



Planning & Urban Design Rationale

50 Stephanie Street
City of Toronto

Prepared For
50 Stephanie Street Inc.

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Job Number

2351

www.bousfields.ca

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Table of Contents

1 Introduction	1	5 Planning & Urban Design Analysis	72
2 Site & Surroundings	4	5.1 Intensification	73
2.1 Subject Site	5	5.2 Land Use	74
2.2 Area Context	8	5.3 Housing	75
2.3 Immediate Surroundings	10	5.4 Height, Massing and Density	76
2.4 Transportation Context	16	5.5 Built Form Impacts	78
3 Proposal	20	5.6 Urban Design	82
3.1 Description of the Proposal	21	5.7 Community Services and Facilities	92
3.2 Key Statistics	26	5.8 Heritage	98
3.3 Required Approvals	27	5.9 Transportation	99
4 Policy & Regulatory Context	28	5.10 Servicing	100
4.1 Overview	29	6 Conclusion	102
4.2 Planning Act	29		
4.3 Bill 23 – More Homes Built Faster Act, 2022	30		
4.4 Bill 185 – Cutting Red Tape to Build More Homes Act, 2024	30		
4.5 Bill 17 – Protect Ontario by Building Faster and Smarter Act, 2025	30		
4.6 Provincial Planning Statement (2024)	31		
4.7 Provincial and Municipal Housing Targets	35		
4.8 Metrolinx Regional Transportation Plan	36		
4.9 City of Toronto Official Plan	38		
4.10 Downtown Secondary Plan	55		
4.11 Official Plan Amendment No. 557	65		
4.14 Zoning	66		
4.15 Mid-Rise Building Design Guidelines (2024)	68		
4.16 Growing Up: Planning for Children in New Vertical Communities	70		
4.17 Pet-Friendly Design Guidelines for High Density Communities	71		



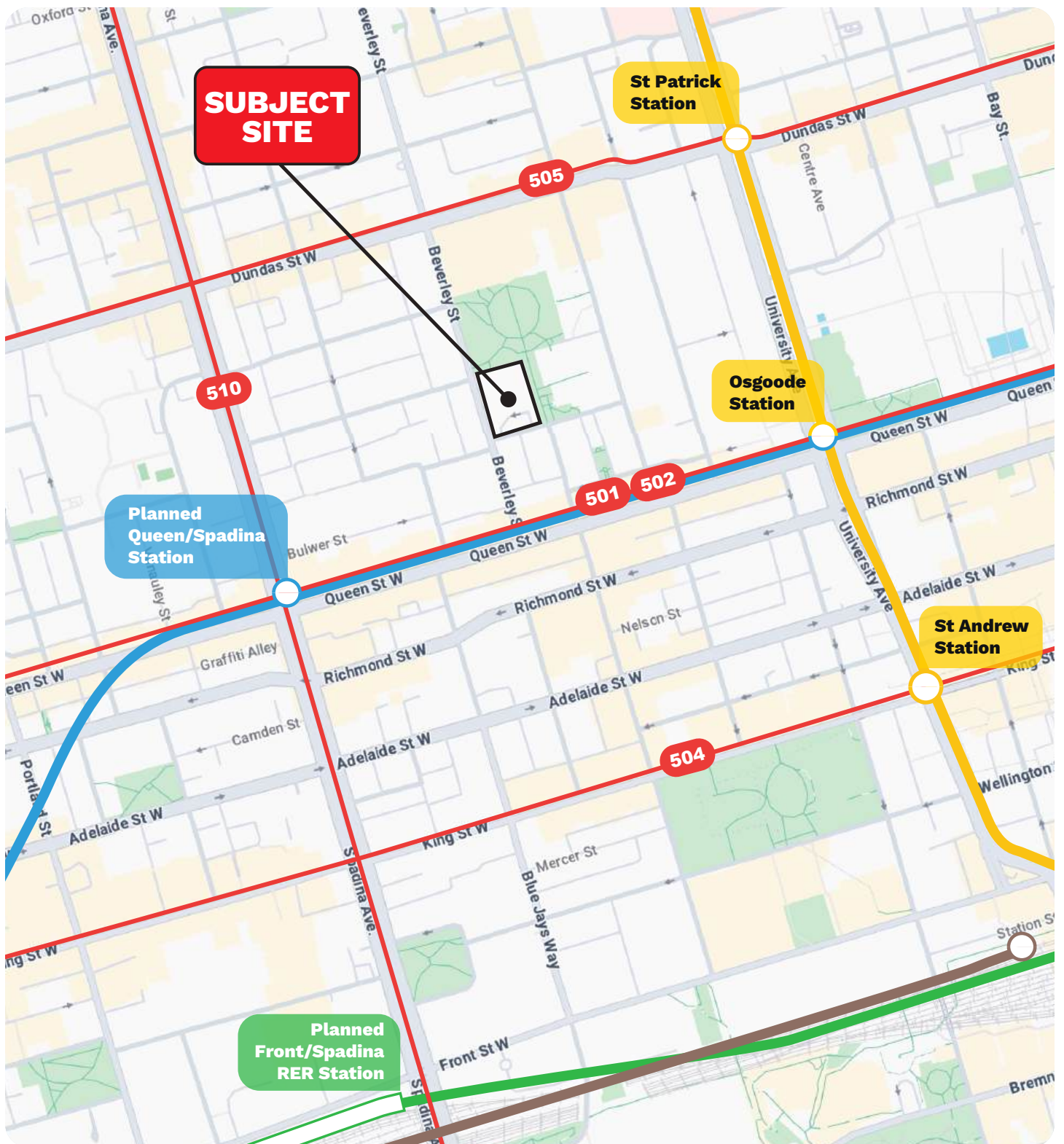
This Planning and Urban Design Rationale report has been prepared on behalf of 50 Stephanie Street Inc. in support of an Official Plan and Zoning By-law Amendment application by to amend the City of Toronto Official Plan and City-wide Zoning By-law 569-2013, as amended, with respect to the lands known municipally as 50 Stephanie Street.

The proposed Official Plan Amendment and rezoning application would permit an 11-storey purpose-built rental residential building while retaining an existing 24-storey purpose-built rental residential building in-situ.

The background of the slide features a photograph of two hands pinning a map. One hand is in the foreground, placing a red pushpin, while the other is slightly behind it. The map shows various geographical features and lines. The entire image is covered with a semi-transparent red filter. Overlaid on the left side of the image is a large white circle containing the number '1'.

1

Introduction



Legend

- | | | |
|--|---|---|
|  Line 1
(Yonge/University) |  TTC Route |  Planned GO/RER
Station |
|  Planned Ontario Line |  GO Line |  UP Express |

Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared on behalf of 50 Stephanie Street Inc. (the "Owner") in support of an Official Plan and Zoning By-law Amendment application to amend the City of Toronto Official Plan and City-wide Zoning By-law 569-2013, as amended, with respect to the lands known municipally as 50 Stephanie Street (the "site" or "subject site") (See **Figure 1** - Location Map). The site is a 6,280 square metre (0.62 hectare) property located at the northeast corner of the intersection of Beverley Street and Stephanie Street, approximately 150 metres north of Queen Street West.

The proposed Official Plan Amendment and rezoning application would permit an 11-storey purpose-built rental residential building with a height of 36.5 metres to the top of the roof and 42.5 metres to top of the mechanical penthouse, while retaining an existing 24-storey purpose-built rental residential building in-situ. The proposed building contains a total of 163 dwelling units, 11,199 square metres of total gross floor area. Cumulatively, the existing and proposed building include a total of 448 dwelling units, a total gross floor area of 31,366 square metres, resulting in a density of 5.5 times the area of the lot, with a total of 142 parking spaces within one whole and second partial level of underground parking (the "Proposal").

From a land use perspective, the subject site is designated *Neighbourhoods* by the City of Toronto Official Plan. The proposed Official Plan Amendment will redesignate the site to an *Apartment Neighbourhoods* designation to align with the existing and proposed function of the site as an apartment site. The site is located within the boundaries of the Downtown Plan which encourages growth in close proximity to existing or planned transit stations. It is also located within the boundaries of three Protected Major Transit Station Areas ("PMTSA") which are areas where significant

intensification is encouraged. Additionally, the Proposal will deliver a much needed addition to the purpose-built rental housing stock in Downtown Toronto. Accordingly, the Proposal is supportive of provincial and municipal policies that encourage a range of housing choices within built-up urban areas, particularly in areas that are well served by municipal infrastructure, including public transit, community services and facilities.

