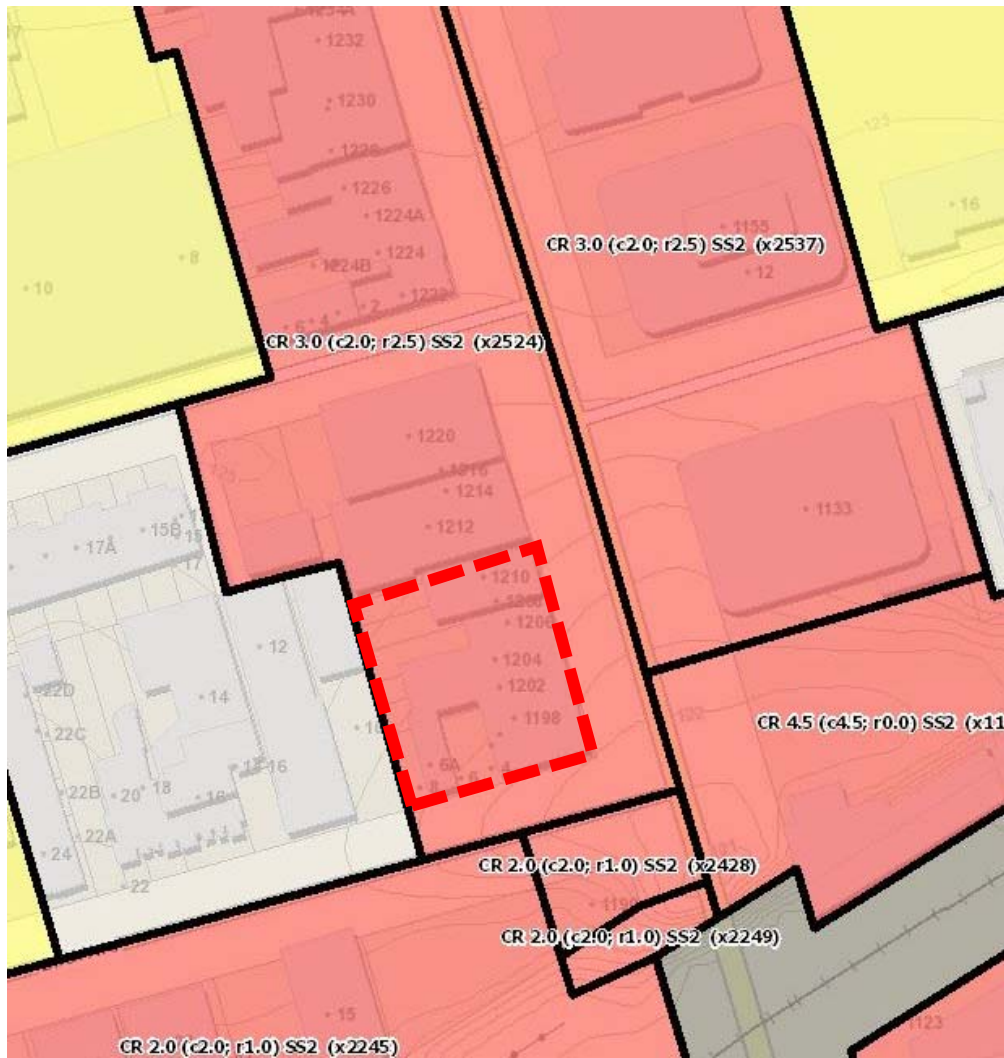


# Figure 16 - Height & Zoning

Source: City of Toronto Zoning By-law 569-2013

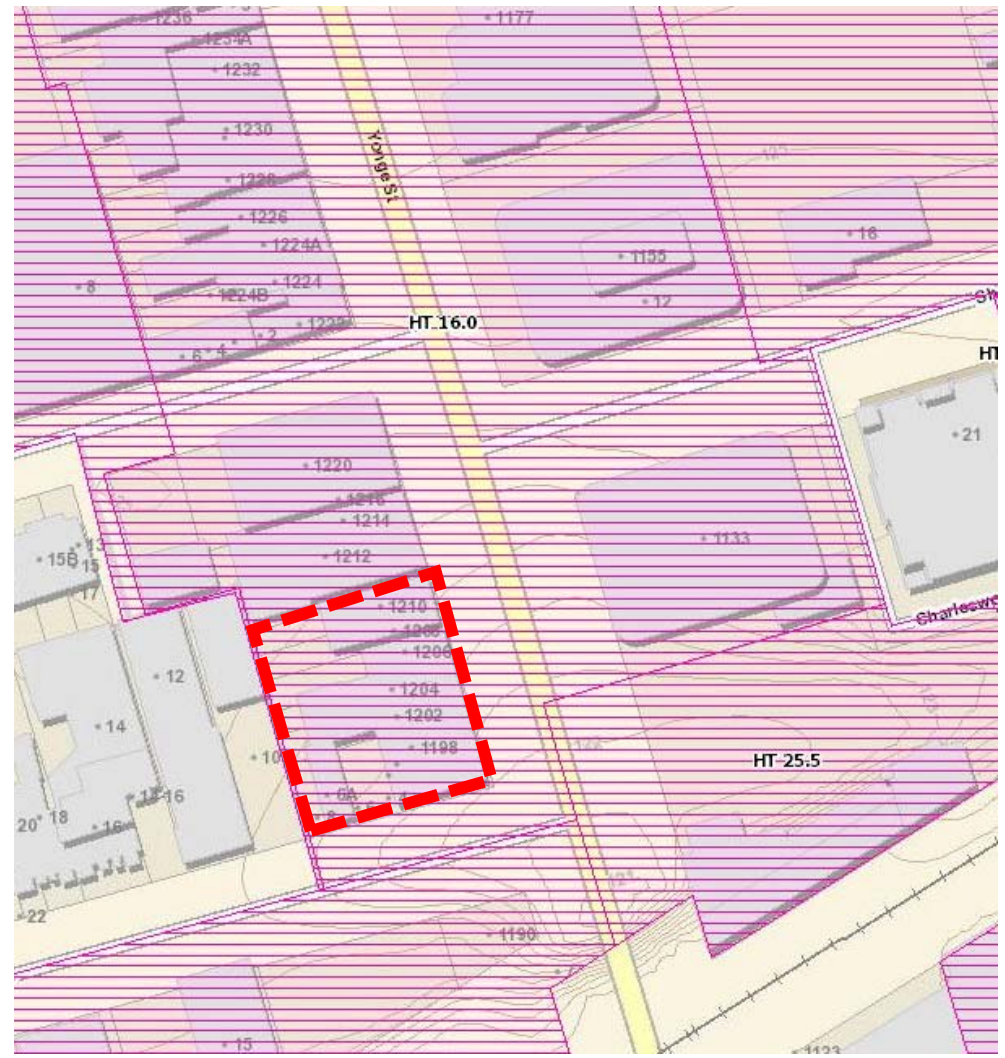
## Zoning

CR 3.0 (c2.0; r2.5) SS2 (x2524)



## Height

16.m



Subject Site (1198-1210 Yonge St & 2-8 Birch Ave)



*Appendix A*  
*Community Services and Facilities Study*

## I PURPOSE & CONTEXT

The City of Toronto has developed Terms of Reference for ***Community Services and Facilities Studies*** that are required where the City has identified the need to improve and revitalize local community infrastructure due to growing demands from new development. The purpose of these studies is to review social, economic and demographic information and to identify if suitable levels of social infrastructure are in place to support the health, safety and well-being of residents in the community where new development is proposed. Policy and Analysis Staff have requested that a full study is not required for the ZBA applications at 1198 Yonge Street. However Staff has requested that an inventory of the existing community services and facilities be provided.

This ***Community Services & Facilities Summary*** has been structured to provide:

- **Community Services & Facilities Inventory:** a complete inventory of schools, childcare centres, parks, recreation centres, libraries, and human service providers; and
- **Summary & Observations**

This study complements the findings of the ***Planning Rationale*** report that also forms part of the submission for the ZBA application at 1198 Yonge Street.

## II SERVICES & FACILITIES PROFILE

A key component of a **Community Services & Facilities Study** is to provide an inventory of the facilities and services in the surrounding area of a proposed redevelopment. The inventory includes schools, child-care centres, public libraries, community and recreation centres, parks, and social services. This inventory assists in understanding the general amenities and services currently available in the local community and provides a commentary on the availability of facilities and services to future residents of a proposed development. The inventory summarized here is based on the defined study area shown in **Figure 1** of Chapter I.

This inventory was created based on information from the City of Toronto website, correspondence with the Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB), field work, and desktop analysis. The following provides a summary of the inventory with details provided in summary tables in Appendix B.

