



GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8

PLANNING REPORT

PROPOSED ZONING BY-LAW AMENDMENT APPLICATION

40-44 Broadway Avenue
City of Toronto

Prepared for: **COLLECDEV INC.**

July 2019

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1.0 Introduction

Goldberg Group has been retained by Collecdev Inc. (the “Applicant”) to assess, from planning and urban design perspectives, a proposed Zoning By-law Amendment (ZBA) application for the property municipally known as 40 and 44 Broadway Avenue (the “subject site”) (**Figures 1 – 4**). The subject site is currently occupied by St. Monica’s Church, a 1-storey church building with a large surface parking lot in the front yard. The application proposes to demolish the existing church building and construct a new church building closer to the Broadway Avenue frontage along with a 44-storey residential tower in the rear containing 398 dwelling units. The proposed development consists of a total of 31,865 square metres of combined residential and non-residential gross floor area (GFA) which results in a total Floor Space Index (FSI) of 7.5 pursuant to GFA calculations under By-law 569-2013.

The subject site is an rectangular shaped parcel 4,262 sq. m (1.05 ac)(0.42 ha) in size that is located on the north side of Broadway Avenue, approximately 170 m (557 ft.) east of Yonge Street, in the northeast quadrant of Yonge Street and Eglinton Avenue. The existing church building fronts onto Broadway Avenue and contains a large surface parking area in the front yard. The existing church building is setback approximately 43 m from the Broadway Avenue frontage and the surface parking area contains approximately 47 surface parking spaces, including one accessible parking space.

The subject site is identified in the City of Toronto Official Plan (City OP) as a Centre, on Map 2 – Urban Structure, and is designated Apartment Neighbourhoods on Map 17 - Land Use Plan, a designation where apartments are permitted, subject to the policies of the City OP. The subject site is located within the Yonge-Eglinton Centre within the Yonge-Eglinton Secondary Plan (YESP). As such, this area is considered an Urban Growth Centre within the meaning of the Growth Plan, an area targeted to accommodate significant population growth. The zoning on the subject site is Residential Zone R (d2.0)(x912) pursuant to the City of Toronto Comprehensive By-law 569-2013 and Residential R2 Z2.0 pursuant to the former City of Toronto Zoning By-law 438-86; both zones permit apartment buildings.

This Planning Report reviews the existing land use context, the redevelopment capability of the subject site within this context, and the current Provincial and municipal policies

and guidelines. As a result, from both land use planning and urban design perspectives, the proposed redevelopment is a good and appropriate fit with the existing and planned context. It is also consistent with, conforms with, and is in keeping with, applicable policies and guidelines of the Province of Ontario and the City of Toronto.

In addition to this Planning Report, other experts have been retained by the applicant as part of this application, whose reports and plans are being filed under separate cover. To the extent required, the information and conclusions of these experts are used as input into this Planning Report. The reports and plans being filed with this application package include:

- Architectural Plans, prepared by KPMB Architects
- Sun/Shadow Study, prepared by KPMB Architects
- Landscape Plans, prepared by NAK Design Strategies
- Boundary and Topographical Survey, prepared by Speight, Van Nostrand & Gibson Limited
- Arborist/Tree Preservation Report, prepared by Central Tree Care Ltd.
- Archaeological Report, prepared by Archaeological Consultants & Contractors
- Functional Servicing and Stormwater Management Report, prepared by Cole Engineering
- Urban Transportation Considerations Report, prepared by BA Group
- Pedestrian Level Wind Study, prepared by Novus Environmental
- Geotechnical Report, prepared by DS Consultants
- Hydrogeological Report, prepared by DS Consultants
- Energy Strategy, prepared by EQ Building Performance
- Planning Report, prepared by Goldberg Group
- Community Services and Facilities Report, prepared by Goldberg Group
- Heritage Impact Assessment, prepared by ERA Architects
- Public Consultation Plan, prepared by Bousfields
- Tree Preservation Plan, prepared by Central Tree Care
- Toronto Green Standards Checklist

2.0 Location and Description of the Subject Site

Figure 1 is an Aerial Context Plan showing the location and existing context of the subject site and **Figure 2** is a Location and Area Context Plan, showing the street, lot and building fabric of the area extending from the Yonge Street and Eglinton Avenue intersection in the south to approximately Keewatin Avenue in the north. **Figure 4** is an Area Development Plan showing the location and renderings of recently approved and constructed tall buildings in the area surrounding the subject site.

The subject site is located on the north side of Broadway Avenue and is approximately mid-block between Yonge Street to the west and Redpath Avenue to the east, in the northeast quadrant of Yonge Street and Eglinton Avenue. The subject site is located approximately 170 m (560 ft.) east of Yonge Street and Redpath Avenue is located approximately 190 m east of the subject site. The Eglinton TTC subway station on the Yonge-University line is located at the intersection of Yonge Street and Eglinton Avenue, approximately 400 m or an approximate 8 – 10 minute walk from the subject site. The Eglinton TTC subway station will also serve as a major transit hub, accommodating the interchange of the Yonge subway line with the future Yonge station along the Eglinton Crosstown LRT, scheduled to open in 2021, together with a destination for many surface transit (bus) routes feeding into this transit hub from all directions.

The subject site is a rectangular shaped parcel that occupies approximately 4266 m² (1.05 ac)(0.42 ha) of land (**Figure 3**). The subject site has a frontage of 45.74 m (150 ft.) on Broadway Avenue and is legally described as Lot 3 and Part of Lot 2 Registered Plan 806.

Broadway Avenue is a two lane, local road in the City of Toronto Official Plan (City OP), which accommodates street parking along its northern side, with a 1 hour limit between the hours of 10 am to 6 pm Monday – Friday, in front of the subject site. The intersection of Yonge Street and Broadway Avenue is signalized and the intersection of Broadway Avenue and Redpath Avenue is controlled by All-Way stop signs. Further east, the intersection of Broadway Avenue and Mount Pleasant Road is also signalized.

Figure 3 is a boundary and topographical survey showing the existing church building, the surface parking area and driveway. The existing church is designed with a large gabled roof with a large coloured glass window wall above the main front doors. The church is setback approximately 47 m from the Broadway Avenue frontage. There is a long straight walkway leading from Broadway Avenue to the main doors of the church through approximately the centre of the existing parking lot. Almost the entirety of the 47 m setback is improved with a surface parking area. The subject site has minimal soft landscaping save but for concrete landscape planters which line the walkway to the front doors. The church building also includes a 2-storey rectory attached to the east side of the church in a house-form architectural expression. Neither the church nor the rectory are listed or designated heritage buildings. There is a small patch of soft landscaping outside the main door to the rectory. The building and surrounding grounds are very well maintained. Vehicular access to/from the subject site is to/from Broadway Avenue whereby vehicles enter the site through the west driveway and exit through the east driveway.

There is no terrain or physical feature on the subject site that would constrain the proposed redevelopment for its intended purpose. The topography of the subject site is generally flat in and around the existing building and parking lot. The accompanying Arborist Report documents the trees on the subject site, which are located around the perimeter of the site. Some trees will be preserved and some will be maintained, as detailed in the Arborist Report.

Figures 5 and 6 are photographs of the site and surrounding area context.

3.0 Description of Surrounding Area Context

The subject site is located within the Yonge-Eglinton Centre neighbourhood, approximately 170 m (560 ft.) east of the intersection of Yonge Street and Broadway Avenue.

3.1 Policy Documents Influencing the Area Context

The Places to Grow Plan (2019) identifies the subject site as being in an *Urban Growth Centre*. In the City OP, the subject site is identified as a Centre on Map 2 Urban Structure and is designated *Apartment Neighbourhoods* in the City OP on Map 17 Land Use Plan (**Figure 7**). These policy areas are planned to accommodate significant growth and there are many existing, under construction, approved, and proposed tall residential and mixed use buildings within the area, conforming with these Provincial and City OP documents.

Figures 1 and 2 show the existing and proposed built form surrounding the subject site within this *Centre*.

The subject site is located within the Yonge-Eglinton Centre of the Yonge-Eglinton Secondary Plan (YESP) (**Figures 8, 9, and 10**). The Yonge-Eglinton Centre area consists of a mix of older large, slab-styled mid-rise and tall apartment buildings and newer tall towers ranging in heights of 6 to 39 storeys within the same *Apartment Neighbourhoods* designation of the City OP. Lands located within the *Mixed Use* designation of the City OP, closer to the intersection of Yonge Street and Eglinton Avenue, have higher heights ranging from 46-storeys to 65-storeys.

The lands directly adjacent to the subject site to the east are currently subject to a rezoning application with the City to permit an apartment building of 12-storeys (55 Erskine Avenue), which application is under appeal at LPAT. A 35-storey apartment building was approved at 18-30 Erskine Avenue, northwest of the subject site, and a 32-storey building was approved at 99 Erskine Avenue, northeast of the subject site. In addition, those lands immediately southeast of the subject site, have recently been approved for higher apartment buildings, or are subject to settlement agreements with the City for higher apartment buildings, including:

- Two approved 39-storey towers at 55 and 65 Broadway Avenue;
- One approved 38-storey tower at 75 Broadway Avenue, to be attached to the existing 10-storey apartment building on that site; and
- One approved and under construction 38-storey tower at 85 Broadway (the southwest quadrant of Broadway Avenue and Redpath Avenue)

The remaining lands directly adjacent to the subject site consist of apartment buildings, some of which are large, slab-style buildings, ranging in heights between 4- and 24-storeys.

The City of Toronto recently completed a study known as Midtown in Focus. The area of this study was centered on the intersection of Yonge Street and Eglinton Avenue and included all lands within the Yonge-Eglinton Centre. The study also included lands adjacent to the Centre between Eglinton Park to the west, Northern District Secondary School to the east, Keewatin Avenue to the north and the Church of the Transfiguration to the south.

Phase 1 of this Study provided a vision for the Yonge-Eglinton public realm and the identification of a series of priority projects. This Phase was completed in July 2014 and City Council adopted the Midtown in Focus: Parks, Open Space and Streetscape Plan in August 2014. This led to the adoption of Official Plan Amendment No. 289 (“OPA 289”) in June 2015 which implemented this Plan and included amendments to the Yonge-Eglinton Secondary Plan. OPA 289 was appealed to the Ontario Municipal Board (OMB) and approved by the Local Planning Appeal Tribunal (LPAT) on December 31, 2018, except as it relates to site specific appeals of OPA 289.

OPA 289 provides public realm policy direction for the area around the Yonge-Eglinton Centre, and details specific objectives to guide City-initiated improvements and development. The OPA introduced new maps identifying, among other items, a Parks & Open Space Network Plan for the area, policies related to the impacts of private developments on the public realm, an enhanced parkland acquisition strategy and Section 37 implementation priorities.

Phase 2 of the study was focused on Growth, Built Form and Infrastructure. This Phase aimed at ensuring that growth positively contributes to Midtown’s continued livability and vitality by establishing a clear and up-to-date planning framework and ensuring that local transportation, municipal servicing and community infrastructure keeps pace with development. Draft built form principles were endorsed by City Council in July 2016. This led to the adoption of Official Plan Amendment No. 405 (“OPA 405”) on July 23, 2018 by City Council. OPA 405 has been submitted to the Minister of Municipal Affairs and

Housing for review and approval. OPA 405 was approved by the Minister of Municipal Affairs and Housing on June 5, 2019.

OPA 405 is a new/amended secondary plan that provides policy direction to ensure Midtown develops as a complete community, maintains the diversity of Midtown's neighbourhoods, and integrates land use and infrastructure planning. OPA 405 provides detailed direction to guide both intensification and priority infrastructure improvements. OPA 405 sets the stage for updating zoning in the area and prioritizes improvements that will contribute to the creation and maintenance of Midtown as a complete community. This includes a connected network of parks and open spaces, improved active transportation options, expanding school and child care capacity and vibrant local employment and retail sectors. OPA 405 builds on previous initiatives undertaken in the area since 2012, including Eglinton Connects (2014), the Midtown in Focus: Parks, Open Space and Streetscape Plan (2014) and the associated Official Plan Amendment (OPA 289) adopted in 2015.

3.2 Roadway and Transit Service

Broadway Avenue is a 2 lane, approximately 20.12 m wide, Local Road, in the City OP which extends westerly from Brentcliffe Road in the east to Yonge Street, where it continues westerly, as Montgomery Avenue, to Edith Drive. Yonge Street is a four lane, 27 m wide Major Street in the City OP, which runs north-south between Queens Quay and Lake Ontario in the south to the north limit of the City at Steeles Avenue, and beyond into York Region. Redpath Avenue is a 2 lane, approximately 20.12 m wide, Local Road, in the City OP which extends southerly from Erskine Avenue to Manor Road East. Mount Pleasant Road is a 20 m wide Major Street in the City OP extending from Jarvis Street in the south up to the Teddington Park neighbourhood in the north.

The subject site and area is very well served with rapid public transportation, being approximately 400 m from Eglinton station on the Yonge-University-Spadina subway line. Yonge Street includes the 97B Yonge bus route which operates during the peak periods, from Monday to Friday only, traveling between Queens Quay in the south and Steeles Avenue in the north. In addition, the 97A bus route provides additional bus service during peak periods and evenings, Monday to Friday, and at all times on

weekends and holidays, from Davisville Station to York Mills Station. Also, the 320 Yonge Blue Night route operates between the area of Queens Quay West and Bay Street in the south and the area of Steeles Avenue and Yonge Street during the overnight period, seven days a week. Bus stops for north and south bound bus travel are located at the southeast and northwest corners of the intersection of Yonge Street and Broadway Avenue, respectively.

The subject site is also within approximately 400 m (984 ft.) from Mount Pleasant Road, and is approximately 500 m (1,312 ft.) from the intersection of Redpath Avenue and Eglinton Avenue East, where additional bus routes are located. The 74 Mount Pleasant bus route operates all day, every day, between St. Clair subway station on the Yonge-University subway line and the area of Mount Pleasant Road and Doncliffe Drive. In addition, the 34A and 34C Eglinton East bus routes operate at all times, seven days a week, between Eglinton Station and Kennedy Station (34A) and Flemingdon Park (34C). Both routes stop at the intersection of Redpath Avenue and Eglinton Avenue East. Additional bus service is provided west of Eglinton Station by the 32 Eglinton West bus route which operates all day, every day, between Eglinton Station and the area of Eglinton Avenue West and Renforth Drive. Also, the 334 Eglinton East Blue Night bus route operates between Eglinton Station and the area near Finch Avenue East and Neilson Road during the overnight period, seven days a week.

The Eglinton Crosstown LRT will run along Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station. Construction of this line began in the summer of 2011 and its projected completion is targeted for 2021. Two of the LRT stations will be located within close proximity of the subject site at Yonge Street and Eglinton Avenue, 400 m from the subject site, and at Mount Pleasant and Eglinton Avenue East, 520 m from the subject site.