From a built form and urban design perspective, the Proposal will result in a contextually appropriate mid-rise building that frames Beverley Street with good proportion. It will fit in with the surrounding built form along Beverley Street and Stephanie Street and will provide an appropriate height transition to the existing, approved and proposed buildings to the immediate west as well as Grange Park to the north and east. Furthermore, the Proposal conforms to the built form policies of the Official Plan, and specifically those pertaining to mid-rise buildings. Furthermore, it contains appropriate building setbacks and separation distances from existing building on the site and Grange Park to ensure appropriate privacy conditions and sunlight on the park and adjacent sidewalks.

In our opinion, the proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Planning Statement (2024). The Proposal represents good and appropriate land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new purpose-built rental housing while retaining existing rental housing in-situ, which will increase housing choices in the area and support the development of complete communities. Accordingly, this report recommends that the Official Plan and Zoning By-law amendment application should be approved.



Site & Surroundings

2.1 Subject Site

The subject site is located at the northeast corner of Stephanie Street and Beverley Street, approximately 150 metres north of Queen Street West in the Kensington-Chinatown neighbourhood of Downtown Toronto. It is a rectangularly shaped parcel with a frontage of approximately 68.0 metres along Stephanie Street to the south, a depth of approximately 93.0 metres along Beverley Street to the west, equating to a total area of approximately 6,280 square metres (0.62 hectares). With respect to topography, the site slopes down approximately 3.5 metres from the north to the south.

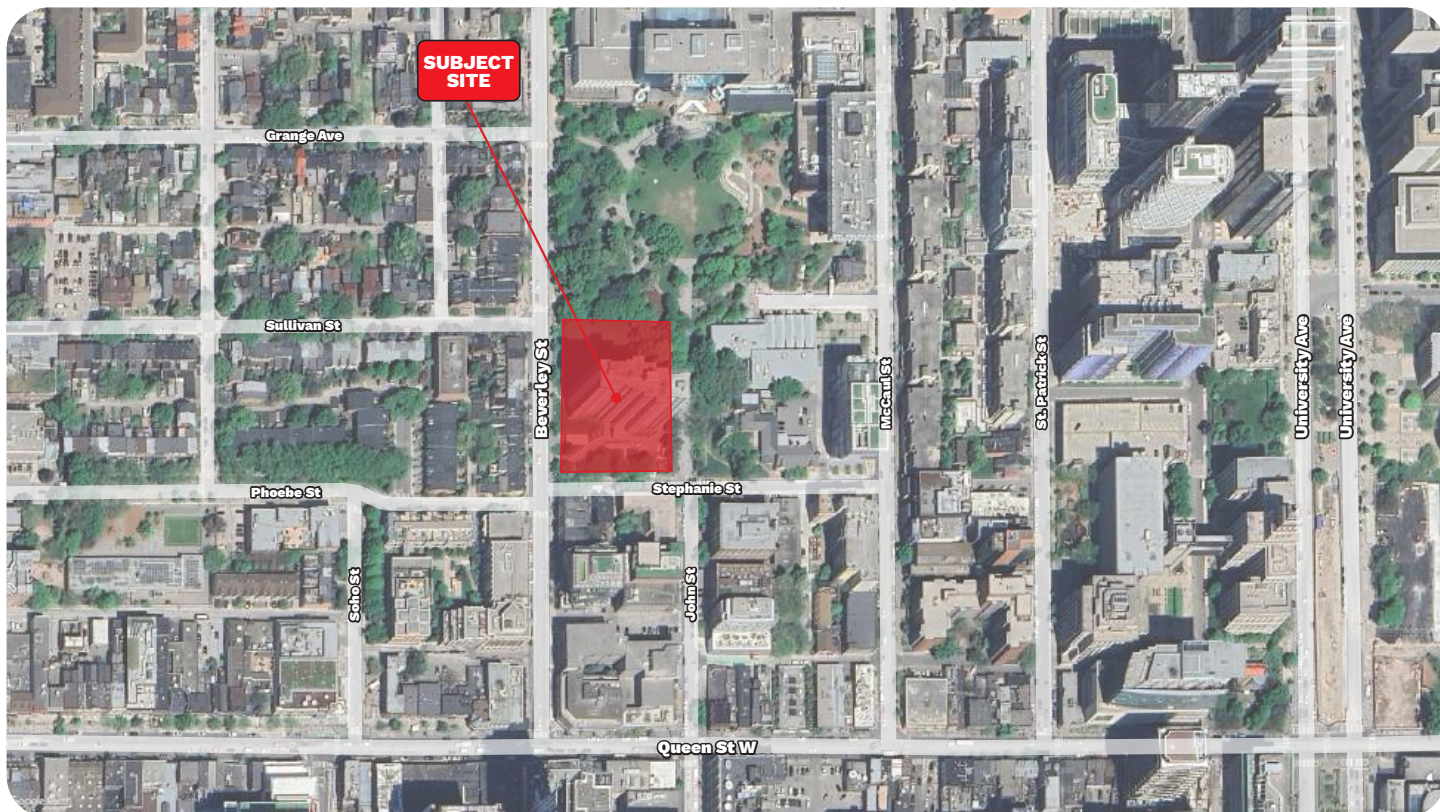


Figure 2 - Aerial Photo - Site Context



Drone image of subject site, view looking northwest



Drone image of subject site, view looking north

The subject site is currently occupied by a 24-storey (162.9 metres including the mechanical penthouse) rental apartment building situated on the southern portion of the subject site. The existing building is set back approximately 6.7 metres from the east property line, 22.3 metres from the south property line where it abuts Stephanie Street, approximately 8.0 metres from the west property line where it abuts Beverley Street and approximately 43.0 metres from the north property line where it abuts Grange Park. The existing building contains 284 rental units, including 20,167 square metres of gross floor area ("GFA"), the balance of which is residential.

Vehicular access to the subject site is provided through two curb cuts along Stephanie Street providing access to a pick-up/drop-off area to the existing rental apartment building. Vehicular access to the underground parking garage is provided from Beverley Street at the southwest corner of the subject site extending east to two levels of underground parking. Currently, the existing building contains a total of 284 parking spaces, of which only 73 parking spaces are leased to residents.

With respect to vegetation, there are a number of trees located to the rear of the existing apartment building, along with a large grassy open space.



Looking north at the existing 24-storey apartment building on the south portion of the subject site



Existing loading area on the subject site



Looking north from Stephanie Street towards the front yard and primary pedestrian access to the existing building



Private laneway located along the east property line



Looking east at the existing building and the access to the existing underground garage



Looking west at the open space and existing trees to the north of the existing building

2.2 Area Context

The subject site is located in Downtown within the Kensington-Chinatown neighbourhood. The site is located approximately 350 metres northwest from Osgoode subway station and 420 metres southwest from St. Patrick subway station (Line 1 Yonge-University), and is proximate to numerous surface transit options along Dundas Street West, Queen Street West and Spadina Avenue (see **Figure 3 – Surrounding Context**).

The Kensington-Chinatown neighbourhood is bounded by Queen Street West to the south, Bathurst Street to the west, College Street to the north, and University Avenue to the east. Kensington-Chinatown is a mixed-use neighbourhood containing a variety of built forms, including detached, semi-detached and townhouses, many of which have heritage attributes, existing walk up apartment buildings, slab-style apartment buildings and newer infill developments primarily in the form of high-rise mixed use/residential buildings and townhouses. Queen Street West which forms the southernmost boundary of the neighbourhood is a designated Heritage Conservation District.

The immediate vicinity of the subject site, bounded by Dundas Street West to the north, Beverley Street to the west Stephanie Street to the south and McCaul Street to the east, is characterized by important City landmarks, including the Art Gallery of Ontario ("AGO"), Ontario College of Art and Design University ("OCAD"), St. George's Grange Park Church and Grange Park.

Existing and proposed high-rise buildings are generally concentrated along the Major Streets including University Avenue to the east, Dundas and College Street to the north and Spadina Avenue to the west, particularly around transit stations and major intersections. Internal to the aforementioned streets, existing and proposed developments generally step down in terms of height and density, eventually transitioning to a low-rise residential neighbourhood.