### A. STUDY AREA & NEIGHBOURHOOD

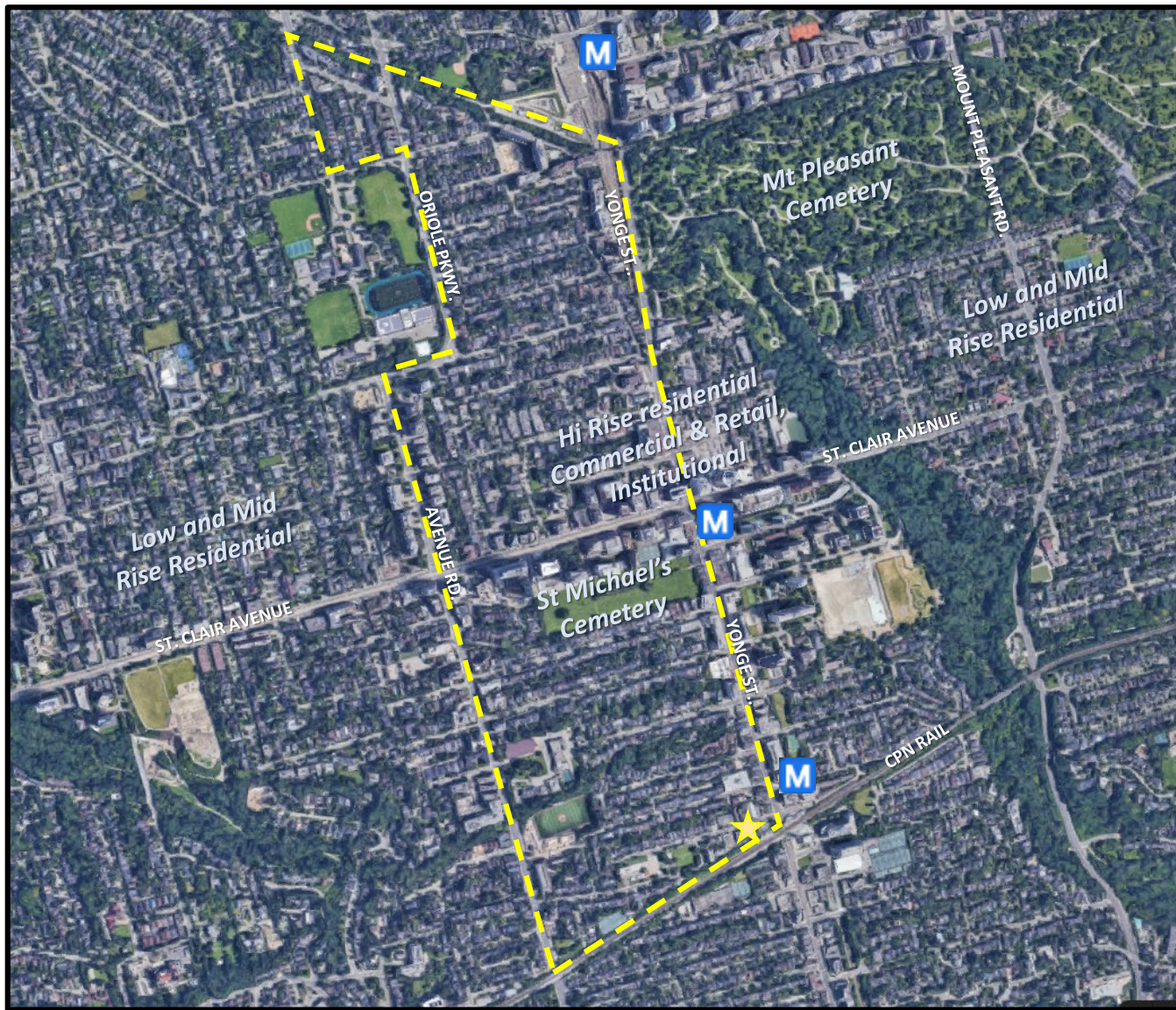
The study area that has been established for this Community Services & Facilities inventory is based on the “Yonge-St. Clair” neighbourhood as defined by the City of Toronto. It is bounded by Mount Pleasant Road to the north, Yonge Street to east, Canadian Pacific Railway line to the south and Avenue Road to the west. 1198 Yonge Street is located in the southwest part of neighbourhood (see **Figure 1**).

### B. SCHOOLS

The TDSB and TCDSB have identified those schools that would serve future students that may reside at 1198 Yonge Street. Based on this information, the study area is served by three elementary schools (two public and one catholic) and 5 secondary schools (one public and four catholic). Each of the elementary schools are within a 20-minute walk while the secondary schools are located beyond the study area can only be accessed by car or transit.

#### A.1 Enrollment & Capacity

The School Boards provided student capacities and enrolments for the schools they identified as serving the proposed development at 1198 Yonge Street. This data provides insight on each school’s ability to accommodate new students. As indicated in Table 1, two of the TDSB schools are operating below capacity.



- ★ Subject Site:  
1198 Yonge Street
- Study Area: Yonge St Clair  
Neighbourhood
- M Summerhill Station  
St Clair Station  
Davisville Station

**Figure 1 – Study Area**

**TABLE 1 – TORONTO DISTRICT SCHOOL BOARD SCHOOL CAPACITIES**

SCHOOL	2020 CAPACITY	2020 ENROLMENT	UTILIZATION
Cottingham Junior Public School	104	162	156%
Jesse Ketchum Junior & Senior Public School	596	517	87%
Jarvis Collegiate Institute	1041	636	61%

Source: Toronto District School Board

The TDSB has determined that 5 elementary and 1 secondary school students would be generated by the 67 new residential units in the proposed development. TDSB has concluded there is currently insufficient capacity to accommodate elementary students at Cottingham Junior Public Schools, however limited capacity currently exists in Jesse Ketchum elementary school, but the TDSB anticipates this school will have insufficient capacity to accommodate new students by the time the subject development is occupied. Similarly, although limited capacity currently exists in the locally assigned secondary school, this school is anticipated to have reduced or insufficient capacity to accommodate new students by the time this development is occupied.