3.3 Immediate Area Context (Figures 2 & 3)

The following describes in greater detail the land uses along Broadway Avenue and in the more immediate surrounding area of the subject site:

To the north: Immediately to the north of the subject site is 55 Erskine Avenue which is improved with a 17-storey slab-style residential rental

apartment building. This site is a through-lot with frontage on both Erskine Avenue and Broadway Avenue. This site is an “L” shape with approximately 30 m of frontage on Broadway Avenue that is immediately east of the subject site. The portion of the “L” immediately east of the subject site is subject to a rezoning application for a 12-storey apartment building. The proposed 12-storey building will consist of 147 residential units and 117 vehicular parking spaces. The existing 17-storey rental building with 188 units is to be wholly retained. The total proposed density is 3.43 times the lot area which includes both the existing and proposed building. This application has been appealed to the LPAT.

Further north of the 17-storey building is Erskine Avenue. Along Erskine Avenue, between Yonge Street and Mount Pleasant Road are a mix of low to tall, mostly slab style, apartment buildings, the institutional use of John Fisher Junior Public School, and commercial uses mainly fronting onto Yonge Street. The existing and approved apartment buildings range in height between 4- and 35-storeys. The lots on the north side of Erskine Avenue represent the boundary of the Yonge-Eglinton Centre within the YESP area.

Further north is Keewatin Avenue, which includes taller slab-style apartment buildings on the south side of the street and low-rise buildings on the north side of the street, located within the *Neighbourhoods* land use designation of the City OP. Further to the north, and outside of the Yonge-Eglinton Centre, is the low density neighbourhood of Mount Pleasant East.

To the south:

Immediately south of the subject site is Broadway Avenue. The south side of Broadway Avenue, directly opposite the subject site, is the Toronto Collegiate Institute which includes a 24-storey residential tower on the east side of the school. The school property includes a large sports field which fronts onto both Broadway Avenue and Roehampton Avenue to the south. The southwestern portion of the school property includes a 27-storey residential apartment building.

Further south is Roehampton Avenue, which runs east/west between starting at Yonge Street in the west and terminating at Bayview Avenue in the east. Roehampton Avenue, between Yonge Street and Mount Pleasant Road, includes a mix of low to tall apartment buildings, including older slab-style buildings and new condominiums. Roehampton Avenue between Yonge Street and Mount Pleasant has an existing and approved building height range between 4- to 38-storeys. In addition, there is a redevelopment proposal for a 46-storey apartment building at 41 Roehampton Avenue.

Further to the south is the busy Major Street of Eglinton Avenue East on which there is a mix of retail, service, and office commercial, and residential uses in mainly mid to tall buildings, including the Yonge Eglinton Centre at the northwest corner of Yonge Street and Eglinton Avenue. There is an approved 58-storey mixed use building nearly

complete at the northeast corner. There is also an approved 65-storey mixed use building containing office, retail and 600 residential units on the southeast corner and an approved and under construction 58-storey mixed use building containing 605 residential units directly to the south.

To the east
and south east :

Immediately east of the subject site is a portion of the “L” shaped lot at 55 Erskine Avenue which is subject to a rezoning application for a 12-storey residential apartment building. This land is currently improved with a surface parking area that serves the 17-storey rental building at 55 Erskine Avenue. Immediately east of this parking lot there is a 20-storey slab-style residential rental apartment building at 66 Broadway Avenue. There are currently Zoning By-law Amendment and Site Plan Approval applications on this site to allow for an increase in height of the existing 20-storey building to 22-storeys and an additional 18 dwelling units to 374 units. A new park is also proposed at the southwest corner of that site, adjacent to 55 Erskine Avenue.

Further east, there is a 20-storey rental apartment building at 66 Broadway Avenue. This site is currently subject to a rezoning application to add two additional storeys to the existing 20-storey building. There are also rezoning approvals and completed construction of an infill development on the existing northerly parking lot of this site consisting of a 32-storey high rise apartment building containing 422 dwelling units, and ten 4-storey townhouse units. The total permitted residential gross floor area for the apartment building and townhouses is 32,350 m², and the total permitted density across the entire site is 4.4 times the area of the lot.

Further east, on the south side of Broadway Avenue, there is an approved rezoning application for two twin 38-storey residential towers at 55 and 56 Broadway Avenue.

Immediately east of 55 and 65 Broadway Avenue is 75 Broadway Avenue, an existing 10-storey rental building with a recently approved rezoning application to construct a 38-storey tower addition connected to the northwest portion of the existing building.

Immediately east of 75 Broadway Avenue is 85-91 Broadway Avenue and 198 Redpath Avenue, the southwest corner of Broadway Avenue and Redpath Avenue. This site was consolidated for the purposes of a rezoning application which was recently approved for a 38-storey apartment building, which is currently under construction. Further east is Redpath Avenue which runs north/south from Eglinton Avenue East and terminates at Erskine Avenue in the north.

This intersection of Redpath Avenue and Broadway Avenue contains several high-rise apartment building proposals and approvals. The northwest corner is currently improved with a 20-storey residential

building. The northeast corner is currently subject to a Zoning By-law Amendment Application to redevelop the site with a 34-storey apartment building consisting of 329 dwelling units including 52 rental replacement dwellings. The total residential gross floor area being proposed is 19,580 m² (13.41 FSI) with a 120 square metres non-residential component on the ground floor facing Broadway Avenue.

The southeast corner at 95 and 99 Broadway Avenue is currently under construction, but excludes the property immediately at the corner, 93 Broadway Avenue, which is a 2-storey detached dwelling and not part of the redevelopment. The approved redevelopment consists of two new 34-storey towers, including a shared 7-storey podium, 769 units, which include 32 rental replacement units, and a residential gross floor area of 59,000 m² or 19.77 FSI.

Further to the east of Redpath Avenue, along the north side of Broadway Avenue are several 3- to 6-storey residential apartment buildings at 110-136 Broadway Avenue. There is a rezoning application to redevelop the lands at 110-120 Broadway Avenue with two 28- and 35-storey residential buildings.

Further east, on the south side of Broadway Avenue at 117-127 Broadway Avenue, was recently approved for a redevelopment proposal that consists of two 33 and 36-storey residential towers linked with a 7-storey podium base building. Further east, at 133 Broadway Avenue, is a 4-storey apartment building, with a 19-storey apartment building located at the southwest corner of Broadway Avenue and Mount Pleasant Road, 890 Mount Pleasant Road.

Further southeast is the intersection of Redpath Avenue and Roehampton Avenue. This intersection contains an open space area at the northeast corner, (177 Redpath Avenue), which is a part of the property containing a 17-storey slab style apartment building fronting onto Redpath Avenue; at the southeast corner, an approved near completed 34-storey apartment building with a 6-storey podium and retail at grade and contains 446 dwelling units and an overall gross floor area of 29,070 m² (10.8 FSI)(183-195 Roehampton Avenue and 139-145 Redpath Avenue); at the southwest corner, an approved and under construction 38-storey apartment building with a 6-storey podium and retail at grade, containing 544 residential units and an overall gross floor area of 34,250 sq. m (11.0 FSI)(151-177 Roehampton Avenue and 140-144 Redpath Avenue); and the northwest corner (170 Roehampton Avenue) is improved with a 7-storey apartment building.

To the west: Immediately west of the subject site, on the north side of Broadway Avenue, is a 4-storey TCHC rental apartment building at 28 Broadway Avenue. Immediately west of 28 Broadway is St. Monica's Catholic School at 14 Broadway Avenue. West of St. Monica's Catholic School is a 7-storey residential apartment building at 8

Broadway Avenue. West of this building is Yonge Street, a mixed use commercial corridor.

The south side of Broadway Avenue, west of the subject site, is mainly occupied by the large sports field for North Toronto Collegiate Institute (17 Broadway), an 11-storey mixed use building at 7-11 Broadway, and a 4-storey mixed commercial and residential building at the southeast corner of Broadway Avenue and Yonge Street, 3 Broadway Avenue.

West of Yonge Street, Broadway Avenue becomes Montgomery Avenue. The southwest corner of Yonge Street and Montgomery Avenue is currently under construction with a 27-storey mixed use building. The southwest corner of Yonge Street and Roselawn Avenue is a large site containing low rise commercial uses fronting onto Yonge Street and a commercial surface parking lot in the rear, gaining access to/from Roselawn Avenue. This site is subject to a rezoning application and under appeal for two tall buildings of 27- and 23-storeys. Further west of Yonge Street is an internal low-rise residential neighbourhood.

3.4 Summary of Area Context

The subject site is located within the Yonge-Eglinton Centre, a Growth Centre pursuant to the Growth Plan where a significant amount of population growth is targeted and where the area has been evolving.

The subject site is very well served by community facilities, indoor and outdoor recreational facilities, religious institutions, and educational facilities. With the short walking distance to Yonge Street, Eglinton Avenue, and the Yonge Eglinton Centre, the subject site is also within a very close walking distance to existing and approved rapid transit stations, shops, services, restaurants, institutional uses and entertainment uses.

The subject site is occupied by an existing low-rise church building and a large surface parking area, both elements of which are suggestive of an under-utilization of the site, in this context. The existing density of 0.43 Floor Space Index is considered low for a site within the Yonge-Eglinton Centre of the YESP, and within the designated Apartment Neighbourhoods area of the City OP. Surrounding the subject site in all directions are other Apartment Neighbourhoods properties containing existing or approved residential tall towers or older slab style tall apartment buildings of heights from 12-39 storeys. Applications have also been recently approved and settled with the city for the properties

to the immediate southeast on Broadway Avenue, west of Redpath Avenue, for heights of 39- and 38-storeys.

In view of this and subject to a more detailed review of the proposal and the policy context, the subject site is a very good candidate site for intensification in the form of a tall apartment building, similar to many of the other existing and approved building in the immediate area.

4.0 Description of Proposal

The redevelopment proposal has been conceived following a detailed consideration of the needs of the Archdiocese, which seeks to replace the existing place of worship on the subject site with a new modern facility, together with the capability of the subject site to accommodate additional residential intensification in the form of a residential tower. The latter element includes the consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the City OP, City guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate height and density.

Plans, statistics and renderings for the proposed redevelopment are shown in **Figures 11 - 28** of this Planning Report. **Figure 12** is the proposed Site Plan while **Figure 13** is the proposed Landscape Plan while **Figure 14** provides the statistical description of the subject development. **Figure 11** is renderings of the proposed building. **Figures 16-22** are the plans for the proposed church and the podium portion of the residential building. **Figures 23** and **24** are the proposed floor plans for the proposed residential tower. **Figures 25** and **26** are the proposed building elevations while **Figures 27** and **28** are the proposed building section.

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

Table 1: Site and Building Statistics	
Site Area	4,262 sq. m (1.05 ac)
Residential GFA	29,319 sq. m
Non-Residential GFA	2,546 sq. m
Total GFA	31,865 sq. m
Floor Space Index	7.5
Number of Dwelling Units	398
Church Height	16.85 m
Residential Podium Height	14.86 m
44-Storey Tower Height (excluding mechanical)	131.91 m
Total Tower Height (including mechanical)	138.51 m
Number of Vehicle Parking Spaces	177
Number of Bicycle Parking Spaces	488
Total Indoor Amenity Space	808 sq. m
Total Outdoor Amenity Space	800 sq. m
Total Landscaped Open Space	1,450 sq. m

Notable features of the proposal include the following:

- The proposal seeks to redevelop the under-utilized subject site by demolishing the existing church building and constructing a new church at the front of the subject site, along with a 44-storey residential tower in the rear. The church and the new residential tower will be connected and will share a two level underground parking garage. The new church will be located along the Broadway Avenue frontage while the residential tower will be further north and in the rear of the new church. The proposal includes a new driveway along the west side yard. The driveway will provide access to church pick-up/drop-off area and will provide access to the shared underground parking garage.
- The proposed new church will have a height of 4-storeys, or 16.85 m. The architectural design of the church is contemporary and incorporates an upward slope on the east side of the roof. The church will have a maximum height of 16.85 m to the top of this curve. The west side of the front of the church also incorporates a contemporary steeple with a height of 25.16 m. The proposed front yard setback is 7.5 metres from Broadway Avenue which incorporates a front plaza area for church parishioners adjacent to the public sidewalk. The large front yard setback will provide a forecourt area for church parishioners.
- The new church includes a ground floor with an entrance facing Broadway Avenue, a worship space, a narthex for gathering, and various church related office spaces. The 'narthex' is an architectural element typical of early Christian and Byzantine basilicas and churches consisting of the entrance or lobby area, located at the west end of the nave, opposite the church's main altar. There is a large mezzanine level over the worship space while there are additional office rooms on the second floor of the church. The third floor of the church includes a parish hall (directly over the worship space) with a service space, washrooms, and additional conference rooms.

- The total gross floor area (GFA) for the proposed church portion of the building is 2,546 square metres (27,405 sq. ft.). The church worship space will have capacity for approximately 500 parishioners while the parish hall will have a capacity for approximately 250 persons. The existing place of worship on site has a capacity for 882 parishioners.
- The height of the proposed residential tower is 44-storeys or 131.91 m when measured from the ground level to the top of the main roof, exclusive of the mechanical penthouse. The total proposed building height to the top of the mechanical penthouse is 138.51 m.
- The GFA for the proposed residential tower is 29,319 square metres (315,587 sq. ft.). This results in a total site GFA of 31,865 square metres (342,992 sq. ft.). The residential tower portion will contain a total of 398 dwelling units which will be comprised of 170 1-bedroom units (42.7%), 187 2-bedroom units (47%), and 41 3-bedroom units (10.3%).
- The proposed building will have the following setbacks and stepbacks:
 - For the church portion of the podium level:
 - Front yard setback of 7.5 m (from Broadway Avenue)
 - East side yard setback of 3.04 m
 - West side yard setback of 12.12 m
 - For the residential portion of the podium level:
 - East side yard setback of 10.8 m
 - West side yard setback of 11.65 m
 - Rear yard setback of 8.6 m
 - 2.8 m stepback at the 4th storey on both the west and east side
 - 3.8 m stepback at the 4th storey on the north rear yard
 - For the 44-storey tower:
 - The proposed tower floor plate size is 750 square metres of gross construction area (GCA)
 - North rear yard setback and east and west side yard setbacks of 12.5 m
 - South front yard (Broadway Avenue) setback of 46.25 m
 - Setback of 4.95 m from the roof of the church building
- The proposed tower provides for the following separation distances to adjacent tower buildings:
 - 34 m separation distance from the tower located to the north at 55 Erskine Avenue
 - 17 m separation distance from the proposed 12-storey building to the east at 55 Erskine Avenue
- The residential lobby for the proposed tower will be located beyond the church, internal to the subject site. Access to the residential lobby will be provided by a generously proportioned north/south walkway connecting the lobby to Broadway Avenue. This walkway will be shared with the church. The proposed western

- driveway will also lead to an internal vehicular forecourt that will provide access to the residential lobby.
- A total of two (2) levels of underground parking with a total of 177 parking spaces are proposed. This includes 117 parking spaces for residents (0.29/unit) and 60 parking spaces for non-residents. Of the 60 non-resident parking spaces, 55 parking spaces are to be provided on a shared use basis between the proposed church and residential visitors, and 5 parking spaces will be allocated for the exclusive use by church staff. The 60 parking spaces to be shared by the church and residential visitors will be located on the P1 level and will be separate from residential parking spaces.
 - A total of 488 bicycle parking spaces are proposed, including 430 long-term (residential) bicycle parking spaces and 58 short-term (of which 48 are for residential visitors and 10 for church users) bicycle parking spaces are proposed to be located on the P1 level of the underground parking garage. The parking supply is addressed in the Urban Transportation Considerations Report prepared by BA Group.
 - Access to the underground parking garage on the subject site will be provided from Broadway Avenue by a western driveway. The underground parking garage ramp is proposed to be located at the northwestern corner of the subject site. A lobby is proposed for the church along the east side of the driveway and a vehicular forecourt is proposed for the residential portion of the building north of the church lobby. Access to an internal Type "G" loading space is also provided from the driveway.
 - All back of house operations are internalized at on the west side of the building so that these activities do not face Broadway Avenue and are not visible from the street or sidewalk.
 - The proposal provides for a total combined indoor and outdoor amenity space of 1,607.6 sq. m (17,304 sq. ft.). A total of 808 sq. m (8,697 sq. ft.) of indoor amenity space is provided for residents of the building, including 137 sq. m on the ground floor, north of the residential lobby, 362 sq. m located on the second floor above the ground floor amenity space, overlooking the outdoor amenity area, and 308 sq. m on the fifth floor adjacent to the outdoor amenity terrace. The total indoor amenity space of 808 sq. m equates to a ratio of 2.03 sq. m per unit of indoor amenity space.
 - A total of 800 sq. m (8,608 sq. ft.) of outdoor amenity space is proposed which includes 686 sq. m (7,381 sq. ft.) at-grade and 114 sq. m (1,227 sq. ft.) in the form of a terrace on the fifth floor adjacent to the indoor amenity space. This equates to 2.01 sq. m per unit of outdoor amenity space.