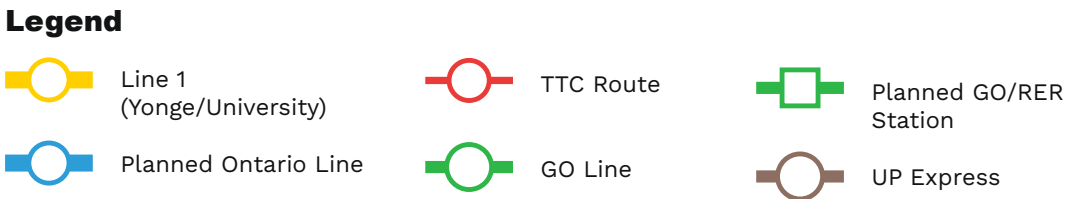
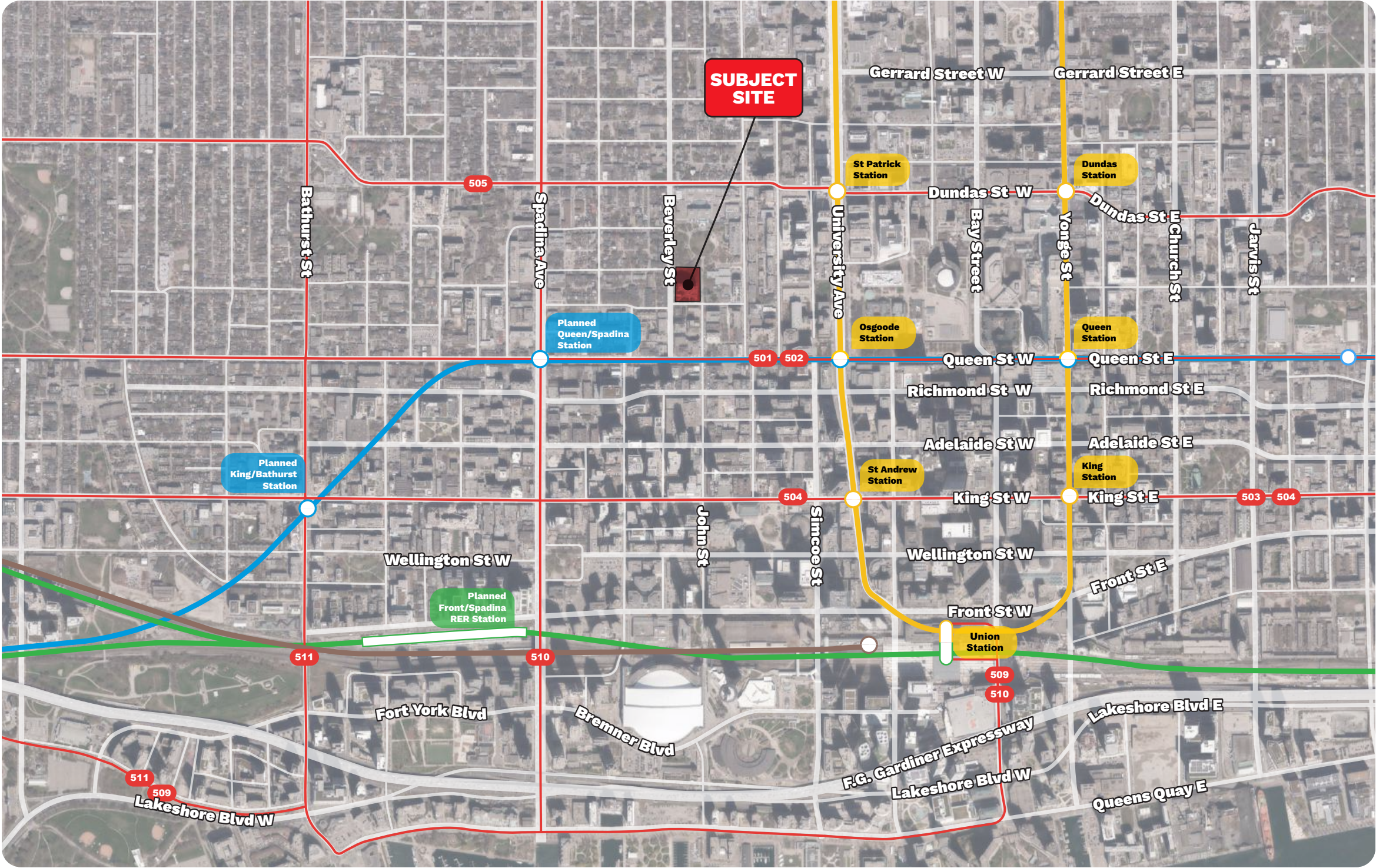


Figure 3 - Surrounding Context

The Kensington-Chinatown neighbourhood, and Downtown as a whole, is experiencing a considerable amount of development activity due to the policy context outlined in the Provincial Planning Statement (2024) (PPS or 2024 PPS), Downtown Plan and the proximity of the area to existing and planned transit infrastructure. Within the surrounding area context, there has been significant development activity, including several proposed, approved, under construction, or recently constructed buildings with heights ranging up to 64 storeys and peaking around transit stations. These developments are outlined in **Table 1** below.

Table 1 - Development Activity in the Immediate Surrounding Area

Address	Use	Height (storeys)	Height (metres – including M.P.H.)	Status
522 University Avenue	Mixed Use	64	233.2 metres	Approved
250 Dundas Street West	Mixed Use	57	195.0 metres	Approved
480 University Avenue	Mixed Use	55	207.0 metres	Completed
200 University Avenue	Mixed Use	53	194.0 metres	Approved
250 University Avenue	Mixed Use	47	161.8 metres	Approved
426 University Avenue	Mixed-Use	42	136.5 metres	Constructed
220 -234 Simcoe Street and 121 St. Patrick Street	Mixed-Use	17 – 39	65.0 – 127.9 metres	Under Construction
292 – 298 Dundas Street West	Mixed Use	29	100.5 metres	Approved
210 Simcoe Street	Residential	25	86.0 metres	Constructed
14 Grange Avenue	Residential	6 + amenity level	20.72 metres.	Under Review
100-104 Beverley Street	Residential	4	13.41 m	Approved

2.3 Immediate Surroundings

To the immediate **north** of the subject site is Grange Park, which is bounded by the AGO to the north, OCAD and McCaul Street to the east, Stephanie Street to the south and Beverley Street to the west. Grange Park contains approximately 1.8 hectares of green space and includes a wading pool, picnic area, children's playground and off-leash dog area which abuts the northern boundary of the subject site. Adjacent to Grange Park is the Grange, which is a National Historic Site of Canada. There are entrances to Grange Park along all its frontages and is situated between major institutions including the AGO and OCAD University. Grange Park is a Sun Protected Park and Open Space as identified in the Downtown Plan.

Further north occupying the south side of the block along Dundas Street West between Beverley Street (west) and McCaul Street (east) is the AGO and OCAD University, which are connected by a two-storey element. The existing buildings frame the northern and eastern extents of Grange Park.



Off-leash dog area abutting the subject site

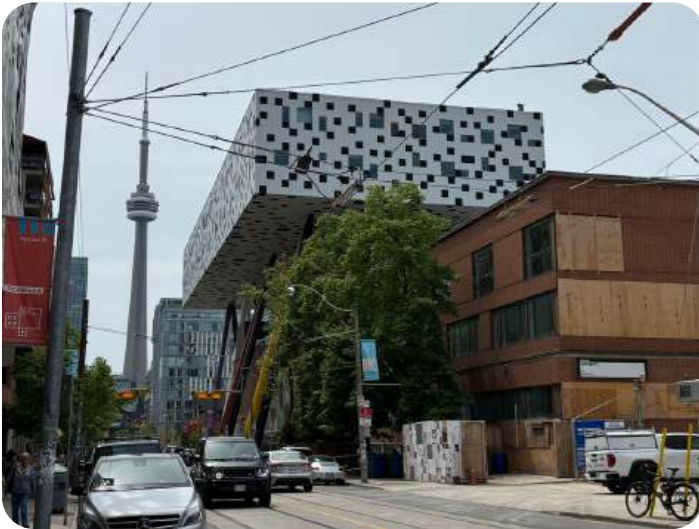


Looking north into Grange Park



Looking northwest from Beverley Street and Stephanie Street

Further north of Dundas Street West is a low-rise residential neighbourhood primarily consisting of 1- to 4-storey detached and semi-detached house forms, row houses, institutional buildings, parks and some mixed-use/residential buildings.



Looking at OCAD University from McCaul Street



Looking at the rear of the AGO from Grange Park



Looking at OCAD University from Grange Park

To the immediate **west** of the subject site, occupying the western frontage of Beverley Street between Phoebe Street to the south and Sullivan Street to the north are 2- to 3-storey townhouses (40-70 Beverley Street). Further west at 11 Sullivan Street is a 3.5-storey walk-up apartment building and a row of 2.5-storey walk-up townhouses at 31-55 Soho Square. Immediately north of the aforementioned block, at the northwest corner of Sullivan Street and Beverley Street, is the Toronto Chinese Church (72 Beverley Street). The church was designed by Canadian architects Langley & Burke, was completed in 1886, and has since been Listed on the City of Toronto Heritage Register.

The neighbourhood to the further west and north between Spadina Avenue and Dundas Street West, respectively primarily consists of 1- to 3-storey detached and semi-detached house forms and townhouses.

To the southwest within the block bounded by Phoebe Street to the north, Beverley Street to the east, Soho Place to the south and Soho Street to the west is a recently built 4- to 8-storey condominium complex consisting of an 8-storey mid-rise building along Beverley Street, a 4-storey mid-rise building along Phoebe Street, and a 6-storey mid-rise building along Soho Street.