The Toronto Catholic District School Board has one elementary and four secondary schools that serve the proposed development. Currently, both elementary and secondary schools are operating above capacity or at capacity. Male Catholic high school students have the option of attending Neil McNeil high school and female Catholic high school students have the option of attending Notre Dame high school, both of which are located beyond the study area however these schools are also operating above capacity due to current high demand.

**TABLE 2 – TORONTO CATHOLIC DISTRICT SCHOOL BOARD SCHOOL CAPACITIES**

SCHOOL	2020 CAPACITY	2020 ENROLMENT	UTILIZATION
Our Lady of Perpetual Help Elementary	315	371	118%
Marshall McLuhan Secondary	969	1,099	113%
St. Mary Catholic Academy	714	714	100%
St. Josephs College	714	777	109%
Neil McNeil Secondary	648	845	130%

Source: Toronto Catholic District School Board

The TCDSB has determined that the proposed new development at 1198 Yonge Street would generate one elementary and one secondary school students. New elementary and secondary students may or may not be accommodated at schools serving the proposed new development.

As student enrolment may vary over time, the ability of a school to accommodate students generated by the proposed development will need to be reassessed at the time the project is completed and occupied. Further, additional residential developments in the area will affect school capacities.



### C. CHILD CARE CENTRES & SERVICES

There are 6 non-profit and 4 commercial child care centres located within and around the study area for 1198 Yonge Street, and most of them are located within a 20 minute walk. Six childcare centres are non-profit each offering a fee subsidy while four are for profit with none of the centres offering a fee subsidy. As illustrated in the table below these centres provide 610 childcare spaces and currently some of these centres have vacancies for infants, toddlers, and school age children.

**TABLE 3 – CHILD CARE CENTRES**

CHILD CARE CENTRE	TYPE	SPACES	VACANCY	FEE SUBSIDY
Trust Child Care Inc.	Profit	150	Unknown	No
Cottingham Child Care Centre	Non-Profit	80	Yes	No
Oriole Nursery School	Profit	24	Unknown	No
Centennial Infant and Child Centre	Non-Profit	32	No	Yes
Montessori for Children	Private	Unknown	Unknown	No
Mothercraft: Robertson House	Non-Profit	54	Yes	Yes
Deer Park Extended Primary Education Program	Non-Profit	24	Yes	Yes
Heath and Ferndale Child Care Program	Non-Profit	166	Yes	Yes
The Beez Kneez Forest Hill	Profit	Unknown	Unknown	No
Tiny Explorers Academy	Profit	80	Unknown	No
		<b>610</b>		

Currently four childcare centres located within a 20-minute walk of the proposed development have vacancies. Once the proposed development for 1198 Yonge Street is completed and occupied, vacant spaces may or may not be available for families seeking childcare services at these centres.

### D. COMMUNITY & RECREATION CENTRES

There is one community and recreation centre that serves the study area and is located within a 14 minute walk of the proposed new development. The Brown Community Centre provides a range of recreational facilities with a gymnasium and registered programs in arts, fitness, sports and general interest.

### E. PUBLIC LIBRARIES

There are two Public Libraries that may serve as a primary branch for residents of the study area. Deer Park Public Library is located a 10-minute walk away from 1198 Yonge Street. This library offers a range of facilities and programs for a variety of age groups. The Branch's features and services include:

- Seating for 65 plus 2 meeting rooms that seats 80 lecture style and 48 classroom style
- 12 Internet/Microsoft Office workstations
- Free wireless internet, printer/copy/scan system, and scanner

- Equipment for persons with disabilities
- Large Print Collection

According to the 2018 Branch Summary Statistics for Toronto Public libraries, the Toronto Reference Library was ranked 1<sup>st</sup> amongst all district and neighbourhood branches across the City for the “most visited neighbourhood branch”. In 2018, the Branch had over 1,594,315 visits.

## F. PARKS

Eleven public parks offering a variety of amenities and services have been identified within or immediately adjacent to the study area. Nine parks are located within a 4 to 20-minute walk with the remainder a 6 to 12-minute car or bus ride from 1198 Yonge Street. Residents can access these parks for passive and active recreational activities seven days a week and the following provides a summary of what these existing parks offer residents:

- **Lionel Conacher Park**  
Located a short 4 minute walk away from 1198 Yonge Street this park features a baseball diamond, a wading pool and a children's playground. The park is named after Canada's top athlete in the first half of the 20th century. Street parking is available around the outskirts of the park.
- **Pricefield Playground**  
Pricefield playground features a playground, drinking fountain and basketball court. It is located a short 5 minute walk away from 1198 Yonge Street.
- **Marlborough Place Parkette**  
A small parkette 7 minutes walking distance from 1198 Yonge Street that offers multiple seating.
- **Robertson Davies Park**  
Robertson Davies Park is located a 10 minute walk away from 1198 Yonge Street.
- **David A. Balfour Park**  
David A. Balfour is a 20.5-hectare park located 10 minutes walking from 1198 Yonge Street and located on a reservoir and has ornamental fountains, reflecting pools, a gated garden retreat, and a children's playground. The park overlooks a forested ravine that is a tributary to the Don River. Trails lead down into the ravine and connect to the Kay Gardner Beltline Trail.
- **Lawton Parkette**  
Lawton Parkette is a 1.2 hectare park on Yonge Street north of St. Clair Avenue. It is 13 minute walk from 1198 Yonge Street.