4.1 Applications Required to Implement the Proposal

The subject site is designated *Apartment Neighbourhoods* in the City of Toronto Official Plan ("City OP"). The proposed apartment building is a permitted use in the *Apartment*

Neighbourhoods land use designation. As such, an Official Plan Amendment (OPA) application is not required as this proposal conforms with the City OP policies.

The subject site is zoned Residential (R) under the new City-wide Zoning By-law 569-2013. The zone permits a maximum density of 2.0 times the area of the lot and a maximum height of 38.0 metres. The Residential zone permits various residential built forms, including apartment buildings. The subject site is also subject to site specific exception RA x912 which brings forward prevailing sections from By-law 438-86.

Under the former City of Toronto Zoning By-law 438-86, the subject site is zoned Residential District 2 (R2). The R2 zone also permits similar development standards (density of 2.0 times the area of the lot and height of 38.0 metres) along with similar residential uses as By-law 569-2013.

An amendment to both the former City of Toronto By-law 438-86 and the City-wide Zoning By-law 569-2013 are required to implement the redevelopment proposal. Zoning standards related to permitted residential building type, setbacks, maximum density (GFA), parking rates, building projections, and building height will be needed to permit the proposed development.

A draft of the proposed zoning amendment to By-law 569-2013 and By-law 438-86 accompanies this application submission. The draft by-laws are contained in **Appendix A** and **B** of this Planning Report. As review of the application progresses, a revised version of the by-law may be discussed.

The Site Plan application will be submitted at a later date.

5.0 Policy Context

The proposed redevelopment proposal and subject ZBA applications must be reviewed in the context of applicable Provincial and Municipal policy documents. In this regard, the redevelopment proposal and subject applications are reviewed in relation to the policies of the Provincial Policy Statement 2014 (PPS), the Places to Grow Plan of May 2019,

and the City of Toronto OP. In addition, regard has been given to the City of Toronto's Tall Building Guidelines of May 2013.

5.1 Provincial Policy Statement (PPS) and A Place to Grow, Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The 2014 Provincial Policy Statement (PPS) came into effect on April 30, 2014. This document provides policy direction on matters of Provincial interest and all planning applications "shall be consistent with" the PPS. The Growth Plan came into effect on May 16, 2019 and derives its authority from the Places to Grow Act, 2005. The Growth Plan should be read in conjunction with the PPS yet in the event of a conflict between the Growth Plan and the PPS, the Growth Plan prevails. All applications are required to conform to the policies of the Growth Plan.

The PPS and the Growth Plan direct municipalities to implement within their planning instruments the principles, goals and objectives expressed in these two important Provincial documents. For example, Section 4.7 of the PPS indicates that "the official plan is the most important vehicle for implementation of the PPS." Section 4.7 of the PPS also indicates that the "policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan."

Since official plan and zoning by-law documents are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning, and the related amendments, are "consistent with" the PPS and "conform to" the Growth Plan.

5.1.1 The PPS

The PPS provides a policy framework that promotes and encourages intensification in centres and in locations well served by municipal infrastructure. The important policies of the PPS relating to the redevelopment proposal and subject application include the following:

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

- financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development...” (Part IV, para 5)
- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1(a));
 - Healthy, livable and safe communities are sustained by avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1(c));
 - Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1(e));
 - Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas (1.1.2);
 - Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use available infrastructure and public service facilities, support active transportation and are transit-supportive (1.1.3.2(a));
 - Land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated (1.1.3.2(b));
 - Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3);
 - Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4);
 - New development taking place in *designated growth areas* should occur adjacent to the existing built-up context area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities* (1.1.3.6);
 - Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through *residential intensification* and *redevelopment* and if necessary, lands which are *designated and available* for residential development (1.4.1(a));
 - Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future

- residents of the regional market area (1.4.3);
- Permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements (1.4.3.(b)(1));
 - Permitting and facilitating all forms of residential intensification, including second units, and redevelopment (1.4.3(b)(2));
 - Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3(c));
 - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3(d));
 - Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (1.4.3(e));
 - Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible (1.6.6.2);
 - Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible (1.6.7.2);
 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4);
 - Transportation and land use considerations shall be integrated at all stages of the planning process (1.6.7.5);
 - Long term economic prosperity should be supported by promoting opportunities for economic development, optimizing the long-term availability and use of land, enhancing the vitality and viability of downtowns and mainstreets and encouraging a sense of place, by promoting well-designed built form (1.7.1 a, b, c);
 - To support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote compact form and promote the use of active transportation and transit (1.8.1 a and b); and
 - The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans....In order to protect provincial interests, planning

authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after the adoption and approval of an official plan (4.7).

The proposed development represents intensification of an underutilized site, located in the Yonge-Eglinton Urban Growth Centre, where intensification and tall building growth commonly exists, continues and is planned to continue. Intensification of the subject site with a tall building will be an efficient use of land, and will cost-effectively utilize existing infrastructure and community facilities. The subject site is within close walking proximity of a subway station and regular surface transit service, contributing to the ongoing utilization of transit, minimizing vehicle trips, promoting energy efficiency and active transportation options. The subject site is also located within a short and convenient walking distance to employment uses, shopping, entertainment and dining which promotes active transportation in the form of walking and cycling. Development of the subject site for a tall apartment building will be an efficient use of land, with a more dense urban form that will cost-effectively utilize existing infrastructure and community facilities.

Section 1.1.3.4 indicates that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding and/or mitigating risks to public health and safety. The proposed tall, high density, compact form of development is fitting for this Urban Growth Centre and the development standards will be evaluated on their merits, consistent with the policies of the PPS.

It is noteworthy that increasing or optimizing density on the subject site, as directed by the PPS, is in this circumstance, linked to the height that can be achieved for this proposed building. This proposed redevelopment provides for a tower floor plate size that is in keeping with the maximum guideline tower floor plate size of 750 square metres, and maintains appropriate building-to-building setback distances between the proposed 44-storey tower, and existing and potential buildings on adjacent sites. Therefore, the only other means of optimizing the use of the land and to make the most efficient use of this Urban Growth Centre location, and *Apartment Neighbourhood* designation, and its related infrastructure, is to provide an optimized height, appropriate for this context. In our opinion, the proposed 44-storeys are appropriate, as will be discussed later in this Planning Report, enabling the optimization of the subject site.

The PPS housing policies of Section 1.4 identify the need for municipalities to provide for an appropriate range of housing types and densities and directs new development towards appropriate locations where the levels of infrastructure and public service is available. The PPS also promotes densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and supports the use of alternative transportation modes and transit. The proposed development introduces a range of unit types in the neighbourhood and proposes an increase in density within an area that is rich in commercial services and is well-served by transit. The proposed development will reduce the length and number of vehicle trips and will support current and future use of transit and active transportation.

In addition, Section 1.7.1 links economic prosperity with optimization of the use of land and enhancement of the vitality and viability of downtowns and mainstreets, which is achieved with the proposed development. The additional residential units will contribute to the economic viability and support the employment base of this Centre, as well as the shops, services and restaurants located in very close proximity to the subject site.

The redevelopment proposal, if approved, increases the residential population in the Yonge-Eglinton Urban Growth Centre by the population equivalent of 398 residential units. This additional concentration of people contributes to maintaining and enhancing the vitality and vibrancy of this Centre, it supports the shops and services in the area, and contributes to the 24/7 pedestrian activity and presence. All of this contributes to the vitality, viability, and economic prosperity of the Yonge-Eglinton neighbourhood.

It is our opinion that this redevelopment proposal supports and advances the PPS policy direction to optimize the use of the land, resources, and the existing and planned infrastructure. As such, the redevelopment proposal is consistent with the policy direction of optimization of long-term use of land, resources and infrastructure. In our opinion, the proposed church building and 44-storey residential tower building, at a gross density of 7.5 FSI, is appropriate and suitable for this site and its surrounding context. In view of the above, the redevelopment proposal is consistent with the PPS.

5.1.2 The Growth Plan

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) derives its authority from the Places to Grow Act, 2005 and came into effect on May 16, 2019. Many of the Provincial policy themes enunciated in the PPS have been carried forward, and further articulated, in the Growth Plan. This document therefore is a further expression and articulation of Provincial policy and is a Provincial Plan, pursuant to Section 3 of the Planning Act.

The Growth Plan generally aims to, among other things, revitalize downtowns to become vibrant and convenient centers, create complete communities that offer more options for living, working, shopping and playing; provide greater choice in housing types to meet the needs of people at all stages of life; curb urban sprawl; protect farmland and green spaces; and reduce traffic gridlock by improving access to a greater range of transportation choices. Similar to the PPS, the Growth Plan encourages compact, vibrant complete communities, optimizing the use of land and infrastructure in order to support growth in a compact efficient form. The 2019 Growth Plan updates the 2017 Growth Plan and strengthens, reinforces and supports the Provincial policy direction of promoting intensification and optimization of the land base and of available and planned infrastructure.

The subject site is located within the area identified as “built-up area”, which encompasses the whole of the City of Toronto.

Section 1.2.1 of the Growth Plan includes Guiding Principles. Some of the key principles include:

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

Section 2 of the Growth Plan relates to “Where and How to Grow”. The following quote from that section captures an important policy direction of the Growth Plan relating to the subject ZBA application:

“It is important to optimize the use of the existing urban land supply as well as the existing building and housing stock to avoid over-designating land for future urban development while also providing for flexibility for local decision-makers to respond to housing need and market demand. This Plan's emphasis on optimizing the use of the existing urban land supply represents an *intensification* first approach to development and city-building, one which focuses on making better use of our existing *infrastructure* and *public service facilities*, and less on continuously expanding the urban area.”

Policy 2.1 of the Growth Plan also states:

“This Plan is about accommodating forecasted growth in *complete communities*. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, *public service facilities*, and a full range of housing to accommodate a range of incomes and household sizes. *Complete communities* support quality of life and human health by encouraging the use of *active transportation* and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the *GGH* to reduce the need for long distance commuting.”

Policy 2.1 goes on further to state:

“To support the achievement of *complete communities* that are healthier, safer, and more equitable, choices about where and how growth occurs in the *GGH* need to be made carefully. Better use of land and *infrastructure* can be made by directing growth to *settlement areas* and prioritizing intensification, with a focus on *strategic growth areas*, including *urban growth centers* and *major transit station areas*...”

Policy 2.2.1.2 relates to managing growth and indicates that growth will be accommodated by:

- “2. Forecasted growth to the horizon of this Plan will be allocated based on the following:
 - a) the vast majority of growth will be directed to *settlement areas* that:
 - i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*, and

- iii. can support the achievement of *complete communities*.
- c) Within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*;

Policy 2.2.1.4 relates to the achievement of *complete communities*:

- “4. Applying the policies of this Plan will support the achievement of *complete communities* that:
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
 - b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;
 - c) Provide a diverse range and mix of housing options, including second units, and *affordable housing*, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - d) Expand convenient access to:
 - i. A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - e) Provide for a more *compact built form*, and a vibrant public realm, including public open spaces;

By definition according to the Growth Plan, the subject site is located within an “Urban Growth Centre” and a “Major Transit Station Area”, all of which are areas where the Growth Plan policies direct the most intensive forms of growth. These are identified by the Growth Plan as follows:

“Urban Growth Centre: Existing or emerging downtown areas shown in Schedule 4 and as further identified by the Minister on April 2, 2008.

“Major Transit Station Area: The area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.”

By definition, the subject proposal represents *intensification* within a *strategic growth area* which according to Section 7 of the Growth Plan, are defined terms as follows:

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

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

“Strategic Growth Areas: Within *settlement areas*, nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials or other areas with existing or planned *frequent transit service* or *higher order transit* corridors may also be identified as *strategic growth areas*.”

In addition, the subject site is also located in the vicinity of two *Higher Order Transit* corridors which is subject to *Frequent Transit*, defined as follows:

“Higher Order Transit – Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.”

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

The subject site is located approximately 400 m from the closest entrance to the Eglinton subway station. Eglinton subway station is currently under renovation to incorporate a station entrance to the Eglinton Crosstown LRT. Service along the subway line is frequent and meets the definition of frequent transit and higher order transit.

Schedule 4 of the Growth Plan identifies the Yonge-Eglinton Centre as an Urban Growth Centre. This is further defined by the City OP. The subject site is within the Yonge-Eglinton Centre area as shown on **Figures 8, 9 and 10**. Schedule 3 of the Growth Plan

identifies a City of Toronto population of 3.1 million by 2031, with updated forecasts of 3.3 million by 2036 and 3.4 million by 2041.

Policy 2.2.2 relates to Delineated Built-up Areas and indicates that all municipalities will develop a strategy to achieve minimum intensification targets. Policy 2.2.2.3 indicates:

"All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
- b) identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
- c) encourage *intensification* generally throughout the *delineated built-up area*;
- d) ensure that lands are zoned and development is designed in a manner that supports *complete communities*;
- e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) be implemented through official plan policies and designations updated zoning and other supporting documents."

Policy 2.2.3 relates to Urban Growth Centres and provides the following policies:

1. *Urban Growth Centres* will be planned:
 - a) As focal areas for investment in regional *public service facilities*, as well as commercial, recreational, cultural, and entertainment uses;
 - b) To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
 - c) To serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
 - d) To accommodate significant population and employment growth.
2. *Urban Growth Centres* will be planned to achieve, by 2031 or earlier, a minimum density target of:
 - a) 400 residents and jobs combined per hectare for each of the *Urban Growth Centres* in the City of Toronto;

Policy 2.2.4.9 of the Growth Plan provides some further direction relating to transit corridors and *major transit station areas* as follows:

“Within all *major transit station areas*, development will be supported where appropriate by:

- a) planning for a diverse mix of uses, including second units and *affordable* housing, to support existing and planned transit service levels;
- b) fostering collaboration between public and private sectors, such as *joint development* projects;
- c) providing alternative development standards, such as reduced parking standards; and
- d) prohibiting land uses and built form that would adversely affect the achievement of *transit supportive densities*.”