Looking north up Beverley Street at the existing 2- to 3-storey townhouses



Looking south down Beverley Street at Soho Place in the foreground and Queen Street in the background



Toronto Chinese Church at 72 Beverley Street

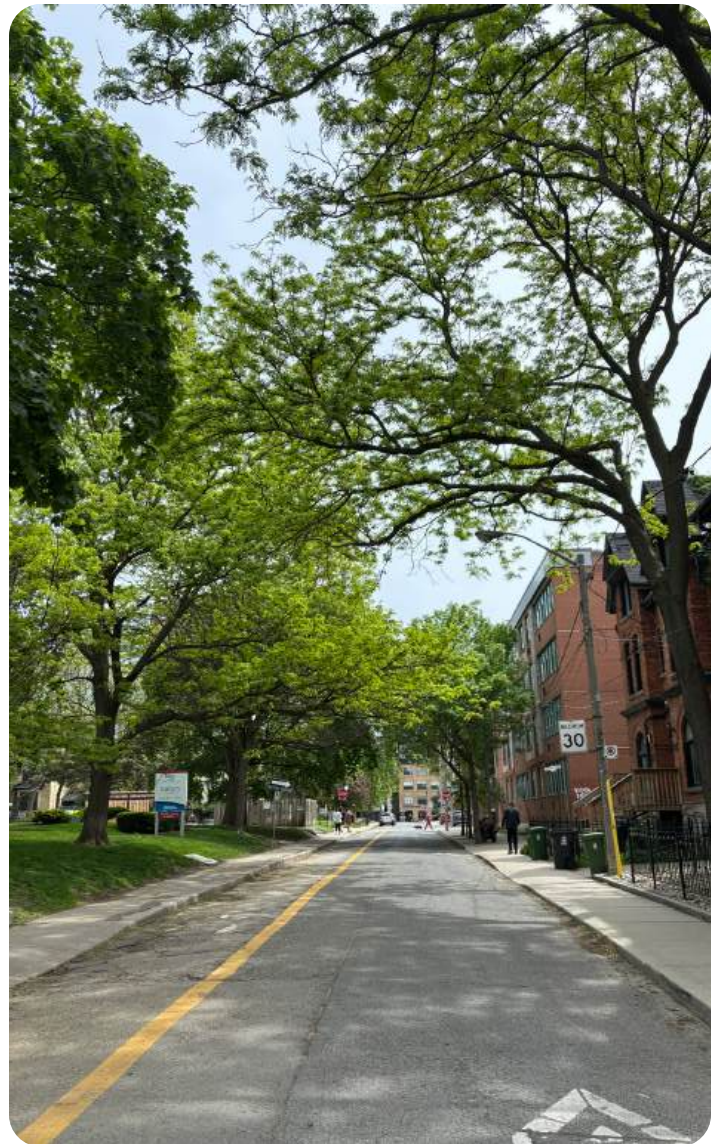
Further south of Queen Street West, the existing and planned built form transitions with approved, under review and recently completed mid- and high-rise buildings.

To the immediate **south** of the subject site at the southwest corner of Stephanie Street and John Street (190 John Street) is a 4-storey residential building built in 1970. To its south is a 7-storey office building at 180 John Street.

Immediately west of 190 John Street fronting Stephanie Street is a 3.5-storey walk-up semi-detached house (45 and 47 Stephanie Street). Continuing west at the southeast corner of Beverley Street and Stephanie Street is a row of townhouses (29-39 Beverley Street). Immediately south at 15 Beverley Street is an 11-storey residential building that was completed in 2015.

Continuing south, the block to the east bounded by Stephanie Street, McCaul Street, Renfrew Place and John Street is characterized by a mix of uses, including a 2.5-storey office building (191 John Street), a 2-storey non-residential building (17 Stephanie Street) and a City-operated indoor pool (15 Stephanie Street). Along McCaul Street, is a 10-storey residential building (36 McCaul Street), a 3-storey commercial building (14 McCaul Street), to the rear of which is a row of 2- to 3-storey townhouses (11-21 St. Patricks Square) fronting onto St. Patricks Market Square located internal to the block. Along John Street, there is a 3-storey commercial building (180 John Street), a 10-storey residential building (169 John Street), a 5-storey non-residential building (171 John Street), and a 7-storey non-residential building (179 John Street).

Further to the south along Queen Street West is a collection of 1- to 3-storey non-residential and mixed-use/residential buildings located within the Queen Street West Heritage Conservation District. All of the buildings along Queen Street West are designated under Part V or Part IV on the Heritage Register.

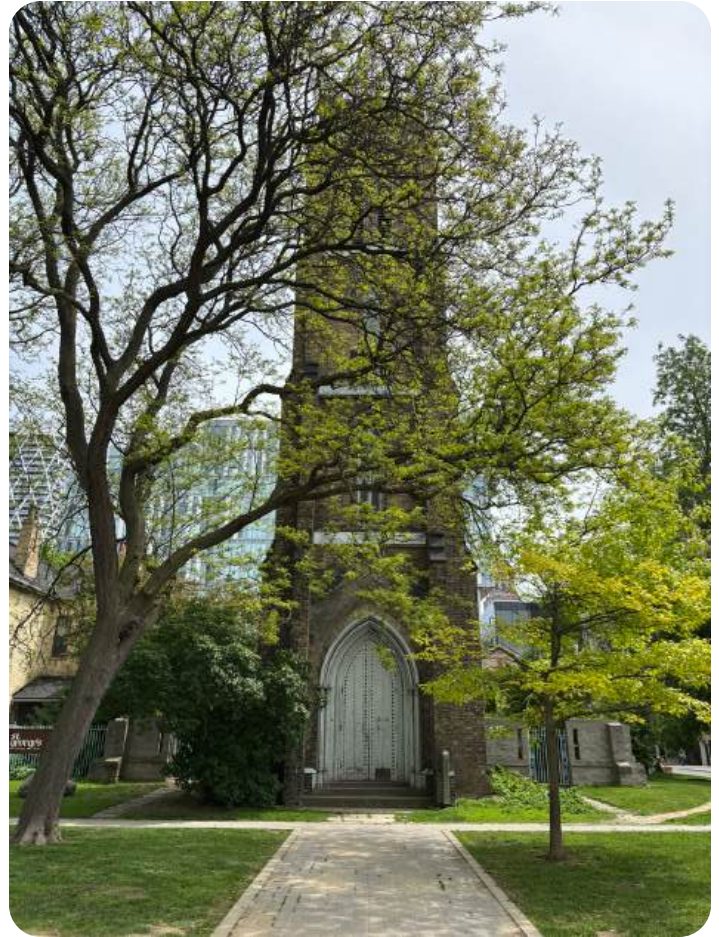


Looking east down Stephanie Street

To the immediate **east** of the subject site is a 22.0-metre-wide strip of Grange Park, known as the Grange Park Promenade, which extends north from Stephanie Street, eventually terminating at the primary park grounds. Further east along the north side of Stephanie Street is St. George's Grange Park Church (30 Stephanie Street) which is designated under Part IV of the Ontario Heritage Act (By-law No. 663-80).



Looking south down the Grange Park Promenade



St. George's Grange Park Church at 30 Stephanie Street

Immediately north at 23 Grange Road is University Settlement, which is a non-profit that offers childcare services, settlement and social services, language services, seniors programming and recreation facilities. Further southeast, at the northwest corner of McCaul Street and Stephanie Street, is a recently built 14-storey mixed-use/residential building (50 McCaul Street).

Further east along the east side of McCaul Street within the city block bounded by McCaul Street to the west, Dundas Street West to the north, St. Patrick Street to the east, and Renfrew Place to the south are several slab-style residential buildings ranging in height from 5 to 17 storeys. To its west, along St. Patrick Street is a 39-, 35-, and 17- storey mixed-use development currently under construction at 234 Simcoe Street and 121 St. Patrick Street (Artists' Alley) and a recently completed 25-storey building at 250 Simcoe Street.



University Settlement and associated surface parking lot in the foreground and 50 McCaul Street in the background



Looking south down McCaul Street from Dundas Street West

2.4 Transportation Context

Road Network

Stephanie Street is an east-west oriented road that connects McCaul Street and Beverley Street. As classified by the City of Toronto Road Classification System Map, Stephanie Street is a *Local Road* with an existing right-of-way width of approximately 15.0 metres and no planned right-of-way widening. Stephanie Street is a one-way street comprising an eastbound vehicular lane and a westbound lane dedicated for cyclists. Sidewalks are provided on both sides of the street, and no parking is permitted adjacent to the subject site

Beverley Street is a north-south oriented *Major Street* that extends from College Street to the north and Queen Street West to the south. As classified by the City of Toronto Road Classification System Map, Beverley Street is a *Minor Arterial Road*, with a planned right-of-way width of 20.0 metres and an existing right-of-way width of approximately 18.0 metres. Beverley Street has a two-lane cross-section adjacent to the subject site, including a northbound travel lane and a southbound travel lane, as well as on-street parking adjacent to the southbound lane. There is a southbound bike lane located between the southbound parking and travel lane, as well as a northbound bike lane. Sidewalks are provided on both sides of the street.