- **Yorkminster Park Baptist Church Park**

Yorkminster park offers numerous seating areas and is located a 14 minute walk from 1198 Yonge Street.

- **Amsterdam Square**

This park is located at the corner of St. Clair Avenue West and Avenue Road and features an ornamental fountain under a mature tree canopy. It is located 17 minutes walking distance away from 1198 Yonge Street.

- **Oriole Park**

Located just outside the 20 minute walk distance, Oriole Park is a newly revitalized 2.9 hectare park that features play areas for children and preschoolers, including swings. There is also a clubhouse, baseball diamond, two tennis courts, sand pit, junior splash pad, wading pool and open space play areas. There are new washroom facilities and street parking is available around the park. It is 7 or 11 minute car or transit ride from 1198 Yonge Street.

- **Fiona Nelson Parkette**

This a small parkette with seating located a 6 or 12 minute car or bus ride from 1198 Yonge Street.

## **G. HUMAN SERVICES**

The “human services” identified in the study area are non-profit, public and for profit community organizations that provide a variety of services needed by local residents and the City as a whole. There are numerous human service agencies in the study area. These services include immigration and settlement, legal, education and employment training, children and youth, housing, food banks, adult day services, and specialized multi-service organizations. The information presented here was obtained through field research and the City of Toronto’s 211 web page: <https://www.211central.ca/>.

- **Career Foundation**

This is non-profit organization that has been connecting job seekers and employers since 1988. Their programs and services include job search, placement and HR solutions for employers. It is located a 9 minute walk away from 1198 Yonge Street.

- **Avenue Road Food Bank**

Located a 12minute walk from 1198 Yonge Street, the Avenue Road Food Bank is a Daily Bread member food bank. They provide weekly food support to community families and individuals and are supported by dedicated volunteers, the church, partners, and many generous donors.

- **Prosper Canada**

Prosper Canada provides assistance in developing programs that focus on financial literacy and coaching, helping people with low income to file taxes and access government benefits, improving

access for low income people to safe and affordable financial services and helping them to build savings and assets. It is a 12 minute walk from 1198 Yonge Street.

- **Brain Injury Society of Toronto (BIST)**

Located a 12 minute walk away from 1198 Yonge Street the Brain Injury Society of Toronto is a community non-profit supporting those living with the effects brain injuries. Its mission is to enhance the quality of life for people in the City of Toronto, living with the effects of Acquired Brain Injury (ABI) through education, awareness, support, and advocacy.

- **Silent Voice Canada**

Silent Voice has a long history of providing services to members of the deaf community. They serve deaf adults, youth, children, and their families in an American Sign Language (ASL) environment, and are dedicated to improving communication and relationships between deaf and hearing family members of the community. It is a 12 minute walk away from 1198 Yonge Street.

- **Canada Cancer Society**

The Canada Cancer Society is a national charity that supports Canadians living with Cancer. Canadian Cancer Society is a 12 minute walk away from 1198 Yonge Street. They provide free confidential information, advice and support about quitting smoking through telephone, online and text services.

- **The Canadian Information Centre for International Credentials (CICIC)**

Established in 1990, CICIC provides information and referral services to individuals and organizations on the recognition of academic and occupations credentials for working and studying in Canada and abroad. It is a 13 minute walk away from 1198 Yonge Street.

- **Yorkminster Park Meals on Wheels**

Yorkminster Park Meals on Wheels has been serving the North Toronto area since 1966. They provide meals to elderly, disabled and chronically ill residents and delivers meals throughout the week and on the weekend if required. It is a 14 minute walk from 1198 Yonge Street.

- **The Churches on the Hill**

The Churches on the Hill is located 20 minutes walking from 1198 Yonge Street. It acts as a regional agency of the Daily Bread Food Bank, and operates a Supplemental Food Program, supplying groceries on a weekly basis to individuals and families who have a place to live but whose income is often insufficient to make ends meet.

- **Teresa Group**

The Teresa Group helps children and their families living with or affected by HIV and AIDS. Practical support includes diapers, grocery vouchers, TTC fare, gently used clothing, overnight camps for children, counselling, support groups, referrals and resources for parents on children and HIV. It is a 6 or 12 minute ride via car or transit from 1198 Yonge Street.