Section 2.2.6.1 a)i. of the Growth Plan also speaks to housing and the need to “identify a diverse range and mix of housing options and densities, including second units and *affordable* housing to meet projected needs of current and future residents.”

From a population perspective, the use of the subject site for mixed-use residential and place of worship purposes at the density proposed will contribute to satisfying the projected population and employment growth needs for this Urban Growth Centre. The subject site is very accessible to existing and planned rapid transit stations, surface transit stops, and is well served by shopping, services, places of employment and community facilities in close walking proximity to the subject site. The proposal is intended to better utilize and optimize the subject site with respect to public transit access.

In our opinion, the subject proposal implements the policies of the Growth Plan by:

- a) Accommodating a compact, intensified, transit-supportive, pedestrian-oriented urban form. The proposed redevelopment is also supportive of alternative modes of active transportation such as walking and cycling.
- b) Making more efficient use of and optimizing the land base and infrastructure, in a location well served by high order public transit and within very close proximity to major areas of employment, recreation, shops, and services.

- c) Introducing a mixed use development with additional housing while also replacing the under-utilized existing church with a new place of worship for St. Monica's parish, contributing to a more 'complete community'. This place of worship will serve the nearby residents as well as the broader area and is well located to do so by virtue of its proximity to subway stations and a transit hub at Yonge Street and Eglinton Avenue.
- d) The housing provided will be used as condominium housing, as well has some units for the existing priests. By introducing new residential housing, the housing policies relating to providing a mix of housing options and densities are satisfied and advanced. This will achieve a more 'complete community', which will complement the existing buildings in the area and will contribute to the evolution and maturation of this part of the Broadway Avenue.
- e) The Growth Plan policies encourage intensification in appropriate locations. The subject site is located in the Yonge-Eglinton Centre, an Urban Growth Centre, where high rise and high density mixed use developments conventionally co-exist comfortably and compatibly with lower forms of development. This central part of the City of Toronto is also rich with available public services for health, education, recreation, employment and entertainment uses and activities. This redevelopment proposal will contribute to this richness by replacing the existing church and providing new dwelling units which will positively contribute to the public realm.
- f) The proposal contributes to the municipality achieving its minimum intensification targets for residential growth as set out in the Growth Plan.

In view of the foregoing analysis, and subject to local planning considerations, the proposed redevelopment advances, and conforms with the policies of the Growth Plan.

5.1.3 Section 2 of the Planning Act

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

- (a) The protection of ecological systems, including natural areas, features and functions;
- (b) The protection of the agricultural resources of the Province;
- (c) The conservation and management of natural resources and the mineral resource base;
- (d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) The supply, efficient use and conservation of energy and water;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

- (g) The minimization of waste;
- (h) The orderly development of safe and healthy communities;
- (i) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (k) The adequate provision of a full range of housing, including affordable housing;
- (l) The adequate provision of employment opportunities;
- (m) The protection of the financial and economic well-being of the Province and its municipalities;
- (n) The co-ordination of planning activities of public bodies;
- (o) The resolution of planning conflicts involving public and private interests;
- (p) The protection of public health and safety;
- (q) The appropriate location of growth and development;
- (r) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (s) The promotion of built form that is
 - (i) Well designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (t) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has regard for provincial interests that are applicable as follows:

- The proposed transit-oriented development will contribute to the efficient use of transportation, sewage and water services;
- Redevelopment of the subject site represents the orderly development of a safe and healthy community;
- The development has been designed to be accessible for persons with disabilities;
- The development will add a range of residential units to the existing stock of housing;
- The subject site is an appropriate location of growth and development;

- The design is sustainable, will support public transit and is pedestrian oriented; and
- The built form includes a well-designed streetscape that is accessible and attractive, contributing to a vibrant sense of place.

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

5.1.4 Summary of the Proposal in Relation to the PPS, the Growth Plan, and Section 2 of the Planning Act

The key policies and goals of the PPS and the Growth Plan place an emphasis on efficient and optimized use of the existing land base and the existing and planned infrastructure, including transit. These policy documents also emphasize the provision of a full range of housing types and tenures. The subject site is located within an *Urban Growth Centre*, a *Strategic Growth Area*, and a *Major Transit Station Area*, as defined by the Growth Plan.

Notably, the subject site is restricted by the current in force zoning which does not enable the optimization of this intrinsically valuable piece of land. The location of the subject site provides for a natural planning and urban design fit for the combination of a new place of worship and a high rise and high density residential redevelopment. The subject site is part of an *Apartment Neighbourhood* area that is located within an Urban Growth Centre, where the existing zoning only permits a maximum height of 38.0 m, or approximately 12-storeys, and a density of 2.0 times the area of the lot under both By-law 569-2013 and By-law 438-86 for an apartment building. The existing zoning therefore limits the redevelopment standards and potential of, the subject site and if strictly utilized, would result in an under-utilization of the subject site.

In our opinion, acting solely on the existing policy and zoning regime governing the subject site would result in an under-utilization of the subject site, from a built form perspective. In contrast, the redevelopment proposal for the subject site includes optimizing the height and density of this location. The redevelopment proposal is a contemporary expression of Provincial policy that would enable the realization of the intensification and 'complete communities' policy imperatives of the PPS and the Growth Plan. The inclusion of this attractive place of worship at the front of the subject site is a

service and an amenity to the area, which will positively contribute to the public realm and sense of place along Broadway Avenue.

As such, it is our opinion that the existing zoning under both By-law 438-863 and By-law 569-2013 under-utilize this valuable urban redevelopment site, and as such, are not consistent with the PPS and do not conform to the Growth Plan. By contrast, the proposed redevelopment includes density that is called for and promoted by these two important provincial policy documents, leading us to conclude that the current redevelopment proposal is consistent with the PPS and conforms to the Growth Plan.

The subject site is in a location anticipated to accommodate growth and intensification, subject to local planning considerations. Redevelopment of this centrally located site in an Urban Growth Centre as proposed will be an efficient and optimized use of land with an urban form that will more efficiently utilize existing infrastructure and community facilities. The convenient access to a range of transit options allows for maximum utilization of transit, minimizing vehicle trips, maximizing alternative forms of active transportation and promoting energy efficiency.

In view of the above, it is concluded that the proposed development is consistent with the PPS, conforms with the Growth Plan and has regard for Section 2 of the Planning Act.

5.2 City of Toronto Official Plan

The City of Toronto Official Plan (City OP), adopted by City Council in November 2002, was first granted final approval by the Ontario Municipal Board (OMB) on July 6, 2006, and then on other subsequent dates.

The Subject site is identified as *Centres* on Map 2 – Urban Structure and is designated *Apartment Neighbourhoods* on Map 17 of the City OP (**Figure 7**). The adjacent lands abutting the subject site which contain existing or proposed mid and high rise apartment buildings are designated *Apartment Neighbourhoods*. This designation is also applicable to the remaining lands within the Yonge-Eglinton Centre, with the exception of the lands fronting onto Yonge Street, Eglinton Avenue East, and a portion of Mount Pleasant Road, which are designated Mixed Use Areas. It is within this land use and policy

context, together with the built form proposed, that the subject proposal will be evaluated.

5.2.1 Growth Management Policies - City OP

Section 2 of the OP contains the growth management policies, with Section 2.2 entitled Structuring Growth in the City: Integrating Land Use and Transportation stating:

“Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including Central Waterfront, the Centres, the Avenues and the Employment Districts. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres....”

Section 2.2(2) indicates that “Growth shall be directed to the Centres, Avenues, Employment Areas and the Downtown on Map 2, to meet objectives that include:

- Use municipal land, infrastructure and services efficiently;
- Concentrate jobs and people in areas well served by surface transit and rapid transit stations;
- Promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- Facilitate social interaction, public safety and cultural and economic activity; and
- Protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

The subject proposal is a form of infill redevelopment that accommodates additional new housing and a place of worship in an intensified manner. The subject site and proposed buildings are designed in a manner which complements this location within the Yonge-Eglinton Centre, and is compatible with the immediate and surrounding environment.

The subject site is also subject to the Yonge-Eglinton Centre Secondary Plan (YESP). According to Section 2.2.2 of the City OP, Yonge-Eglinton Centre performs the following function:

"Four key locations on the rapid transit system, shown as *Centres* on Map 2, play an important role in how we manage growth. The *Scarborough, North York, Etobicoke and Yonge-Eglinton Centres* are places with excellent transit

accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity. These *Centres* are focal points for surface transit routes drawing people from across the City and from outlying suburbs to either jobs within the *Centres* or to a rapid transit connection."

Substantial past investment in transit and other infrastructure in these *Centres* has made it possible to accommodate economic growth. Good transit accessibility also makes the *Centres* attractive locations for developing a range of housing opportunities where people can live close to their work or easily get to their jobs by transit."

In relation to Yonge-Eglinton Centre in particular, Section 2.2.2 of the City OP (as amended by OPA 405) indicates:

"Yonge-Eglinton Centre is situated in Midtown Toronto with a more central location in Toronto's transit network than other *Centres*. The *Centre* is at the crossroads of the Yonge subway line and the Eglinton Crosstown light rapid transit line, both of which bisect the City. At this strategic location, the *Centre* serves as a major residential area, employment centre and an important institutional, retail and entertainment destination, highly accessible for a large segment of Toronto. *Yonge-Eglinton Centre* incorporates a variety of streetscapes and neighbourhoods in a compact form. The diverse mix of uses, range of housing options and conveniently accessible transportation options, community facilities, parks and open spaces are enjoyed by a growing residential population and contribute to a complete and livable community.

Yonge-Eglinton Centre will continue to prosper as a dynamic live-work district. The *Centre* will be marked by tall buildings and an intense concentration of office, retail, institutional and residential uses at the Yonge-Eglinton intersection. The scale and intensity of development will transition down in all directions. New mixed-use development on Yonge Street, Eglinton Avenue and Mount Pleasant Road will contribute to the public realm on these busy streets and broaden the area's offering of stores, services and community facilities. The Mount Pleasant Transit Station will serve as a secondary focal point in the *Centre's* east end. Residential development in the *Apartment Neighbourhoods* north and south of Eglinton Avenue will complement the area's green, landscaped character and the variety of building types and contribute to the area's diverse housing options. The *Centre's* intensity will be balanced with generously landscaped, enhanced public realm and new parks and open spaces. Improvements to the active transportation and transit networks will expand safe and convenient travel options inside and into this well-connected *Centre*." (emphasis added)

The redevelopment proposal provides for infill intensification of the subject site at an appropriate scale that is sensitive and compatible to its immediate and surrounding environment. The proposed 44-storey mixed-use building is within the range of existing and approved heights within this Centre and will provide an appropriate transition and

separation between existing buildings in the vicinity of the subject and the proposed 12-storey building to the east. In addition, the proposed density is transit supportive. The replacement of the existing place of worship will also be showcased along the Broadway Avenue frontage of the subject site which will maintain the service and amenity to the existing nearby and surrounding area, and will contribute to the ongoing function of this *Centre* as a livable and complete community.

Policies of Section 2.2.2 indicate that the detailed policies governing development and the function of each *Centre* will be determined through the approval of a Secondary Plan for each *Centre*. Section 6.21 of the City's Official Plan is the Secondary Plan for the Yonge-Eglinton *Centre* and this is addressed in the Section 5.2.5 of this Planning Report.

5.2.2 Apartment Neighbourhoods Designation Policies – City OP

Section 4.2 of the City OP, as amended by the Local Planning Appeal Tribunal's (LPAT's) December 7, 2018 Decision and Order, approving Official Plan Amendment (OPA) 320, contains the following unshaded introductory text that relates to infill opportunities in Apartment Neighbourhoods:

“While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses and apartments on underutilized sites, including new rental housing. This Plan sets out criteria to evaluate these situations.”

“On smaller sites, infill opportunities in *Apartment Neighbourhoods* can be as simple as a building addition or a new building on an underutilized part of the lot, such as a surface parking lot. On larger sites, infill opportunities may require planning for new and extended public realm including new streets or shared driveways, and may require preserving significant existing landscape and recreation features as part of integrating older apartments with new development in a manner that improves the quality of life for all.”

“Development in *Apartment Neighbourhoods* may also include redevelopment of underutilized or vacant sites. This Plan sets out criteria to evaluate these situations.”

The subject site is a large urban parcel which is currently improved with a low-rise religious building and large surface parking lot. The subject site is underutilized in the context of its *Apartment Neighbourhood* designation under the City OP. The subject site is currently a low density use in an immediate area that includes significantly higher

density buildings. The proposed redevelopment application seeks to replace the existing church building by replacing it into the proposed redevelopment, providing a more optimized and efficient use of land.

Policy 4.2.2 provides for development criteria in the *Apartment Neighbourhoods* designation and states the following:

“Development in Apartment Neighbourhoods will contribute to the quality of life by:

- a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objective of this Plan, through means such as providing setbacks from, and/or a stepping down of height towards, lower-scale Neighbourhoods;
- b) locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods, particularly during the spring and fall equinoxes;
- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- f) providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- h) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.”

It is our opinion that the proposed development is in conformity with Policy 4.2.2 for the following reasons:

- a) With respect to Policy 4.2.2(a), the lands to the north, south, west and east of the proposed 44-storey building are in the *Apartment Neighbourhood* designation. The only nearby area designated *Neighbourhoods* is the north side of Keewatin Avenue, two blocks north of Broadway Avenue, and those lands further north beyond. There is also a designated *Neighbourhoods* area on the west side of Yonge Street, beyond the *Mixed Use* designation. Neither of these areas are

- contiguous with, or near to, the subject site or across from where the building is proposed.
- b) With respect to Policy 4.2.2(b), the shadow drawings in **Figures 29 to 31** demonstrate that there are only minor incremental shadows on those lands designated *Neighbourhood* on the west side of Yonge Street, north side of Roselawn Avenue, in the early morning during the fall equinox (September) and spring solstice (March). On any one spot, incremental shadows are of short duration. The shadow study prepared for the proposed development demonstrates that there are only minor incremental shadows cast on the front and rear yards in the morning during the fall equinox and spring solstice at 9:18AM only. No incremental shadows occur on *Neighbourhood* areas during the summer solstice. This in our opinion adequately limits the shadows, as called for in this policy.
 - c) With respect to Policy 4.2.2(c), the proposed building is located to frame Broadway Avenue with the new lower-rise church fronting onto Broadway Avenue and the proposed 44-storey residential tower setback to the rear of the church portion of the building. This combined with the larger setback and the church forecourt will create an enhanced pedestrian condition on the street. The Pedestrian Level Wind Study, prepared by Novus Environmental and included with this submission package, concludes that the proposed redevelopment will not result in uncomfortable wind conditions or safety concerns and that the resultant wind conditions are acceptable. With respect to new incremental shadows on adjacent streets, minor incremental shadows occur in the early morning and late afternoon. These shadows are transitional, quick moving, and do not stay on any one spot for a long period of time. As such, they are adequately limited.
 - d) With respect to Policy 4.2.2(d), sufficient off-street parking for motor vehicles is provided for residents and visitors in the underground parking garage. According to the submitted Urban Transportation Consideration Report, the proposed parking supply is reasonable given the site is located within close proximity to higher-order transit. Bicycle parking is provided in accordance with the requirements of Toronto Green Standards and By-law 569-2013.
 - e) With respect to Policy 4.2.2(e), the entrances to the service area and garbage room are located at the middle of the building such that there will have no impact or visibility from adjacent streets and residences. The proposed underground parking garage ramp is located in the northwestern most corner of the subject site, approximately 70 m from the Broadway Avenue frontage. Parking and service areas are located where they are not visible from streets, parks and landscaped open spaces.
 - f) With respect to Policy 4.2.2(f), new indoor and outdoor amenity space is being provided in and around the proposed building. The development has been designed to provide entrances and indoor amenity space at grade level.
 - g) With respect to Policy 4.2.2(g), the proposed building includes a new place of worship that will front onto Broadway Avenue, which will provide for more pedestrian animation and visibility than the previously existing surface parking

area. This new presence on Broadway Avenue will diversify its sense of space and use by contributing new amenity space along Broadway Avenue.