Transit Network

Existing Public Transportation Network

From a public transit perspective, the subject site has excellent access to existing higher-order transit and surface transit and excellent access to planned higher-order transit services (see **Figure 4** – TTC Transit Map).

In particular, the subject site is located within an approximate 350-metre radius (an approximate 5-minute walk) from the Osgoode subway station on Line 1 (Yonge-University), which is located at the intersection of Queen Street West and University Avenue. Osgoode subway station provides northbound and southbound subway service along Line 1 (Yonge- University) with a connection to Line 2 (Bloor-Danforth).

In addition to Osgoode subway station, the subject site is also located within short walking distance of Toronto Transit Corporation ("TTC") stops 3084 (westbound) and 6829 (eastbound) located at the intersection of Queen Street West and John Street. The following surface transit routes are accessible from the site via the aforementioned TTC stops:

- **501 Queen:** The 501 Queen streetcar route operates between Neville Park Loop (Queen Street East & Victoria Park Avenue) in the east and Long Branch Loop (Lakeshore Boulevard West & Browns Line) in the west, generally in an east-west direction. It provides access to multiple nodes including Line 1, Long Branch GO and connects with the Mississauga transit system in the west. The route is part of the TTC Express Network operating on 10-minute or better service from 6 a.m. to 1 a.m. Monday to Saturday and a.m. to 1 a.m. on Sundays.
- **301 Queen:** The 301 Queen Blue Night Network bus route operates Neville Park Loop (Queen Street East & Victoria Park Avenue) in the east and Long Branch Loop (Lakeshore Boulevard West & Browns Line) in the west, generally in an east-west direction. The route operates all day, every day, every 30 minutes or better from approximately 1:30 a.m. to the start of subway service (6 a.m. on weekdays and Saturdays; 8 a.m. on Sundays).

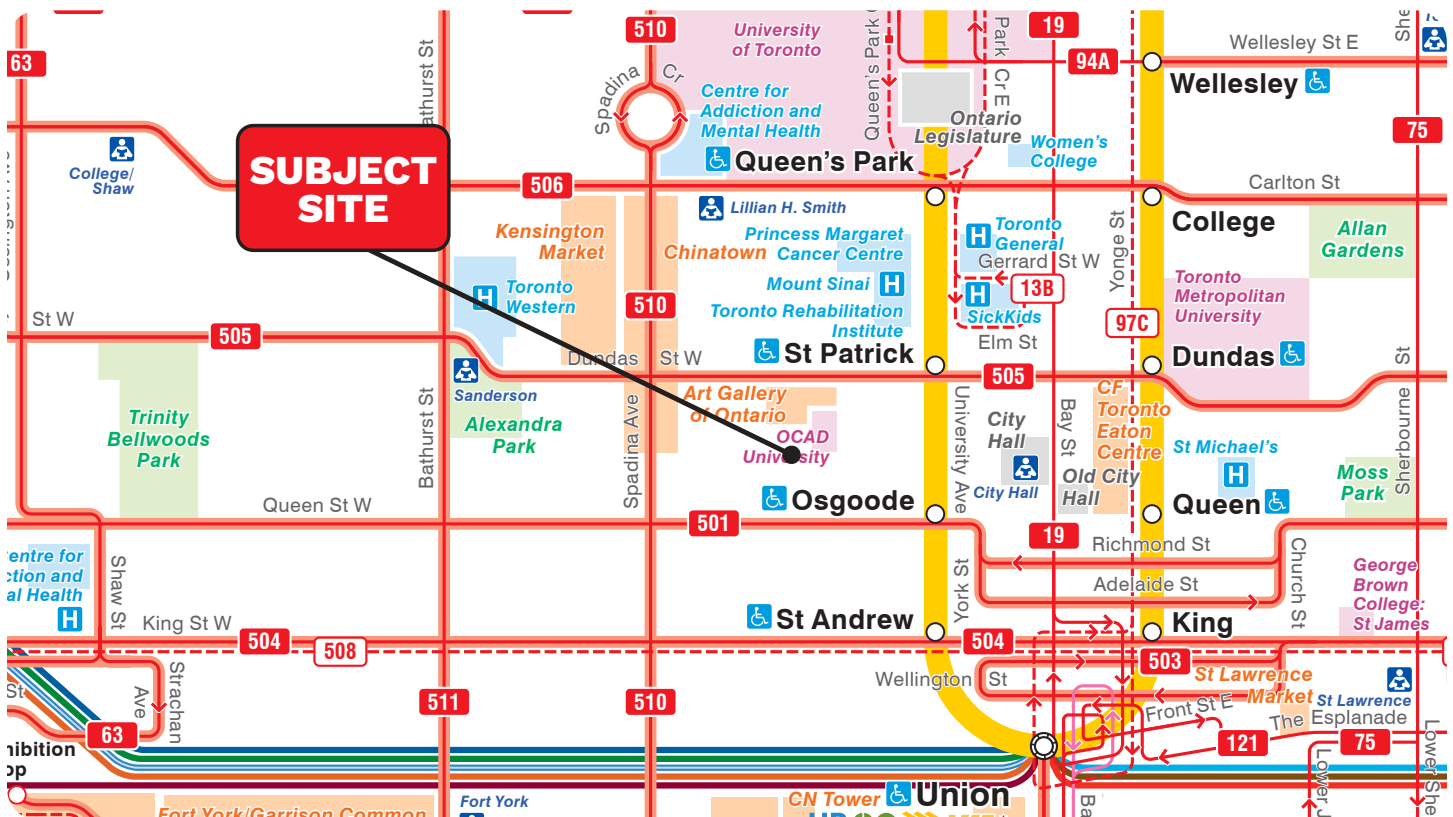


Figure 4 - TTC Transit Map

Under Construction Higher Order Transit – Ontario Line

The subject site is located an approximate 350 metres northwest from the entrance to the under-construction Osgoode Station on the Ontario Line. Osgoode station will provide direct access to the Ontario Line and Line 1 (Yonge-University) and a connection to multiple higher-order transit routes including Exhibition GO, East Harbour GO, and the Eglinton Crosstown LRT (see **Figure 5** – Ontario Line Map).

The Ontario Line is a 15.6-kilometre, 15-stop subway line that will operate between Exhibition GO (Ontario Place) in the west and the area of Don Mills Road and Eglinton Avenue East in the northeast. Once complete, the Ontario Line will connect to the Eglinton Crosstown LRT, multiple GO stations, Line 2 (Bloor-Danforth) and Line 1 (Yonge-University). Over half of the route is planned to run underground through new tunnels, with the remainder running along elevated and at-grade rail corridor sections of track.

The Ontario Line is one of four priority transit projects announced by the Province in 2019 for the Greater Toronto and Hamilton Area.