- **Sprint Senior Care**

Located a 6 or 12 minute car or transit ride from 1198 Yonge Street this not-for-profit organization offers a wide range of practical and low cost services to seniors and their caregivers. Their services help seniors stay safe connected and live as independently as possible as well as prevent premature or inappropriate institutionalization.

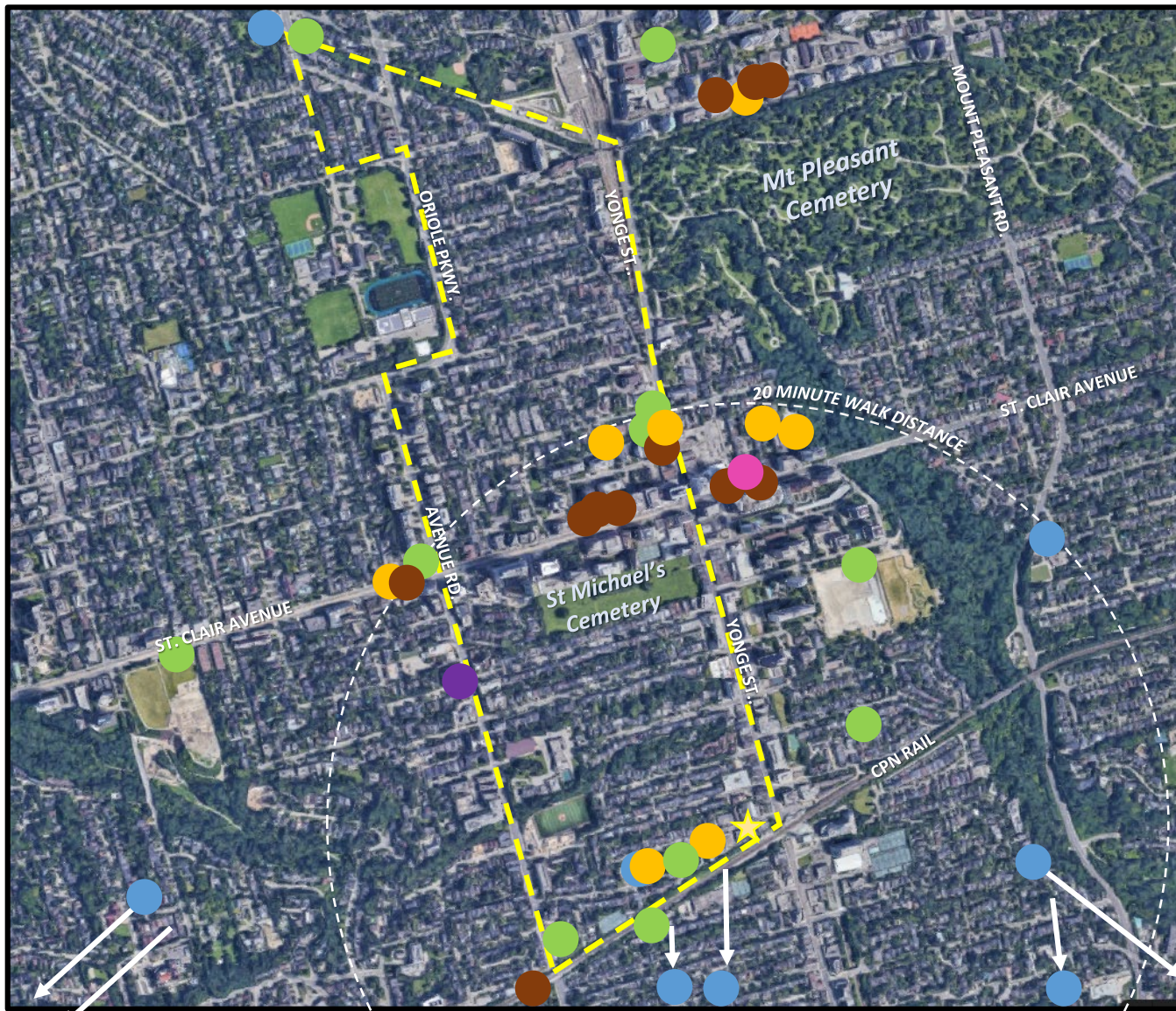
- **Geneva Centre for Autism**

Geneva Centre for Autism is an international leader in the development and delivery of clinical intervention services and training. They offer a wide range of clinical services tailored to all individuals with an Autism Spectrum Disorder. It is a 7 or 11 minute ride via car or transit from 1198 Yonge Street.

### III SUMMARY & OBSERVATIONS

Based on the Community Services & Facility inventory we have determined that the proposed development at 1198 Yonge Street will be well served by many community services and facilities (see **Figure 2**). The proposed development is in close proximity to numerous parks, a community and recreation centre, libraries, and human and social services. Nine of ten child care centres are located within a 20 minute walk radius and some currently have vacancies for infants, toddlers and kindergarten aged children. However, schools that are expected to serve the residents from the proposed development currently have limited or insufficient capacity to accommodate elementary and secondary school students.