- h) With respect to Policy 4.2.2(h), the development has been designed employing elements of universal design such as multiple access points to the proposed place of worship at grade and a residential lobby at grade for the proposed residential tower.

Policy 4.2.3 of the City OP was approved in the aforementioned LPAT Decision and Order regarding OPA 320 and provides for additional policy direction with respect to compatible infill development on sites within the *Apartment Neighbourhood* designation where one or more apartment buildings exist on the site. Due to the subject site currently containing only an existing church building, it is our opinion that the criteria in Policy 4.2.3 does not apply as it relates only to intensification on sites with existing apartment buildings. In addition, Policies 4.2.4 and 4.2.5 of the City OP are also new policies approved in the aforementioned LPAT Decision and Order. Policy 4.2.4 relates to horizontal additions to existing apartment buildings on a site while Policy 4.2.5 relates to vertical additions on top of existing apartment buildings. None of these policies apply as there is no existing apartment building on the subject.

It is our conclusion that based on the foregoing analysis, the proposed development conforms with the City's policies for development in *Apartment Neighbourhoods*.

5.2.3 Built Form Policies – City OP

Section 3.1.2 of the City OP provides direction concerning a number of objectives relating to site development and built form. This section of the City OP directs that new development will be located and organized to fit with its existing and/or planned context. The following is a summary of the relevant policies contained in this section of the City OP:

- New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets...to improve the safety, pedestrian interest and casual views to these spaces from the development (3.1.2.1);
- Generally locating buildings parallel to the street and along the edge of a park (3.1.2.1(a));
- Locating main building entrances so that they are clearly visible and directly

- accessible from the public sidewalk (3.1.2.1.(b));
- Providing ground floor uses that have views into and, where possible access to, adjacent streets, parks and open spaces (3.1.2.1(c));
 - Preserving existing mature trees wherever possible and incorporating them into landscaping designs (3.1.2.1(d));
 - New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets (3.1.2.2);
 - Using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts (3.1.2.2(a));
 - Consolidating and minimizing the width of driveways and curb cuts across the public sidewalk (3.1.2.2(b));
 - Integrating services and utility functions within buildings where possible (3.1.2.2(c));
 - Providing underground parking where appropriate (3.1.2.2(d));
 - Limiting surface parking between the front face of a building and the public street or sidewalk (3.1.2.2(e));
 - Massing new buildings to frame adjacent streets in a way that respects the existing and/or planned street proportion (3.1.2.3(a));
 - Incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development (3.1.2.3(b));
 - Creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan (3.1.2.3(c));
 - Providing for adequate light and privacy (3.1.2.3(d));
 - Adequately limiting any resulting shadowing of, and uncomfortable wind conditions on neighbouring streets, properties and open spaces, having regard for the varied nature of such areas (3.1.2.3(e));
 - Minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility (3.1.2.3(f));
 - New development will be massed to define the edges of streets, parks and open spaces at good proportion (3.1.2.4);
 - New development will provide amenity for adjacent streets and open spaces to

- make these areas attractive, interesting, comfortable and functional for pedestrians (3.1.2.5); and
- Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces” (3.1.2.6).

The proposed development has been designed to frame the street on which it fronts, presenting a “front elevation” of the proposed place of worship and a forecourt to the street, thereby contributing to an enhanced public realm. The main entrance to the proposed church is clearly visible and directly accessible from the public sidewalk on Broadway Avenue.

The main lobby entrance to the residential tower is located in the middle of the building on the ground floor, which is accessed by way of the west side yard driveway and wide sidewalk connecting directly to Broadway Avenue. The orientation of the building parallel to the street and the doorways leading directly to church entrance will result in a safe and comfortable pedestrian-oriented streetscape. In addition, the massing, scale and siting of the building provides an appropriate relationship with the neighbouring buildings and the public right-of-way.

The orientation of the building face along Broadway Avenue and the proposed 7.5 m front yard setback will result in a generous and comfortable pedestrian environment. With the use of stepbacks and architectural articulation and expression, the height of the proposed place of worship will facilitate a pedestrian sense of scale with the proposed residential tower being located approximately 42 m from the Broadway Avenue frontage.

The church portion of the proposed building will be setback 7.5 m from the front lot line while the 44-storey residential tower will be setback 4.95 m from the rear edge of the proposed church. The 44-storey residential tower will also be setback 12.5 m from both the east and west side lot lines and 12.5 m from the north rear lot line. The orientation of the tower provides for appropriate building-to-building separation distances on the subject site and from adjacent properties. As such, the proposed building provides for appropriate massing transitions.

With respect to providing appropriate transitions in scale to adjacent properties (Policy 3.1.2.3(c)), the proposed 44-storey residential tower will provide for the following tower separation distances:

- 34 m separation distance from the 17-storey tower located to the north at 55 Erskine Avenue;
- 17 m separation distance from the proposed 12-storey building to the east at 55 Erskine Avenue;
- 13 m separation distance from the 4-storey TCHC building to the west at 28 Broadway Avenue

In our opinion, this separation distance provides for appropriate building-to-building separation distance, in the circumstance.

From a height perspective, **Figures 2** and **4** provides the heights of buildings in the nearby vicinity of the subject site. An examination of the existing building heights along the Broadway Avenue between Yonge Street and Mount Pleasant Road indicates a range of heights between approximately 7-storeys and upwards to 39-storeys with tallest heights being within the first block east of Yonge Street. **Figures 2** and **3** are also illustrative of the number and distribution of buildings along the Broadway Avenue and the context within which these buildings are located.

The 44-storey residential tower combined with the low-rise place of worship provides for a comfortable site redevelopment with the lowest church element closest to Broadway Avenue. Such a proposal combines an efficient and optimized form of redevelopment while providing/maintaining an important community amenity on the subject site in the form of the replaced place of worship. This is both fitting and compatible and enhances the livability of this neighbourhood.

With respect to the Policy 3.1.2.1 requiring that development fit in with its existing and planned context, the subject site is located within the Yonge-Eglinton Centre of the YESP. This Centre is targeted for considerable growth and is characterized by a mix of residential and commercial uses that include existing and approved tall residential buildings within the Apartment Neighbourhoods designation. Many of the tall buildings located within the Yonge-Eglinton Centre are co-existing with an assortment of mid-rise and low-rise buildings. This is the existing, evolving and planned character of the Yonge-Eglinton Centre area.

The context of the many other redevelopment sites in the immediate neighbourhood are comparable to the subject site from a land use and urban design perspective. Therefore, from planning and urban design perspectives, the lands immediately surrounding the subject site are conducive to the tall building height of the redevelopment proposal. The scale of the proposed redevelopment is a good and compatible fit with the existing and planned context of the surrounding area. In our opinion, there is nothing compelling that differentiates many of the other sites in the area from the subject site except that the subject site is somewhat closer to Yonge Street. As such, we conclude that the proposed redevelopment is a good fit within its existing and planned context.

Vehicle parking and service areas are located such that they will be functional and operational and will have no adverse impact on surrounding properties or the adjacent streets. The transportation consultant, BA Group, has also reviewed the vehicular movements, including those related to loading space access, and concludes that all required turning movements meet acceptable transportation standards.

BA Group has also examined the parking standards and parking provisions and they are satisfied that an adequate supply of parking is proposed for the residents, residential visitors, and church users. The total proposed parking supply is 177 parking spaces, of which 117 parking spaces are for the residents and 60 parking spaces are for non-residents. Of the 60 non-resident parking spaces, 55 parking spaces will be on a shared use basis between church users and residential visitors while 5 parking spaces will be allocated for use by church staff.

In addition, the proposed development includes a reduced residential parking space rate of 0.29 spaces per dwelling unit, which reflects the context of the subject site and recent approval trends in the area. The proposal also includes a reduced parking rate for the church use of 60 parking spaces (which are to be shared with residential visitors) where By-law 569-2013 requires a minimum of 98 parking spaces. BA Group justifies the proposed reduction on the basis that when examining the existing church parking space demand, BA Group concluded that peak demand was 57 parking spaces in the morning period and 53 parking spaces in the afternoon period. In addition, the existing church site has a total of 47 parking spaces, including one accessible parking space, and is located in an area where parishioners may rely on public transportation and other

parking areas within the greater Yonge-Eglinton area. As such, the Urban Transportation Considerations Report by BA Group concludes that the proposed parking supplies for both residential and non-residential uses are effective parking space ratios.

The proposed development also complies with bicycle parking space and loading space requirements under By-law 569-2013.

The Urban Transportation Considerations Report by BA Group also concludes that all site-related traffic can be acceptably and appropriately accommodated on the area street network and the proposed driveway access, circulation, loading facility, and parking garage arrangements are all functional and will appropriately support the proposed building.

Appropriate built form and architectural design details have been employed to adequately limit new shadows, as previously discussed, to maintain comfortable wind conditions, and to ensure adequate light and privacy. Policy 3.1.2.3(e) states that new development will adequately limit any resulting shadowing of neighbouring streets, properties and open spaces. **Figures 29 to 31** illustrate the shadows for the proposed 44-storey building.

As previously discussed, minor incremental shadows occur in the early morning and late afternoon. These shadows are transitional, quick moving, and do not stay on any one spot for a long period of time. Minor incremental shadows only occur on Erskine Avenue in the morning at 11:18AM and in the afternoon between 2:18PM and 3:18PM during the fall equinox (September) and springs solstice (March) as the incremental shadow follows the already existing shadow cast by the 17-storey building at 55 Erskine Avenue. No incremental shadows occur on Erskine Avenue during the summer solstice (June). Minor incremental shadows occur on adjacent properties to the west in the morning, to the north in the afternoon, and to the east in the late afternoon. These shadow impacts are limited and transitional, do not stay on any one spot for a long period of time, and are not considered of a magnitude that would limit the function of any of the areas specified in the policies.

As such, from a shadow impact perspective, the proposed 44-storey building is an

appropriate fit and the shadows are adequately limited on the neighbouring streets, parks, open spaces and adjacent properties for this highly urban context.

As discussed in the Pedestrian Level Wind Study, prepared by Novus Environmental and included with this submission package, wind conditions on the subject site are predicted as being comfortable under normal wind conditions annually; however there is a small area suitable for fast walking during the winter at the northwest corner of the building and the north outdoor amenity area terrace is slightly windier than desired. As such, the Pedestrian Level Wind Study recommends minor mitigation measures in the form of landscaping for the northwest corner at grade, and strategically placed wind screening features on the outdoor amenity terrace in order to extend the use of this space into shoulder seasons. These mitigation measures can be incorporated into the redevelopment proposal at the time of Site Plan submission. The report concludes that the proposed development will not result in uncomfortable wind conditions or safety concerns and that the resultant wind conditions are acceptable to a typical urban context.

The proposed development has been designed to frame the edge of Broadway Avenue, provide for comfortable wind conditions, and maintain adequate sunlight on adjacent parks, open spaces, streets, and both the *Neighbourhood Apartment Areas* and *Neighbourhood Areas*.

In response to Policy 3.1.2.6, the proposed development will provide a total of 1,607.6 sq. m (17,304 sq. ft.) of combined indoor and outdoor amenity space. This includes a total of 808 sq. m (8,690 sq. ft.) indoor amenity space and 800 sq. m (8,608 sq. ft.) of outdoor amenity space. Both the proposed indoor and outdoor amenity space complies with the minimum amenity space required per dwelling unit under By-law 569-2013. In addition, as detailed in the Community Services and Facilities Study, included with this application submission, the area is well served by community centres, libraries, schools and parks. Residents of the proposed development will have access to ample outdoor and indoor amenity spaces as well as access to local community service facilities.

In addition, the redevelopment proposal can also be accommodated by the existing servicing infrastructure, as discussed in more detail in the Functional Servicing and Stormwater Management Report included with this application submission package. In

particular, the Functional Servicing and Stormwater Management Report confirm that there is available capacity in the local combined sewer system and no additional improvements will be required to the existing municipal combined sewer system. The report goes on further to conclude that the subject site and proposed redevelopment can be adequately serviced with respect to water supply, sanitary drainage, stormwater drainage and stormwater management, and that the stormwater quantity and quality controls can be implemented in accordance with the City's Wet Weather Flow Management Guidelines.

Section 3.1.3 of the City OP provides Built Form policies for tall buildings to ensure that tall buildings fit within their existing and planned context and limit local impacts:

- Tall buildings are to be designed to consist of a base building, a middle (shaft) and a top. The base building is to be an appropriate scale for adjacent streets, open space and buildings. The middle is to have a floor plate size and shape that has appropriate dimensions for the site, building and adjacent buildings. The top is to contribute to the skyline character and integrate roof top mechanical systems (3.1.3 1a), 1b), 1c)).
- Key urban design principles include demonstrating how the proposed building will contribute to and reinforce the overall City structure, demonstrate how the proposed building relates to the existing and planned context, take into account other tall buildings and providing high quality, comfortable and usable publically accessible open space areas (3.1.3 2 b), 2c), 2d) and 2e)).

The proposed building is designed with a base building/podium and tower with a top that integrates the roof top mechanical equipment. The base of the building along Broadway Avenue incorporates the proposed new church while the middle of the base incorporates the loading facilities and the rear incorporates the residential lobby and underground parking garage ramp. The church portion of the building will have a height of 16.85 m (or approximately 4-storeys) with a separate mechanical penthouse setback from the Broadway Avenue frontage. The residential tower will be setback approximately 4.95 m from the roof of the church portion of the base building.

The proposed tower floor plate is 750 square metres which is the maximum tower floor size that is generally considered appropriate. The distinctive architectural style of the proposed point tower will make a positive contribution to the City's skyline. The subject site is located in a *Centre*, where intensification and tall building redevelopments, are expected and planned, and which urban structure is reinforced by the proposed infill

development. The subject site is in an area of high rise buildings of varying heights as shown on the Location and Area Context Plan (**Figures 2 and 4**). As such, the building will fit into the existing and planned immediate and broader area context.

In view of the above, the design of the proposed redevelopment satisfies the applicable Built Form policies of the OP and will be in keeping with the existing and planned context of the subject site and surrounding area.