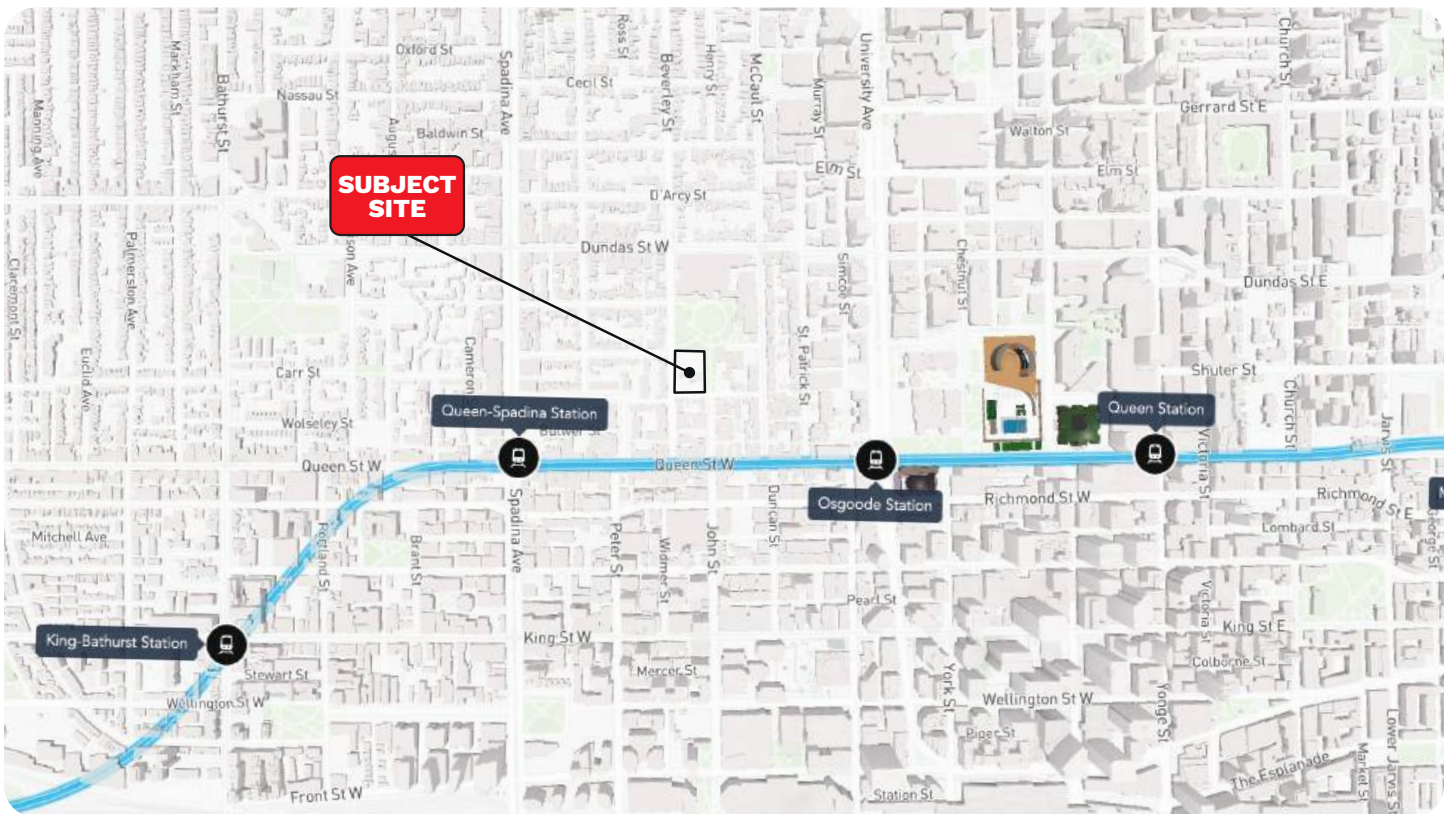


Figure 5 - Ontario Line Map

Cycling Network

The subject site is well served by cycling infrastructure. Stephanie Street includes shared lane markings (sharrows) along both sides of the roadway. While these lanes are not physically separated from vehicular traffic, they are clearly painted and provide continuous access along the corridor. Beverley Street features dedicated two-way bicycle lanes, running north to Dundas Street West and south to Queen Street West. These lanes are painted but unprotected, offering continuous cycling access in both directions (see **Figure 6 – Cycling Network Map**).

The closest Bike Share Toronto station is located approximately 80 metres east of the subject site, on the south side of Grange Road, just west of McCaul Street. This docking station contains a total of 11 bicycles. Another docking station, which contains a total of 17 bicycles, is located approximately 115 metres south of the subject site near the intersection of John Street and Queen Street West. There are other docking stations nearby including one on Beverley Street that is approximately 125 metres northwest of the subject site, which has 25 docking stations and a docking station with 11 bicycles at Soho Street and Queen Street West that is approximately 185 metres southwest of the subject site.

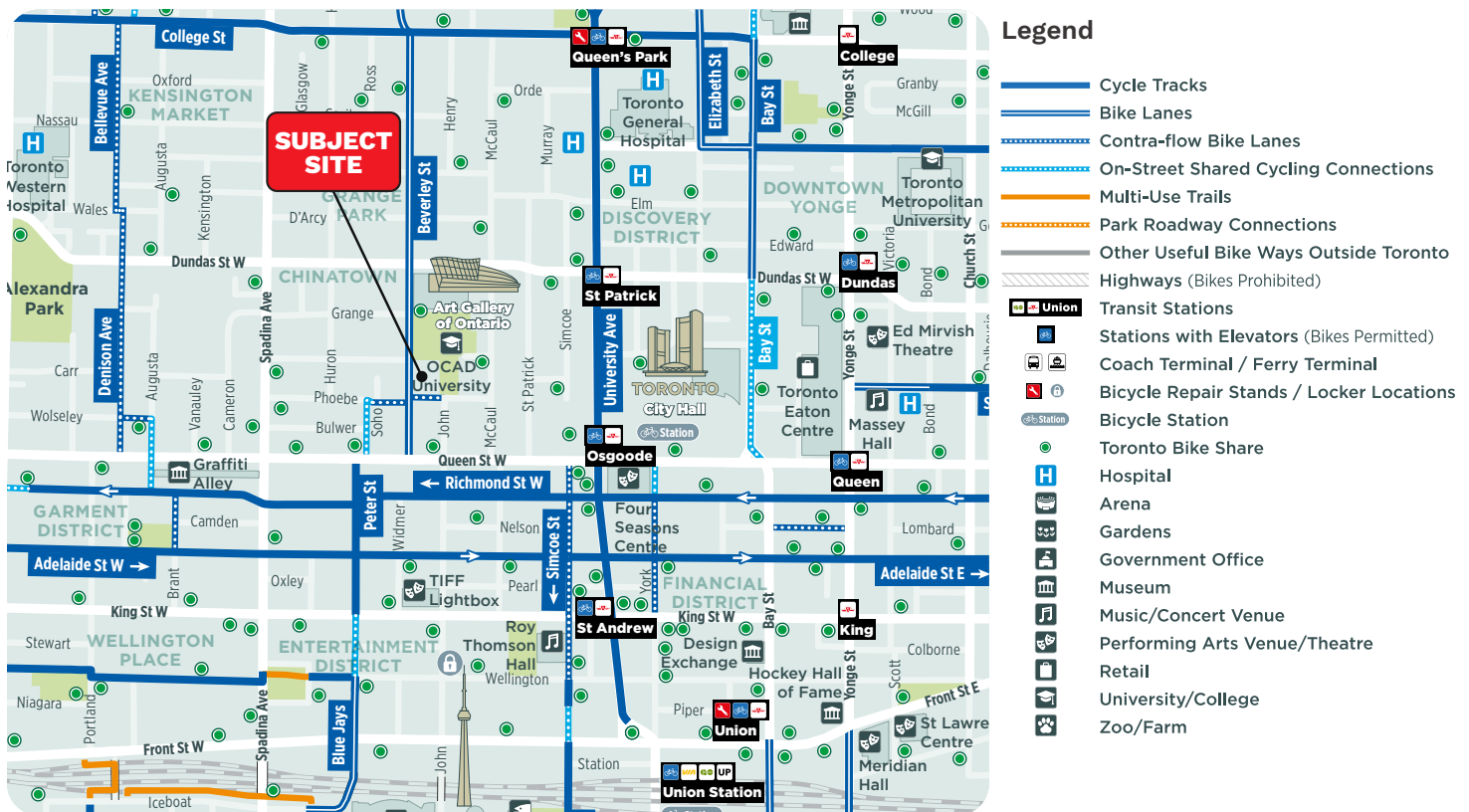


Figure 6 - Cycling Network Map

An architectural rendering of a modern, multi-story building. The building features a grid-like facade with alternating blue and green panels. The lower floors have green panels, while the upper floors have blue panels. The building is set against a backdrop of a taller, more traditional skyscraper. In the foreground, there is a landscaped area with greenery, a white fence, and a few people walking. A large white circle with the number '3' is overlaid on the left side of the image.

3

Proposal

3.1 Description of the Proposal

The proposed development is comprised of an 11-storey purpose-built rental residential building (42.51 metres, inclusive of a 6-metre mechanical penthouse) with a 3-storey (11.91-metre tall) base building and a 1-storey (4.5-metre tall) connecting podium. The proposed building provides a link to the existing 24-storey rental apartment building onsite via the 1-storey podium element. The proposed development includes 163 dwelling units, with a total number of 142 parking spaces within the proposed and existing buildings located in two levels of a shared underground garage. Additionally, a parkland dedication of approximately 337 square metres is proposed at the north end of the subject site, adjacent to the southern extent of Grange Park. The proposed development contains a total gross floor area ("GFA") of 11,199 square metres, while the existing gross building area is 20,167 square metres, resulting in a total site floor space index ("FSI") of 5.5 (the "Proposal").

Underground Parking

The Proposal provides an underground garage with two levels, including a partial second level covering an area of the footprint of the existing building. The Proposal includes a total number of 142 parking spaces, including 135 resident parking spaces and 7 visitor parking spaces, of which 11 spaces will be accessible parking spaces.

In addition to vehicular parking spaces, the proposed P1 underground level includes a bicycle storage room with 126 long term bicycle parking spaces located along the west side of the building. Level P2 also includes two bicycle storage rooms, inclusive of a total of 76 long term bicycle parking spaces.