- ✓ *Ten childcare centres serve the study area and some currently have vacancies to accommodate the potential children.*
- ✓ *The study area is well served by the Brown Community Centre and two libraries can be accessed via walking, car or transit.*
- ✓ *There is a broad range of small and large passive and active public parks, trails and spaces serving the study area within short walking and driving distances.*
- ✓ *A variety of human services provide excellent service to the study area for people of all walks of life.*
- ✓ *The proposed development is projected to generate 6 public school students and 2 Catholic students. According to the TDSB there is insufficient capacity to accommodate elementary and secondary school students and the TCDSB has indicated that they are operating at or above capacity.*



- ★ Subject Site:  
1198 Yonge Street
- Study Area: Yonge St Clair  
Neighbourhood
- Schools
- Child Care Centres
- Brown Community Centre
- Library
- Parks
- Human Services

**Figure 2 – Inventory of Community Services and Facilities**

Source: Google Maps, Ontario, Toronto, 2021



**HUNTER**  
Urban Planning and Development

## **APPENDIX B**

### **INVENTORY OF COMMUNITY SERVICES & FACILITIES**



## FACILITIES INVENTORY - 1198 YONGE STREET STUDY AREA

SCHOOLS						
NAME	ADDRESS	TYPE	GRADES	BUSSING	DISTANCE	WALKTIME
Cottingham Junior Public School	85 Birch Avenue	Public	JK - 6	Available	550 m	6 mins
Jesse Ketchum Junior & Senior Public School	61 Davenport Road	Public	JK - 8	Available	1.4 km	18 mins
Our Lady of Perpetual Help Elementary School	1 Garfield Avenue	Catholic	JK - 8	Available	1.8 km	20 mins
Jarvis Collegiate Institute	495 Jarvis Street	Public	9 - 12	No	2.7 km	8-13 mins*
St. Joseph College Secondary School	74 Wellesley Street W.	Catholic	9 - 12	No	2.8 km	9-13 mins*
Marshall McLuhan Secondary School	1107 Avenue Road	Catholic	9 - 12	No	4.1 km	13-22 mins*
St. Mary Catholic Academy	66 Dufferin Park Avenue	Catholic	9 - 12	No	6.5 km	22-25 mins*
Neil McNeil Secondary School	127 Victoria Park Avenue	Catholic	9 - 12	No	11.2 km	32-44 mins*

\* Distance and times shown are based on car and transit trips.

CHILDCARE CENTRES						
NAME	ADDRESS	TYPE	FEE SUBSIDY	SERVICES & PROGRAMS	DISTANCE	WALKTIME
Trust Child Care Inc.	29 Birch Avenue	Profit	No	0 to 6 years - Infant, Toddler, Preschool, Kindergarten	150 m	1 min
Cottingham Child Care Centre	85 Birch Avenue	Non-Profit	Yes	2.5 to 13 years - Preschool, Kindergarten, School Age	400 m	4 mins
Oriole Nursery School	1570 Yonge Street	Profit	No	2.5 to 6 years - Preschool	1 km	12 mins
Centennial Infant and Child Centre	1580 Yonge Street	Non-Profit	Yes	2.5 to 4 years - Preschool	1 km	12 mins
Montessori for Children	25 Alvin Avenue	Profit	No	2.5 to 6 years - Preschool	1 km	12 mins
Mothercraft: Robertson House	32 Heath Street W.	Non-Profit	Yes	0 to 5 years - Infant, Toddler, Preschool	1.1 km	13 mins
Deer Park Extended Primary Education Program	23 Ferndale Avenue	Non-Profit	Yes	2.5 to 6 years - Preschool	1.1 km	13 mins
Heath and Ferndale Child Care Program	23 Ferndale Avenue	Non-Profit	Yes	1.5 to 12 years - Toddler, Preschool, Kindergarten, School Age	1.1 km	13 mins
The Beez Kneez Forest Hill	212 St. Clair Street W.	Profit	Unknown	1.5 to 4 years - Toddler to Preschool	1.6 km	19 mins
Tiny Explorers Academy	115 Merton Street	Profit	No	0 to 4 years - Infant, Toddler, Preschool	1.9 km	7-11 mins*

COMMUNITY CENTRES						
NAME	ADDRESS	TYPE	FACILITIES	SERVICES & PROGRAMS	DISTANCE	WALKTIME
Brown Community Centre	454 Avenue Road	Public	Gymnasium	Arts, Fitness, Sports, General Interest	1.2 km	14 mins

PUBLIC LIBRARIES						
NAME	ADDRESS	TYPE	FACILITIES	SERVICES & PROGRAMS	DISTANCE	WALKTIME
Deer Park Library	40 St Clair Avenue East	Public	Seating for 65 , Computer, 12 Microsoft Office Workstations, Printer/Copy/Scanner, Internet Access, Wifi, Disability Equipment, Audiobooks, Large Print Collection, 2 Meeting Rooms	Book Discussion Group	900 m	10 mins