5.2.4 Housing Policies – City OP

The City OP provides policy direction concerning the provisions of housing. For instance, Section 1.2 of the City OP provides the Principles for a Successful Toronto, wherein one of the principles promoted is that “housing choices are available for all people in their communities at all stages of their lives”.

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

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

The City OP seeks to strike a balance amongst housing types within the City and in the neighbourhoods. The above policies speak to ensuring that both the current and future needs of residents are met across the City and within neighbourhoods.

This is aimed at accommodating growth generally in the City and within the different neighbourhoods to ensure that housing choice and need is addressed and accommodated where people live. This allows those seeking housing alternatives in their neighbourhood to be accommodated in the neighbourhood without the need to dislocate from their neighbourhood, due to their housing needs. This is particularly germane to families and our aging population.

The subject area includes a range of building types and uses. The area surrounding the subject site is mainly dominated by low-rise rental apartment buildings, high rise rental apartment buildings, and high rise condominium apartment buildings of varying heights. In addition, the Yonge-Eglinton Centre includes a strong employment sector, providing for numerous office buildings. As such, residential uses on the subject site would contribute to providing more housing opportunities in a community that includes employment and is close to employment buildings. Adding more housing units to this area will contribute to creating a more 'complete community' by providing more housing options for those individuals who work in the Yonge Eglinton Centre.

The proposed development provides for a range of unit types and sizes. The total proposed unit types and size are broken down as follows:

Unit Type	Total Provided	Size Range
1 Bedroom	38 (9.5%)	40-49 sq. m (430-527 sq. ft.)
1 Bedroom plus den	132 (33.2%)	50-56 sq. m (538-602 sq. ft.)
2 Bedroom	150 (37.7%)	57-60 sq. m (613-645 sq. ft.)
2 Bedroom plus den	37 (9.3%)	61-70 sq. m (656-753 sq. ft.)
3 Bedroom	38 (9.5%)	71-79 sq. m (764-850 sq. ft.)
3 Bedroom plus den	3 (0.8%)	80+ sq. m (861 sq. ft. +)
Total:	398 (100%)	

The unit types are distributed throughout the building.

The proposed redevelopment increases the housing stock within the area and in turn, provides a greater choice of housing opportunities in ownership tenure in this highly-desirable neighbourhood. The inclusion of a significant number of two bedroom and three bedroom units (resulting in 57% of the total unit mix) provides options for families that choose to live in a central location close to Higher Order Transit Corridors and commercial services. The proposed development will help to satisfy the life-cycle circumstances of existing and future residents in the City in general, and in this neighbourhood in particular.

From a planning perspective, it is highly desirable to broaden the housing type and choice of housing in this neighbourhood, providing larger units for families, households with children, and multi-family households, and in having this community evolve as a

more 'complete community'. As such, the proposed development conforms with the applicable housing policies in Section 3.2.1 of the City OP.

5.2.5 New Yonge-Eglinton Secondary Plan – Midtown in Focus

The subject site is located within the Yonge-Eglinton Centre of the Yonge-Eglinton Secondary Plan (YESP) on Map 21-1 (**Figure 9**). The YESP has recently been subject to two Official Plan Amendments – OPA 289 and OPA 405.

OPA 289 introduced a new policy section in the YESP, Section 6, which introduces a Midtown Character Area and related policies. This new section outlines the vision for the public realm in the Midtown Character Area as well as specific objectives to guide City-initiated improvements and development in accordance with this vision. Policies are being proposed for each of the Five Place-making Moves that identify the vision for these future public spaces and provide direction for their utilization.

OPA 289 was adopted by City Council in June 2015 and appealed to the Ontario Municipal Board (OMB). OPA 289 was approved by the OMB on December 31, 2018, except as it relates to properties for which OPA 289 remain under appeal on a site specific basis.

OPA 405 replaces the previous YESP with a new secondary plan that provides policy direction to ensure Midtown develops as a complete community, maintains the diversity of Midtown's neighbourhoods, and integrates land use and infrastructure planning. As previously discussed, OPA 405 was approved by the Minister of Municipal Affairs and Housing on June 5, 2019 and is now in full force and effect.

5.2.5.1 Midtown in Focus - OPA 289

The subject site is located in the *Apartment Neighbourhoods* along the Redpath Park Street Loop (**Figure 8, Map 21-2**). **Figure 8, Map 21-5** conceptually indicates New Midblock Connections and a proposed conceptual new street in the vicinity of the western property line of the subject site.

The following policies from OPA 289 relate to the proposed redevelopment application.

“2.16 Improvements to the public realm will be required on public and private lands as part of development and City-initiated projects. These improvements may include, but are not limited to:

- (a) enhancements to streetscapes;*
- (b) provision of wider sidewalks and the establishment of multi-purpose promenades;*
- (c) provision of mid-block pedestrian connections;*
- (d) transit access points; and*
- (e) the integration, extension and enhancement of existing and proposed landscaped open spaces.”*

The proposed development provides for improved streetscape enhancement by removing a large surface parking area with an existing church building setback approximately 40 m from the Broadway Avenue frontage and redeveloping the subject site with a new church building along the Broadway Avenue and a 44-storey residential tower behind the church and well setback from the street. The proposal also includes landscaping opportunities along Broadway Avenue which provide suitable and attractive landscaping. In particular, a generous 7.5 m front yard setback is proposed as open landscape space (a forecourt in front of the proposed church) and the north rear yard is proposed for outdoor amenity space, providing additional landscape open space for the residents of the building.

“2.17 Mid-block pedestrian connections will be secured as part of the development of sites located in Yonge-Eglinton Centre and within larger city blocks. Conceptual locations for mid-block connections include, but are not limited to, opportunities shown on Map 21-5.”

None of the proposed mid-block connections or new streets, as shown on Map 21-5, appear to be located on the subject site. The streets and pedestrian connections shown on Map 21-5 (**Figure 8**) are conceptual and final alignments, locations and width will be established by the City through the review of this redevelopment application and other forthcoming applications in the future.

“2.18 Development within the Secondary Plan area will reduce the impact of vehicular, loading and servicing activities on the public realm. This will be accomplished by:

- (a) reducing, consolidating and eliminating existing vehicular curb cuts, limiting the introduction of new curb cuts and designing adjacent buildings, structures and open spaces to promote visibility at driveways and laneway intersections;*

- (b) *reducing and removing existing front yard drop-off areas and restricting new front yard drop-off areas;*
- (c) *reducing and prohibiting surface parking lots and commercial boulevard permit parking and locating parking in below-grade parking structures;*
- (d) *restricting above-grade parking structures only to sites where it has been satisfactorily demonstrated that below-grade parking alternatives are not technically feasible and where above-grade structures are faced with active uses adjacent to streets, parks, open spaces and mid-block connections;*
- (e) *coordinating and sharing access and servicing areas between properties;*
- (f) *ensuring clear, straight, wide, unobstructed pedestrian clearways; and*
- (g) *where technically feasible, providing separate pedestrian clearways and adequate lighting where laneways can also serve as mid-block pedestrian connections.”*

The proposal includes removal and replacement of the existing surface parking area and the two existing curb cuts into one curb cut for the proposed new driveway. The proposed driveway will be located along the west property line and will provide access to all site functions, including to the new underground parking garage. A separate pedestrian entrance will be provided to the church from Broadway Avenue while access to the residential lobby will be from Broadway Avenue along a generously proportioned, shared pedestrian sidewalk/walkway. All of this provides for an improvement to the public realm and an enhanced streetscape.

“2.20 All development will be located and designed to protect access to sunlight on Eglinton Park, the largest and most significant park in the area, and the existing and proposed expansion of Redpath Avenue Parkette identified on Map 21-4. All development proposals will demonstrate that no net new shadow is cast on these existing and proposed parks. "Net new shadow" means shadow cast by a proposed development in excess of the shadow already cast by existing and approved buildings and structures as well as buildings and structures permitted by the existing in-force Zoning By-law.”

As demonstrated in the sun/shadow study (**Figures 29 to 31**), the proposed development does not cast any net new shadows on either Eglinton Park or the existing or proposed expansion of Redpath Avenue Parkette.

“6.6 Park Street Loop

(a) The Park Street Loop will be designed as a publicly-accessible, multi-purpose green promenade with wide pedestrian clearways, cycling facilities and landscaping that provides green linkages connecting Eglinton Park to community amenities and open spaces in neighbourhoods to the east.

(b) On Broadway Avenue and Roehampton Avenue between Yonge Street and Rawlinson Avenue and on Orchard View Avenue between Duplex Avenue and Yonge Street, all buildings will be set back a minimum of 7.5 metres at grade and above established grade from the property line.

(c) The location and design of underground parking facilities on properties abutting the Park Street Loop will provide sufficient space and soil depth to establish and maintain a permanent, high branching tree canopy.”

The proposed development has incorporated a 7.5 m setback at grade along Broadway Avenue which assists with promoting the vision for the Park Street Loop. As shown on the proposed Landscape Plan, trees are being proposed along the Broadway Avenue frontage with a soil depth of 1.6 m.

As discussed above, it is our opinion that the proposed development satisfies the policies of OPA 289 with respect to enhanced streetscape. The proposed development provides an appropriate transition between areas of different development intensity and scale, will contribute to an improved public realm and open space, and maintains appropriate sunlight conditions.

5.2.5.2 Midtown in Focus – OPA 405

The subject site is located within the Yonge-Eglinton Centre of the Yonge-Eglinton Secondary Plan (YESP) on Map 21-1 (**Figure 9**). OPA 405 recently replaced the previous YESP with a new secondary plan that provides policy direction to ensure Midtown develops as a complete community, maintains the diversity of Midtown's neighbourhoods, and integrates land use and infrastructure planning. It should be noted that OPA 405 incorporates many of the key policies related to public realm improvement that were adopted in OPA 289.

Policy 1.1.1 of OPA 405 provides an overall vision for Midtown which states that:

“Midtown will continue to be an inclusive and social place, with a full range of housing options to support a diverse population. New buildings are compatible

with the character and varied scale of Midtown's different character areas, conserve heritage attributes and contribute to a high-quality public realm. There will be a balance of both residential and non-residential growth to support a strong economy and vibrant live-work neighbourhoods. Midtown will continue to thrive as a place where people of all ages, incomes and abilities can live, work, learn, play and connect with one another."

Map 21-2 of OPA 405 (**Figure 9**) places the subject site within the Redpath Park Street Loop Midtown Character Area. Policy 1.3.3 provides the following with respect to *Apartment Neighbourhood* designations in the Midtown area, and specifically the Redpath Park Street Loop Midtown Character Area:

"The Midtown Apartment Neighbourhoods are defined by a variety of building types including mid-century apartment towers, walk-up apartment buildings and townhouses, all set in a generously-scaled landscaped setting. Infill development and redevelopment will be designed and located to complement the existing built form and to provide for adequate sunlight on streets, parks and open spaces. Anticipated building heights within the Midtown Apartment Neighbourhoods will vary recognizing the different character of each area:

- b. the Redpath Park Street Loop Character Area is a dense yet distinctly green and residential area that consists of towers and a variety of housing types. New development will complement the scale of the historic walk-up apartment buildings and provide for adequate sunlight and sky view. The heights of new buildings will generally decrease in all directions from the Yonge-Eglinton Crossroads and Mount Pleasant Station Areas. The Park Street Loop will be a lush, green multipurpose promenade connecting significant parks, open spaces and civic buildings. New and existing buildings, together with the Loop and the Midtown Greenways, will support a public realm that is inviting and green:"*

Policy 2.3.1 reinforces policies from the Growth Plan with respect to *Urban Growth Centres* and provides the following policies in regards to the function of the Yonge-Eglinton Centre:

Map 21-1 delineates the boundaries of the Yonge-Eglinton Centre (Urban Growth Centre). The Centre will function as a:

- a. Major centre of economic activity with a concentration of existing and new office uses and other value-added employment sectors along Yonge Street and Eglinton Avenue;*
- b. Civic and cultural hub with a concentration of existing and new community service facilities, and entertainment uses;*
- c. Focal area for retail and service uses that meet the day-to-day needs of residents and workers in Midtown and draw visitors from across the city;*
and

- d. *A residential area, with a collection of residential and mixed-use neighbourhoods with varied characters and scales as set out in this Plan that support a diverse population.*

With respect to *Major Transit Station Areas*, as established by the Growth Plan, Map 21-3 of OPA 405 (**Figure 9**) establishes 250 m and 500 m radii around *Major Transit Station Areas* (either subway or LRT stations) within the Yonge-Eglinton area. In particular, Policy 2.4.1 states that:

“The boundaries of the Midtown Transit Station Areas, will include areas within 250-500 radii of stations and maximize the size of the area and the number of potential transit users within walking distance of each station. These areas will be planned to accommodate higher density development to optimize return on investment and increase the efficiency and viability of existing and planned transit service levels.”

The subject site is located within a Secondary Zone (500 m radii from a *Major Transit Station Area*) on the Midtown Transit Station Areas Map 21-3 of OPA 405 (**Figure 9**). Policy 2.4.2(ii) provides that a Secondary Zone is a Transit Node will support “transit-supportive development in a compact urban form and a mix of uses in Midtown” and goes on further to state that the intensity of development will generally be less than the Station Area Core with development generally transitioning down in height and scale.

In addition, Policy 2.4.4 provides minimum density targets for each Midtown Transit Station Area:

“Existing and new development in each Midtown Transit Station Area will collectively achieve or exceed the minimum density targets as identified below:

- a. *600 residents and jobs per hectare for the Yonge-Eglinton Transit Station Area;*

Individual development within a Midtown Transit Station Area is not required to meet the minimum density target. The minimum density target for the entire Midtown Transit Station Area will be achieved and ultimately exceeded based on all existing uses and new development over the long-term horizon of this plan.”

The proposed development contributes to the municipality achieving its minimum intensification targets for residential growth for the Midtown Transit Station Area centered on the Eglinton Subway Station and the Eglinton Crosstown Station. The proposal introduces new housing opportunities on an underutilized parcel of land. It

should also be noted that the Growth Plan provides minimum population density targets for *Urban Growth Centres* of 400 residents and jobs per hectare, which is less than the target identified by the Province above from the approved OPA 405.

With respect to *Apartment Neighbourhood* areas, OPA 405 provides the following policies:

- “2.5.10 *The Apartment Neighbourhoods consist of predominately residential communities orientated along major streets or areas with clusters of rental and condominium apartment buildings. Residential uses and local institutional and cultural uses are permitted. Small-scale retail and service uses that primarily service area residents are permitted on the first floor of buildings, and will be encouraged to be provided in areas identified as Secondary Retail Streets.*

- 2.5.11 *Where residential uses are provided at grade, development will minimize the width of lobbies and line base buildings with grade-related residential units or community service facilities.”*

The proposed development incorporates both residential uses and re-establishes a local cultural/institutional use in the form of a new church building replacing the existing church on the subject site. The new church is prominently located at the front of the subject site next to Broadway Avenue with a landscaped forecourt next to the public sidewalk and an entrance to the church facing the street. In addition, the residential lobby will be setback from the Broadway Avenue frontage, to enable the new church building to occupy and animate the frontage. The forecourt and front entrance of the church can be expected to be a focal point for pedestrians and users of the church building during the many different functions of this facility.