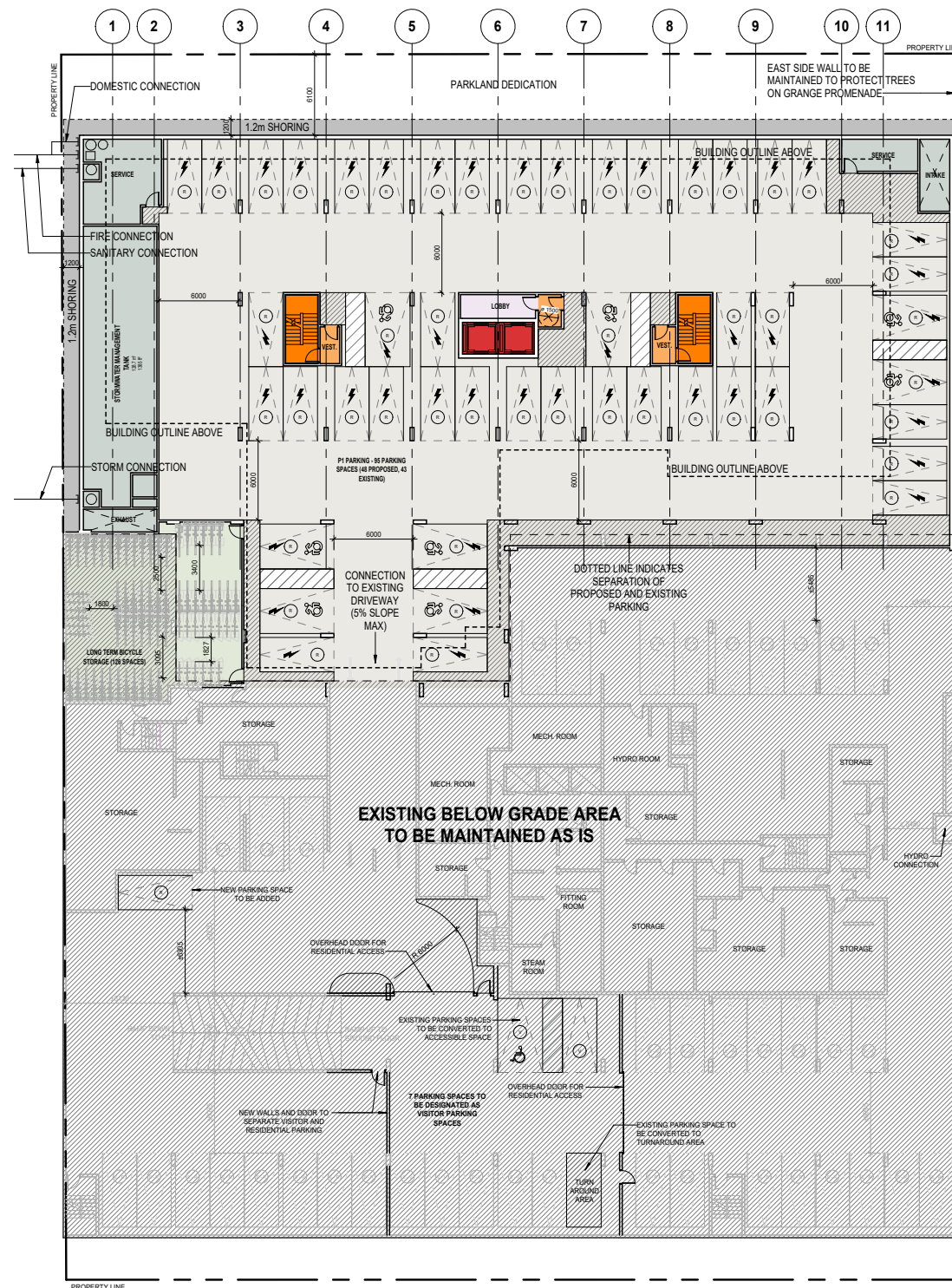


Figure 7 - Underground Level P1

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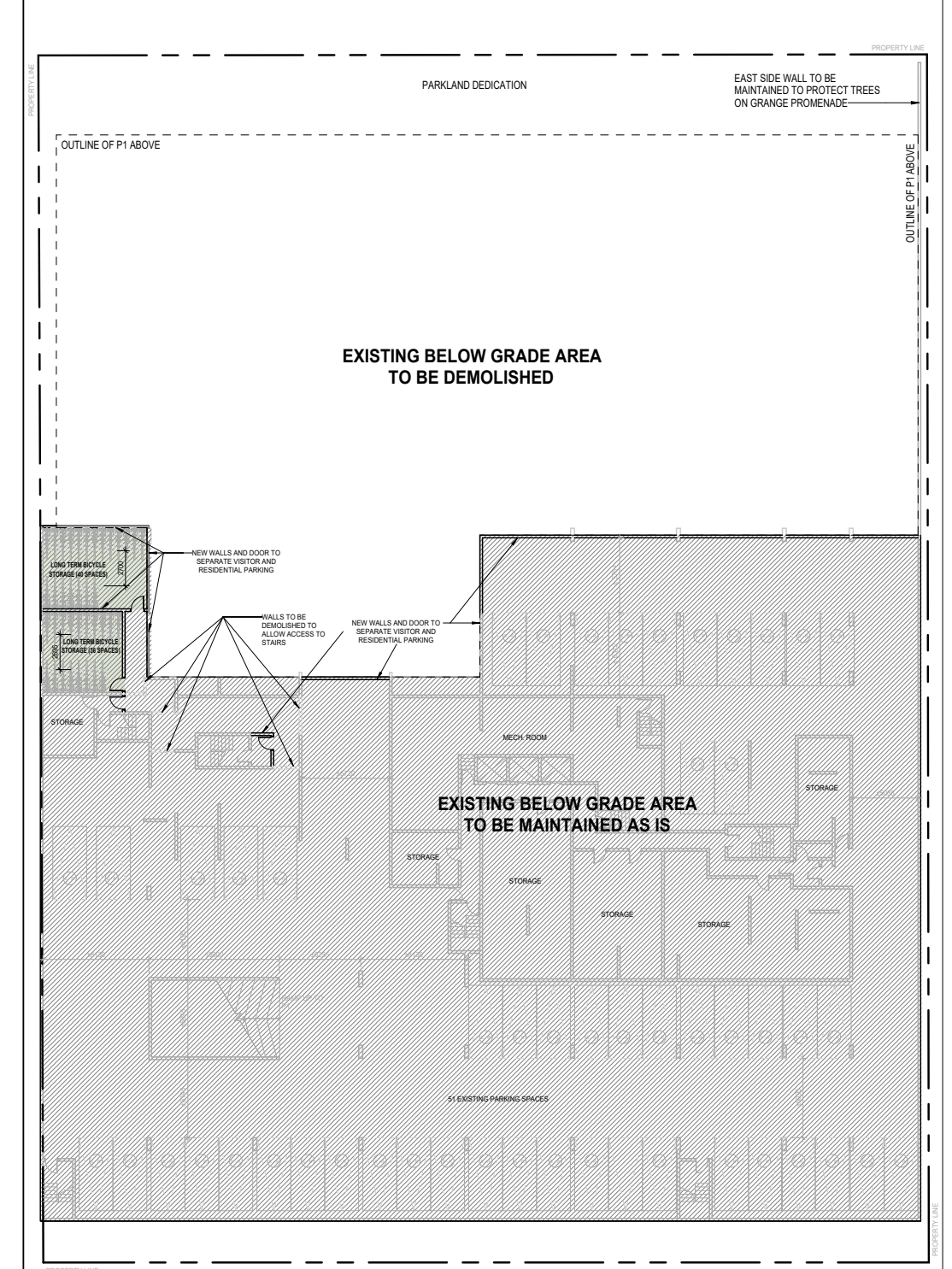


Figure 8 - Underground Level P2

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Base Building

The Proposal includes a 3-storey base building (11.91 metres) with a connecting element to the existing apartment building. The ground floor consists of 9 units with a mix of 1-, 2- and 3-bedroom units along the northern façade of the building fronting the park and the west façade of the building along Beverley Street. The 3 dwelling units facing Beverley Street include private outdoor patios.

At grade, the existing building and the Proposal share approximately 445 square metres of indoor amenity space in the 1-storey podium element. Three existing residential units would be removed to accommodate the amenity space. Additionally, a hallway links the main entrance of the existing building to the residential lobby of the Proposal. The balance of the ground floor is comprised of a garbage room, long term bicycle parking storage with 67 spaces, outdoor short term bicycle parking storage with 19 spaces located on the east side of the subject site, outdoor amenity space along Beverley Street contiguous with the indoor amenity space, and a shared loading space with a staging area located on the east side of the subject site and accessed via the existing driveway from Stephanie Street.