Toronto Public Library	789 Yonge Street	Public	Seating for 1250, Study Book Discussion Group, KidsStop, ESL Learning, Newcommer Pods (15), Disability Information Service, The Writer's Room, Digital Innovation Classes Equipment, 2 Computer Learning Centres (38 computers), Scanner, Microsoft Office Workstations (202), Adobe Creative Suite (24 computers), WiFi, Audiobooks, Large Print Collection, Map and Picture Collection, Meeting Room	1.5 km	15 mins
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PARKS					
NAME	ADDRESS	TYPE	FACILITIES	DISTANCE	WALKTIME
Lionel Conacher Park	80 Cottingham Street	Public	Ball Diamond, Bottle Filling Station, Playground, Splash Pad, Wading Pool	350 m	4 mins
Pricefield Playground	50 Pricefield Road	Public	Drinking Fountain, Outdoor Basketball Court, Playground	350 m	5 mins
Marlborough Parkette	100 Marlborough	Public	Seating	550 m	7 mins
Robertson Davies Park	275 Avenue Road	Public	Open Space	800 m	10 mins
David A. Balfour Park and Trail	75 Rosehill Avenue	Public	Currently under construction	850 m	10 mins
Lawton Parkette	1600 Yonge Street	Public	3 Seating, 1 Picnic Table	1.1 km	13 mins
Yorkminster Park Baptist Church Park	1585 Yonge Street	Public	3 Seating, 3 Picnic Tables, Seating Area	1.1 km	14 mins
Amsterdam Square	525 Avenue Road	Public	Walkway Maintained, 6 Benches, 2 Picnic Tables	1.4 km	17 mins
Glen Gould Park	480 Avenue Road	Public	Playground, Seating	1.4 km	17 mins
Sir Winston Churchill Park	301 St. Clair Avenue W.	Public	7 Outdoor Tennis Courts, 4 Bike Trails, Drinking Fountain, Multipurpose Field, Playground, Pond, Washroom Facility	2.4 km	8-18 mins*
Oriole Park	201 Oriole Parkway	Public	2 Bike Trails, 2 Outdoor Tennis Courts, 2 Drinking Fountain, Ball Diamond, Bottle Filling Station, Outdoor Table Tennis, Picnic Site, Playground, Splash Pad, Wading Pool, Washroom Facility	2.5 km	7-12 mins*
Fiona Nelson Parkette	45 Imperial Street	Public	2 Seating	2.5 km	6-12 mins*

\* Distance and times shown are based on car and transit trips.

HUMAN SERVICES					
NAME	ADDRESS	TYPE	SERVICES & PROGRAMS	DISTANCE	WALKTIME
Career Foundation	21 St Clair Street Avenue E.	Non-Profit	Job Search, Placement, HR Solutions	800 m	9 mins
Avenue Road Food Bank	240 Avenue Road	Non-Profit	Food program	950 m	12 mins
Prosper Canada	60 St Clair Avenue W.	Non-Profit	Consumer protection and Education, Policy Development, Program Management, Information Exchange, Capacity Building, Public Education and Research	1 km	12 mins
Brain Injury Society of Toronto	40 St Clair Avenue E.	Profit	Brain injury Criminal Justice Program, Workshops & Weekly Series Program, Case Management, Support & Peer Support	1 km	12 mins
Silent Voice Canada	40 St Clair Avenue E.	Profit	Community Support, Family Communication, Infant Hearing Program, Parent Education, Sign Language	1 km	12 mins
Canadian Cancer Society	55 St Clair Avenue W.	Non-Profit	Child, Youth and Family Supports, Accommodation during Cancer Treatment, Smoker's Help Line, Online Quit Program	1 km	12 mins
The Canadian Information Centre for International Credentials	95 St. Clair Avenue W.	Non-Profit	Information and Referrals, Canada's Education Systems and Quality Assurance, Academic Credential Assessment	1.1 km	13 mins
Yorkminster Park Meals on Wheels	1585 Yonge Street	Non-Profit	Food Delivery	1.1 km	14 mins
The Churches on the Hill	230 St Clair Avenue W.	Non-Profit	Supplemental Program	1.7 km	20 mins
Teresa Group	124 Merton Street	Non-Profit	Counselling, Support Groups, Referrals and Resources	2 km	6-12 mins*
Sprint Senior Care	140 Merton Street	Profit	Adult Day Program, Caregiver Relief and Support, Community Wellness, Meals on Wheels, Social Work	2 km	6-12 mins*
Geneva Centre for Autism	112 Merton Street	Non-Profit	Children, Youth and Adult programs, Consultation, Employment, Parent Education and Training	2 km	7-11 mins*

\* Distance and times shown are based on car and transit trips.