With respect to the Park Street Loop, OPA 405 provides the following policies:

- “3.2.5(a) *The Park Street Loop will be designed as publicly-accessible, multi-purpose green promenade with wide pedestrian clearways, cycling facilities and landscaping that provides green linkages connecting Eglinton Park to community amenities and open spaces in neighbourhoods to the east.*

- 3.2.5(b) *On Broadway Avenue and Roehampton Avenue between Yonge Street and Rawlinson Avenue and on Orchard View Avenue between Duplex Avenue and Yonge Street, all buildings will be reasonably set back at grade and above established grade from the property line.*

- 3.2.5(c) *The location and design of underground facilities, such as parking, on properties abutting the Park Street Loop will provide sufficient space and soil depth to establish and maintain a permanent, high-branching tree canopy.”*

As discussed in Section 5.2.5.1 of this Planning Report, in relation to OPA 289, the proposed development incorporates improved streetscape enhancements. This includes providing for a generous 7.5 m front yard setback along Broadway Avenue which includes soft landscaping and a plaza/forecourt area for the church congregation. By incorporating the 7.5 m setback at grade along Broadway Avenue, the proposed development assists with promoting the vision for the Park Street Loop. As shown on the proposed Landscape Plan, trees are being proposed along the Broadway Avenue frontage within the 7.5 m setback, with a soil depth of 1.6 m, which contributes to the tree canopy. However, it should be noted that while OPA 289 requires a minimum building setback of 7.5 m at and above grade, OPA 405 does not have the same requirement.

Map 21-10 (**Figure 10**) identifies properties with potential cultural heritage value, which includes the subject site along with the adjacent TCHC residential building (28 Broadway) and St. Monica’s Catholic School (14 Broadway) immediately west of the subject site. OPA 405 provides the following policies with respect to heritage conservation:

- “5.2.1 *Development will conserve heritage attributes of properties designated under the Ontario Heritage Act*
- 5.2.2 *Development may be required to provide additional setbacks, stepbacks and stepping down of building height over and above minimum site and urban design standards identified in this Plan in order to complement the scale and character of a cultural heritage resource on the City’s Heritage Register.*
- 5.2.3 *The site and urban design standards of this Plan may be altered without amendment to this Plan where a cultural heritage resource, and its three-dimensional integrity, are conserved in situ to the satisfaction of the City. For added clarity, only the site and urban design standards that would not be able to be achieved as a result of retaining a building or structure in situ, such as a landscaped setback, will be altered.”*

While the subject site is neither listed nor designated as heritage, a Heritage Impact Assessment (“HIA”) was prepared by ERA Architects and is included with this application submission. The HIA provides a historical overview of the subject site and church congregation. The HIA concludes that the church building is not unique or of significant heritage value under the Heritage Act that would warrant its protection.

With respect to building height, Policy 5.4.3 provides anticipated building height ranges for specific Character Areas. In particular, Policy 5.4.3(f) states that the Redpath Park Street Loop will have anticipated height between 35 to 50 storeys, with the tallest buildings along the south side of Roehampton Avenue and heights generally decreasing from south to north and from west to east.

The subject site has been identified in OPA 405 to accommodate a tall building. The proposed development includes a 44-storey residential tower. Broadway Avenue is north of Roehampton Avenue and as such it will not accommodate the highest tower height as set out above. Also, the subject site is close to Yonge Street and closer when compared to the recent approvals on the south side of Broadway Avenue at 55, 75 and 85 Broadway Avenue where heights of 38- and 39-storeys were supported by the City and approved. As such, the proposed height of 44-storeys on the subject site is a logical and fitting scale for the location of the subject site and is therefore, in our opinion, in conformity with the heights contemplated by OPA 405.

OPA 405 provides additional policies related to tall buildings within Midtown, which include the following:

- “5.3.31 The siting and placement of tall buildings, and particularly the tower (middle) portion of the tall buildings, on a site will:*
- a. Take into account other adjacent sites*
 - b. Provided adequate access to sunlight and skyview from the public realm; and*
 - c. Take into account the comfort of sidewalks, parks and open spaces and outdoor areas associated with community service facilities and schools.”*

The proposed tower is located towards the rear of the subject site. The tower has been strategically placed in this location in order to showcase and make prominent the new proposed church along the Broadway Avenue frontage. The proposed church is

approximately 4-storeys in height which contributes to the comfort and pedestrian scale of the sidewalk and forecourt functions. The proposed 44-storey meets all minimum tower setback requirements and minimum tower separation distances from adjacent towers.

“5.3.34 Base buildings of tall buildings will generally not exceed a maximum height of:

a. Four storeys in the Apartment Neighbourhood Character Areas”

The proposed development complies with this policy as the proposed church portion of the building along Broadway Avenue has a proposed height of approximately 4-storeys, or 16.85 m.

“5.3.41 The middle (tower) floor plate of residential tall buildings and the residential portion of mixed-use tall buildings will generally have slender proportions and not exceed 750 m². Increases to the floor plate size may be considered without amendments to this Plan when it is demonstrated that the impacts of the larger floor plate, including but not necessarily limited to pedestrian comfort, shadow, transition, sky view and wind, can be appropriately addressed.”

The proposed 44-storey tower has a floor plate size of 750 square metres, therefore conforming with this policy requirement.

“5.3.44 Tall middle (tower) portion of a tall building should generally be oriented in a north-south orientation and massed to minimize shadow impacts on the public realm.”

The proposed 44-storey tower is orientated in a north-south manner with a north-south length of approximately 36.2 m and an east-west width of approximately 20.7 m. Therefore, the proposed tower conforms with this policy requirement.

“5.3.51 Infill development in Midtown Infill Apartment Neighbourhoods may consist of one or more of the following:

- a. A low-rise or mid-rise addition to an existing apartment building;*
- b. A new low-, mid-rise, and/or tall building;*
- c. An addition on top of an existing apartment building;*
- d. A tall building addition resulting from the partial demolition of an existing apartment building and redevelopment of the demolished portion of the building and any underutilized portion of the site with a new tall building.*

The infill development potential in Midtown Infill Apartment Neighbourhoods will vary. Certain types of infill development identified above may not be suitable for specific sites if applicable site design and urban design standards cannot be satisfied.”

The proposed development is comprised of a 44-storey residential tower building with a new church incorporated into the podium of the building along the Broadway Avenue frontage. Policy 5.4.3(f) of OPA 405 permits a height range between 35 to 50 storeys for the Redpath Park Street Loop area. As will be discussed in further detail in Section 5.3.1 of this Planning Report (Applicable Tall Building Design Guidelines), the subject site can accommodate a tower floor plate of 750 square metres while still providing for 12.5 m tower setbacks to the property lines and ensuring appropriate spatial distance between the proposed tower and adjacent existing and potential towers.

With respect to sunlight and comfort, OPA 405 provides the following policies:

- “5.6.1 Development will be located and designed to maintain adequate access to sunlight on Eglinton Park, the largest and most significant park in the area, and the existing and proposed expansion of Redpath Avenue Parkette identified on Map 21-8. All development proposals will be encouraged to minimize net new shadows on these existing and proposed parks.*
- 5.6.2 Development will also be located and designed to provide adequate access to sunlight on the following additional parks and open spaces.*
- 5.6.4 For added clarity, applicants will be required to demonstrate the shadow impacts of proposed developments on the parks and open spaces in Policies 5.6.1 and 5.6.2 as measured on March 21st and September 21st between 10:18am to 4:18pm.*
- 5.6.5 Development will be located and designed to provide adequate sunlight on parks and open spaces have regarding to the varied nature of these areas. The height ranges and other policy directions established in this Plan result in acceptable shadow impacts. Additional attention to the massing and setbacks of buildings may be required to ensure an adequate amount of sunlight on parks and open spaces.”*

As previously discussed, minor incremental shadows occur in the early morning and late afternoon. These shadows are transitional, quick moving, and do not stay on any one spot for a long period of time. Minor incremental shadows occur on adjacent properties to the west in the morning, to the north in the afternoon, and to the east in the late afternoon. These shadow impacts are limited and transitional, do not stay on any one

spot for a long period of time, and are not considered of a magnitude that would limit the function of any of the areas specified in the policies. In addition, as previously discussed with respect to sun/shadow policies from OPA 289, the proposed development does not cast any net new shadows on either Eglinton Park or the existing or proposed expansion of Redpath Avenue Parkette.

With respect to housing, OPA 405 provides policies related to minimum unit types to be provided in new developments. In particular, Policy 7.1 provides for the following:

- 7.1 *To achieve a balanced mix of unit types and sizes, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:*
- a. *A minimum of 15 percent of the total number of units as 2-bedroom units;*
 - b. *A minimum of 10 percent of the total number of units as 3-bedroom units;*
 - c. *An additional 15 percent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2-bedroom and 3-bedroom units through the use of adaptable design measures.”*

As discussed in Section 5.2.4 of this Planning Report, the proposed development includes a total of 398 dwelling units which includes:

- over 46% (187 dwelling units) are a combination of 2-bedroom and 2-bedroom plus den units
- 10% (41 dwelling units) are 3-bedroom and 3-bedroom plus den units

As such, the proposed development meets and exceeds the minimum dwelling unit mix required by providing for 56% 2- and 3-bedroom dwelling units when only 40% is required by OPA 405.

In view of the analysis set out above, it is our opinion that the proposed development is in conformity with the policies of OPA 405.

5.2.6 Summary Opinion Concerning the City OP

For many of the reasons set out above, the proposed development satisfies the policies of the City OP and the policies from OPA 289 and OPA 405. When taken together, the

use and design of the proposal advances the use and design policies and principles of both OPA 289 and OPA 405.

In our opinion, the redevelopment proposal is in conformity with the City OP by:

- The proposed infill development creates for a well-designed, high quality, residential and institutional building on this large underutilized site, offering a range of residential unit types and amenities that is compatible with its surrounding area context. In particular, the subject site is located in an *Urban Growth Center* and a *Major Transit Station Area* where growth is encouraged.
- The proposed redevelopment is designed to conform to the development criteria for development in *Apartment Neighbourhoods* and the Built Form policies for new developments in Policy 3.1.2 of the City OP.
- The proposed development introduces a housing form familiar to this neighbourhood and provides for a range of dwelling unit types, including 56% of the proposed dwelling units being 2-bedroom or larger, conforming to the Housing policies of Policy 3.2.1 of the City OP and OPA 405.
- The proposed development appropriately includes a 44-storey residential tower at this location, conforming with the height range contemplated by OPA 405 of between 35 and 50-storeys. The height and massing of the different elements of this proposal have been carefully and thoughtfully deployed in consideration of the interrelationship of and transition to the surrounding area context of the subject site. This deployment of the low-rise church at the front of the subject site will enhance the pedestrian and public realm and will attractively showcase the mixed use nature of this development and the neighbourhood within which it is located.
- The proposed redevelopment is appropriately massed and designed that fits with the existing and planned context of the neighbourhood and results in no adverse planning impacts. In particular, minor incremental shadows occur in the early morning and late afternoon but are transitional and quick moving. The proposed development also does not cast any net new shadows on Eglinton Park or the existing or proposed expansion to Redpath Avenue Parkette, consistent with OPA 405.
- The proposed development meets the minimum tower setback requirements, maximum tower floor plate size, and provides for adequate separation distances to existing and potential adjacent towers.

In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the City OP, including OPA 405 and OPA 289.

5.3 Tall Building Design Guidelines, May 2013

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

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

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

5.3.1 Applicable Tall Building Design Guidelines, May 2013

Important guideline statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are as follows:

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

The subject site is an underutilized property that presents an opportunity for a mixed residential and institutional, transit-supportive, and optimized infill development in a desirable location. The subject site has a comparable height context in the immediate and broader area which contains many existing and planned tall buildings, and its height conforms with OPA 405.

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

The subject site is surrounded by, and within the Yonge-Eglinton Centre where, tall buildings of varying heights and typologies exist in close proximity. The subject site is also well removed from the closest Neighbourhoods area or other lands intended by the City OP to be low in scale or stable in its low intensity character. The site directly to the north includes a 17-storey high rise building while immediately northeast there is a 32-storey high rise building and a 20-storey high rise building immediately east. Immediately south there is a 24-storey high rise building and southeast there are two recently approved 39-storey high rise buildings and another recently approved 38-

storey high rise building immediately east. As such, the proposed 44-storey building would allow a transition in scale downwards away from Yonge Street.

- c) Section 1.4 - Sunlight and Sky View - Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks and private open space, and other shadow sensitive areas.

As indicated in the preceding shadow analysis of this Planning Report, the incremental shadows cast as a result of the proposed building on the neighbouring streets to the north, west and east, are transitional, short in duration, and are adequately limited due to the slender profile of the proposed tower and intervening buildings. The tower design of the building also serves to protect access to skyviews from nearby lands.

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

The proposed development will have no adverse impact on view corridors leading to prominent sites.

- e) Section 1.6 - Heritage Properties and Heritage Conservation Districts - Locate and design tall buildings to respect and complement the scale, character, form and setting of on-site and adjacent heritage properties and Heritage Conservation Districts (HCDs).

The subject site is not located directly adjacent to or within close proximity of any heritage property. While OPA 405 identifies the subject site and the adjacent TCHC apartment building and St. Monica's Catholic School as sites for potential heritage, none of these sites are either listed or designated heritage. The submitted HIA also confirms that heritage implications have been adequately addressed by this proposal.

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

The proposed building is located/deployed to provide direct frontage onto Broadway Avenue. The proposed church will be orientated to frame the street with a 7.5 m setback from Broadway Avenue. The tower has been placed in the rear of the subject site in order to provide for adequate tower separation distances to adjacent existing towers, to provide a pedestrian sense of scale along Broadway Avenue, and to showcase the new St. Monica's church building and its architecture adjacent to the public realm. Such deployment of uses and building mass and scale supports the mixed use and complete community aspirations of the Provincial and City policy documents directing growth and governing this area.

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

The entrance to the church of the proposed building fronts directly onto Broadway Avenue, is clearly visible, will share the pedestrian sidewalk/walkway leading to the entrance, and will be constructed to be universally accessible. The entrance to the residential lobby is located north of the church portion of the building. The residential lobby entrance is accessible by a generously proportioned shared pedestrian sidewalk/walkway along the west side yard (adjacent to the driveway).

- h) Section 2.3 - Site Servicing, Access and Parking - Locate “back of house” activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, away from the public realm and public view.

All vehicle parking is located underground and all loading, servicing and utilities are located internal to the building, accessed from the west side yard driveway and located such that they are not visible from Broadway Avenue.

- i) Section 2.4 - Publically Accessible Open Space - Provide grade-related, publically accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

The proposed development includes a front yard setback of 7.5 m. This will secure a suitable front yard setback on the subject site for the purpose of accessible open space/landscaping and forecourt. The large front yard setback also provides access to the large east side yard setback which connects with the large north rear yard setback that includes an at-grade outdoor amenity space.

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

Outdoor amenity space is provided adjacent to indoor amenity space and includes at-grade outdoor amenity space in the north and east side yard setback. Additional outdoor amenity space is proposed in the form of a rear terrace on the fifth level adjacent to proposed indoor amenity space. In addition, many of units proposed also include private balconies, providing additional outdoor amenity space.

- k) Section 2.6 - Pedestrian and Cycling Connections - Provide comfortable, safe and accessible pedestrian and cycling routes through and around the tall building site to connect with adjacent routes, streets, parks, open space, and other priority destinations, such as transit and underground concourses.

The subject site is bounded by City streets that provide safe and accessible routes for both pedestrians and cyclists. In particular, the subject site is located along Broadway Avenue which is a signed shared bicycle path that connects with Montgomery Avenue and Edith Drive in the west. In addition, this route connects to the Beltline Major Off-Road Trail to the south of Oriole Park.

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

The proposed new church building is approximately 4-storeys (16.85 m) in height along Broadway Avenue, a height that respects the scale and proportion of the existing buildings immediately west of the subject site and provides for a sense of pedestrian scale next to the street. The 44-storey tower is setback 4.95 m from the rear of the church and 42 m from the Broadway Avenue frontage which will amplify and showcase the new church as an attractive low-rise element adjacent to the public realm.

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

The proposed development includes an entrance to the new church along the front of building next to Broadway Avenue. This provides for a safe and animated public realm. The proposed landscape treatment along the frontage provides for an improved pedestrian realm.

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

The church portion of the proposed development contemplates a first floor height of approximately 9 m, meeting the guideline.

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

The new proposed church will be located on the ground level of the front portion of the building, meeting this design principle with doors to the church fronting directly onto Broadway Avenue. The proposed residential lobby will be located further in the rear of the base building but will maintain access and views from Broadway Avenue by virtue of the west driveway and the generously proportioned sidewalk leading to the residential lobby. In addition, the front façade will also include window articulation which will wrap around the western and eastern sides. The front entrance will include a canopy, contributing the pedestrian scale and comfort along Broadway Avenue. Details of additional materials can further be addressed as part of the Site Plan application process.

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

The church lobby entrance will be directly from Broadway Avenue, providing for the necessary visual and physical access along with public overlook to the street. As previously discussed, the residential lobby will be located in the rear of the base building, behind the new proposed church, and will be accessed via a shared pedestrian sidewalk/walkway along the west side yard.

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

The proposed tower floor plate size is 750 sq. m. Thus, the proposed building meets this criterion.

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

The proposed 44-storey tower is placed in the rear of the subject site in order to provide for maximum tower setbacks from existing adjacent towers. The tower will be generously setback approximately 42 m from the front lot line along Broadway Avenue which provides an appropriate relationship to the street edge. Importantly, the tower placement enables the front of the subject site to showcase the attractive new St. Monica's church building together with the landscaped forecourt, in front of the church, next to the public sidewalk.

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

The proposed tower is setback 42 m from the Broadway Avenue frontage, 12.5 m from both the east and west side lot lines, 12.5 m from the north rear lot line. The proposed 44-storey residential tower satisfies this guideline.

In addition, the proposed building provides for appropriate separation distance between adjacent towers:

To the north: Approximately 34 m separation distance between the proposed 44-storey tower to the 17-storey residential high-rise building.

To the south: Approximately 60 m separation distance between the proposed 44-storey tower to the 24-storey residential high-rise building.

To the east: Approximately 17 m separation distance between the proposed 44-storey tower to the proposed 12-storey mid-rise building located immediately to the east. The tower setback is 12.5 m to the east property line, meeting the minimum tower setback guideline.

To the west: Approximately 13 m separation distance between the proposed 44-storey tower to the low-rise 4-storey TCH residential apartment building. The tower setback is 12.5 m from the west property line, also meeting the minimum tower setback guideline.

In our opinion, given the above separation distances, the proposed 44-storey building generally meets the objectives of ensuring appropriate spatial separation between towers.

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

The building elevations show a highly articulated and well-crafted 44-storey tower and a new church building incorporated into the podium, promoting design excellence on this site. The architectural design provides for different materiality in order to define each use on the subject site and to provide articulation and visual interest. The crafted articulation also contributes to design excellence of both the skyline and streetscape level.

- u) Section 3.2.5 – Balconies – Design balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.

The proposed building features private balconies for the majority of the proposed dwelling units. These balconies project from the individual units approximately 1.8 m (6 ft.). These balconies provide large areas for additional private amenity space for residents while simultaneously providing visual interest to the tower component of the redevelopment proposal. Details of the materials used for the balconies can be addressed during the Site Plan Approval stage.

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

The mechanical penthouse for the 44-storey building will be cladded, adding interest to the skyline and conveys attention to detail in the architecture. This too will be refined at the Site Plan stage.

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

Landscaping opportunities are accommodated on the plans and provide suitable and attractive landscaping where appropriate. In particular, a front yard setback is proposed as open landscape space/forecourt and both the north rear yard and east side yard are proposed for outdoor amenity space, providing additional landscape open space for the residents of the building.

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

The proposed building will provide a front yard setback of 7.50 m and a new concrete sidewalk is proposed with a width of between 2.3 m and 5.8 m along Broadway Avenue. These two elements will contribute to creating an active pedestrian environment and provide for new streetscape elements.

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

A Pedestrian Level Wind Study, authored by Novus Environmental, has been provided as part of this submission. The study concludes that wind conditions on the subject site are predicted as being comfortable under normal wind conditions annually. While several localized areas may be windier during the winter, these localized areas remain appropriate for the intended purposes. Some mitigation measures have been recommended which will be incorporated at the Site Plan stage.

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

A new canopy is proposed over the entrance to the church along Broadway Avenue and the majority of the pedestrian walkway leading to the residential lobby will be covered by the tower floor plate above which will provide pedestrian protection when entering the proposed building.

5.3.2 Conclusions Concerning the Tall Building Design Guidelines

In view of the foregoing analysis of the design guidelines for tall buildings, it is our conclusion that the proposed building has been designed to generally satisfy this City guideline document.

5.4 Conformity and Consistency of Existing Zoning with Policy Context

As previously discussed in Section 4.1 of this Planning Report, the subject site is zoned Residential (R) under the new City-wide zoning By-law 569-2013 and Residential District 2 (R2) under the former City of Toronto Zoning By-law 438-86. Both by-laws permit various forms of residential building types, including apartment buildings, a maximum density of 2.0 times the area of the lot, and a maximum height of 38.0 metres, which is equivalent approximately to a 12-storey residential building.

5.4.1 Consistency of Existing Zoning with the PPS

The PPS directs intensification in locations well served by municipal infrastructure and public transit through the efficient and optimized use of land. The existing zoning on the subject site restricts the redevelopment potential of the subject site to an approximately 12-storey (38m) tall apartment building with a maximum FSI of 2.0 times the area of the lot in an area which includes higher density buildings as high as 39-storeys. As such, the

existing zoning of the subject site significantly limits the density, coverage and height for development of the subject site that does not permit an efficient and optimized use of land. It is therefore our opinion that the existing zoning of the site is out of date, and is not consistent with the PPS.

5.4.2 Conformity of Existing Zoning with the Growth Plan

The Growth Plan policies support the achievement of complete communities and prioritizes intensification and higher densities to make efficient use of land and infrastructure and to support transit viability. As with the PPS, the Growth Plan directs intensification to locations with existing and planned transit, with a priority on higher order transit and emphasizes an “intensification first” approach to development.

The subject site is located in an *Urban Growth Centre* and by definition of the Growth Plan within a *Major Transit Station Area* and within 500 to 800 metres of *Higher Order Transit* on a *Priority Transit Corridor*. Moreover, the Growth Plan sets out a density of 400 residents and jobs combined per hectare for those areas within an *Urban Growth Centre*. In consideration of the location of the subject site, the existing development standards for an apartment building under both Zoning By-law 569-2013 and Zoning By-law 438-86 significantly limits the density and height for development on the subject site and it does not permit appropriately scaled intensification to make efficient and optimized use of land and support transit viability.

Considering the existing and planned context of the surrounding area, the location of the subject site within the boundaries of an *Urban Growth Centre*, and in proximity to *Higher Order Transit Corridors*, the development standards in both By-law 569-2013 and By-law 438-86 are out of date and do not reflect the existing context and opportunity along Broadway Avenue. Broadway Avenue includes existing and recently approved high-rise apartment buildings that well exceed the height and density permissions of both By-law 569-2013 and By-law 438-86, further illustrating the place-holder, and out of date nature, of the existing zoning controls on site.

In particular, immediately southeast of the subject site there is an approval for two 39-storey towers at 55 and 65 Broadway, an approved 38-storey tower at 75 Broadway and

an approved 38-storey tower at 85 Broadway Avenue (the southwest quadrant of Broadway Avenue and Redpath Avenue). The existing zoning restricts the intensification potential of the subject site, limiting its contribution to achieving the minimum density target established in the Growth Plan for *Urban Growth Centres* and limits the *transit-supportive* density potential of the subject site. It is therefore our opinion that the existing zoning does not conform with the Growth Plan.

In addition, the development standards for an apartment building from By-law 569-2013 are a carry-over of zoning provisions from the former Zoning By-law 438-86, which pre-dates both the PPS and the Growth Plan. By-law 438-86 did not anticipate the level of intensification planned for this area as directed by the Growth Plan for *Urban Growth Centres*. Therefore, it is our opinion that the existing zoning does not conform with the Growth Plan in this regard as well.

5.4.3 Conformity of Existing Zoning with the Official Plan

The Official Plan designates the site as *Apartment Neighbourhoods*, a designation where some growth is anticipated and promotes compatible infill development on underutilized sites, such as the subject site. As noted in preceding sections of this report, the Provincial policies applicable to the subject site all support optimized intensification of the subject site. As discussed in the City OP section of this Planning Report, the proposed redevelopment of 44-storeys conforms with the Built Form development criteria as well as the development criteria for *Apartment Neighbourhood* designated areas and demonstrates that a 44-storey tall building is appropriate and desirable on the subject site. The existing zoning of the subject site which sets a maximum height of 38 m, or approximately 12-storeys, significantly limits the density and height on the subject site such that it does not permit an appropriate level of intensification of the subject site expected by the City OP.

In addition, the recent approval of OPA 405 by the Ministry of Municipal Affairs and Housing permits a height range for the Redpath Park Street Loop of between 35 and 50-storeys, with heights generally decreasing from south to north and west to east. This height permission is consistent with existing and approved building heights along Broadway Avenue. OPA 405 also provides for a per hectare population density target for

the Yonge-Eglinton Transit Station Area of 600 residents and jobs per hectare. The Yonge-Eglinton Transit Station Area is a 500 m radius centred on the Eglinton Subway Station. The density target provided in OPA 405 is an increase from the density target provided in the Growth Plan which provides for a population projection of 400 residents and jobs per hectare for the whole of the *Urban Growth Centre*. It is therefore our opinion that the existing zoning of the subject site does not conform with either OPA 405 or the Official Plan.

The proposed draft zoning by-law amendments for the redevelopment provides for a built form that is more contextually appropriate and is of a compatible and fitting height and density in relation to what currently exists along Broadway Avenue and within the Study Area. In view of the analysis set out above, it is our opinion that the proposed redevelopment and draft zoning by-law amendments are in conformity with the City OP.

6.0 Community Services and Facilities Study

A Community Services and Facilities Study was prepared under separate cover by Goldberg Group and is included with this application submission package. The Community Services and Facilities Study states that the proposed residential development is well serviced by existing community services, parks and recreation, and other community facilities and social services. The study concludes that the proposed building will not place an undue burden on the existing community services and facilities within the surrounding area.

For a more detailed discussion, refer to the Community Services and Facilities Study submitted with this application.

7.0 Overall Conclusions

The Provincial policies contained in the PPS and the Growth Plan promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is *transit-supportive*. In particular, the Growth Plan plans for higher densities within an *Urban Growth Centre* and *Major Transit Station Areas*.

As previously discussed, the subject site is restricted by the current in force zoning context which does not enable the optimization of this intrinsically valuable piece of land. The current zoning only permits a maximum height of 38.0 m with a maximum permitted density of 2.0 times the area of the lot. In our opinion, acting solely on the existing zoning regime governing the subject site would result in an under-utilization of the subject site, from built form and land use perspectives. As such, it is our opinion that the existing zoning under both By-law 569-2013 and By-law 438-86 under utilize this valuable urban redevelopment site, and are not consistent with the PPS and do not conform to the Growth Plan. By contrast, the proposed redevelopment includes significant and important density and land use elements called for and promoted by these two important provincial policy documents leading us to conclude that the current proposal is consistent with the PPS and conforms to the Growth Plan. We conclude that the proposal advances the policy imperatives expressed in these two Provincial policy documents and is therefore, consistent with the PPS and conforms with the Growth Plan.

With respect to OPA 405, the proposed development includes a 44-storey residential tower which is within the height range of 35 to 50-storeys contemplated for the Redpath Park Street Loop area. The proposal also meets the minimum tower floor plate size, provides for adequate setbacks and separation distances, does not cast any net new shadows on specific neighbourhood parks, and meets the minimum unit mix requirement under OPA 405.

The proposed development promotes the achievement of numerous policy directions which support intensification, particularly within the Yonge-Eglinton *Urban Growth Centre*. From a local planning perspective, the proposal, if approved, implements and satisfies the applicable Growth Management, *Apartment Neighbourhood*, Housing, and Built Form provisions and policies of the City OP. It has been demonstrated that the subject site can comfortably accommodate the height and density, and provides for appropriate separation distances. The design of the proposed development has also been undertaken to sensitively accommodate the retention of the St. Monica's Roman Catholic Church congregation on site by incorporating a new church into the podium of the building. This ensures that this place of cultural value is maintained on the site while

simultaneously providing for new residential dwelling units, contributing to the creation of 'complete communities'.

The proposed development arises from a design process aimed at achieving, to the greatest extent possible, appropriate and attractive architecture, massing, and interface within the context of the subject site. The subject site is located within walking distance of a subway station (*Major Transit Station Areas*), bus routes, and LRT line. This together with the design of the proposed building, allows us to conclude that the subject site warrants positive consideration for the proposed height and density.

It has been demonstrated that the proposed development also satisfies policies from OPA 405 with respect to built form, height, density and unit mix. The proposal also generally satisfies the visions for this site as expressed in the applicable City guidelines for tall buildings. As such, it has been demonstrated that the subject site can appropriately accommodate the height and density proposed, and provides for appropriate separation distances. As such, the subject proposal is an appropriate development for this location and will be compatible with the existing and planned context of the site.

It is our opinion that the proposed redevelopment of the subject site to include a new church building in front of the 44-storey residential building is appropriate and desirable. The redevelopment proposal is an appropriate development for this location and will be compatible with the existing and planned context of the subject site. It will reinforce the mixed use nature of the subject site, the policy aspirations for the area, and is designed and deployed to enhance the pedestrian scale of the public realm.

For the reasons stated above, it is our opinion that the proposed application satisfies both Provincial and City policies, is premised on a sound and reasonable planning analysis, represents good planning, and is in the public interest. We accordingly, recommend that the redevelopment proposal and subject ZBA application be supported by City staff and approved by City Council.

FIGURES

APPENDIX A

Draft Zoning By-law Amendment to By-law 438-86

APPENDIX B

Draft Zoning By-Law Amendment to By-law 569-2013