At the ground floor, the Proposal is set back 7.9 metres from the north lot line to accommodate a parkland dedication approximately 337 square metres in area, representative of a 4.9-metre-wide strip of land along the northern extent of the subject site directly abutting Grange Park. From the parkland dedication, the Proposal is set back 3.0 metres, allowing for a 2.1-metre-wide pedestrian clearway. The Proposal is further set back 5.5 metres from Grange Park Promenade (east lot line), and a minimum of 3.2 metres from Beverley Street (west lot line).

Above level 3, the building steps back 2 metres from the north, east and west, providing terraces along these building facades. The stepbacks result in a 5 metre setback from the future property boundary to the north, a 7.5 metre setback from the east lot line along Grange Park Promenade and a 5.38 metre setback from the west lot line along Beverley Street.

In terms of programming, levels 4 to 9 are exclusively residential uses, containing 17 dwelling units per floor.

At level 10, the Proposal steps back an additional 3 metres from the parkland dedication to the north, 5 metres from the east lot line and between 2 and 4 metres from the south in the eastern portion of the building. Level 11 maintains the same setbacks as level 10.

In terms of programming, Levels 10 and 11 are exclusively residential uses, containing 12 dwelling units per floor.

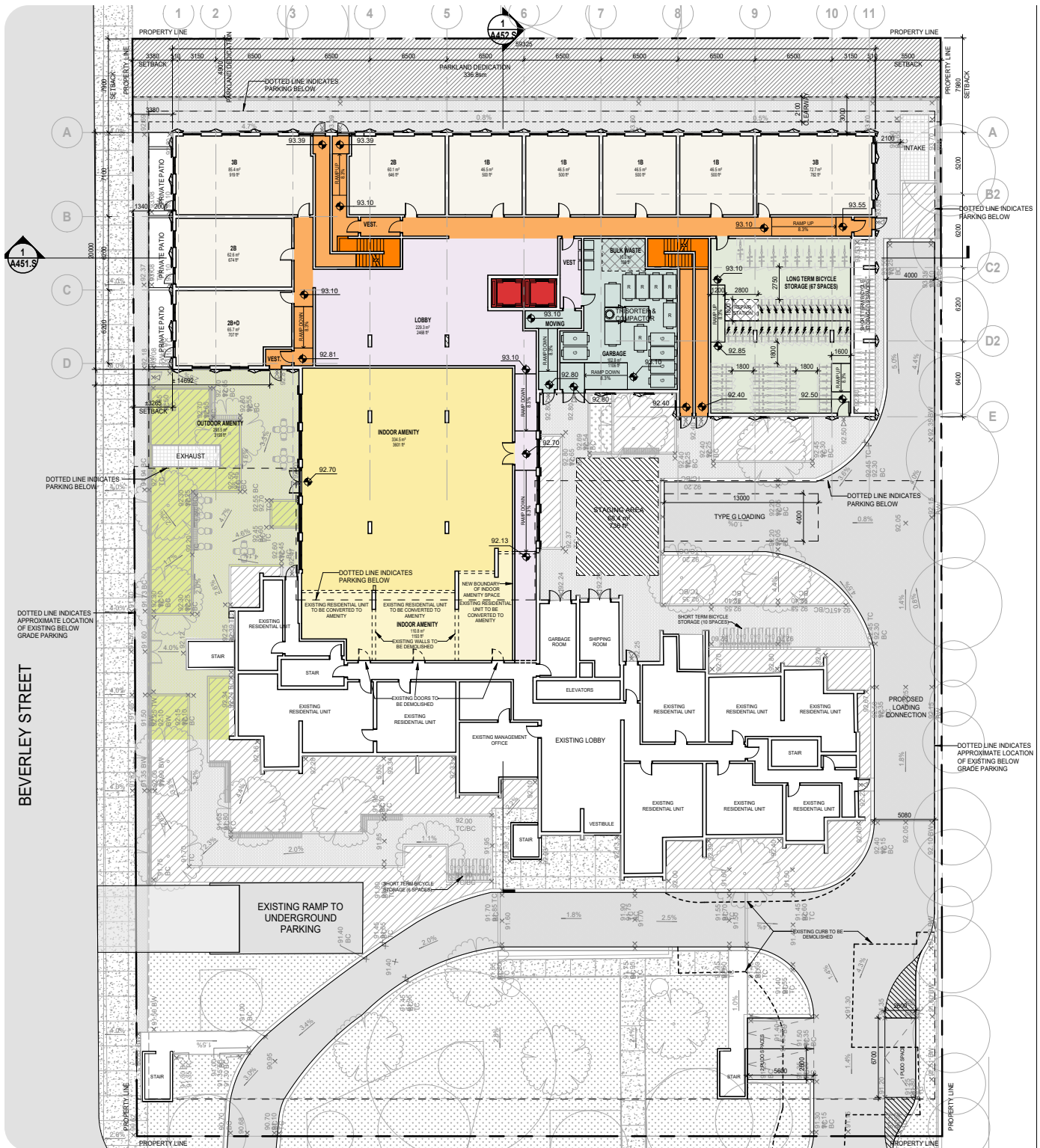


Figure 9 - Ground Floor Plan

Prepared by (Prepared by BDP Quadrangle Architects)

Unit Distribution & Amenity Space

The Proposal includes a total of 163 residential dwelling units with a mix of residential unit types, including 103 one-bedroom units (63%), 42 two-bedroom units (26%), and 18 three-bedroom units (11%). Accordingly, the proposed unit mix exceeds the unit mix required by the Downtown Secondary Plan and encouraged by the Growing Up Guidelines.

With respect to amenity space, the Proposal provides a total amenity space with a size of approximately 1,265 square metres, including approximately 614.6 square metres of indoor amenity space and 650.9 square metres of outdoor amenity space. As it relates to the proposed building, this results in a ratio of 3.8 square metres per unit of indoor amenity space and 4.0 square metres of outdoor amenity space. Overall, this results in an indoor amenity area of 1.4 square metres per unit and 1.5 square metres per unit.

Both the indoor and outdoor amenity areas will be located on the ground floor and level 2 and accessible to all existing and future residents. The precise programming of the indoor amenity space has not yet been determined and will be refined during the application review process.

Parking, Access & Loading

The Proposal includes a shared underground garage with 2 levels of parking consisting of a full level 1 and partial level 2. Level P1 is located below the existing and proposed buildings. The portion of level P1 under the proposed building will be demolished and re-constructed, while the existing P2 level under the proposed building will be demolished. Level P2 will only be maintained under the existing building.

Access to the underground parking levels is maintained from the existing ramp from Beverley Street, at the southwest corner of the subject site.

The Proposal proposes a total of 142 parking spaces, including 135 parking spaces for residents, 7 visitor parking spaces and 11 accessible parking spaces. The Proposal will retain 94 of the 284 existing parking spaces.

Moreover, 3 pick-up and drop-off ("PUDO") spaces are provided at the main entrance along Stephanie Street to improve the existing pick-up and drop-off condition at the main entrance.

With respect to bicycle parking, the Proposal provides a total of 226 bicycle parking spaces across both the existing and proposed buildings. Of the 226 total bicycle parking spaces, 191 spaces are for residential long term use, and 35 spaces are for residential short term use. Of the 191 long term bicycle parking spaces proposed, 9 are proposed to be oversized spaces and 71 are provided as standard horizontal spaces. Regarding the location of bicycle parking spaces, 124 long term bicycle parking spaces are provided in level P1, and 76 long term bicycle parking spaces are provided between two storage rooms in level P2. Additionally, the ground floor includes 67 long term and 29 short term bicycle parking spaces

With respect to loading, one Type 'G' loading space is provided and shared between the proposed and existing building. The proposed Type 'G' loading space is located between the proposed and existing building, accessed from a driveway along the east side of the subject site from Stephanie Street. The proposed loading connection uses an existing curb cut from Stephanie Street and proposes to widen the driveway aisle to accommodate the loading vehicles.

With respect to garbage collection, the existing building includes garbage bins in the southeast corner of the subject site, as well as at the rear (northside) of the building, both of which are external to the existing building. The provision of a Type 'G' loading space and staging area represents an improvement to the current site condition and a consolidation of services for existing and future residents. The garbage collection area at the southeast corner of the building along Stephanie Street will be removed to improve the public realm.

Public Realm

With respect to the public realm, the Proposal contemplates a parkland dedication of approximately 337 square metres at the northside of the subject site abutting Grange Park. The Proposal also includes a number of elements that will enhance the existing landscaped areas along Beverley Street and to maintain existing condition along Stephanie Street and Grange Park Promenade. see **Figure 9 – Landscape Plans**).

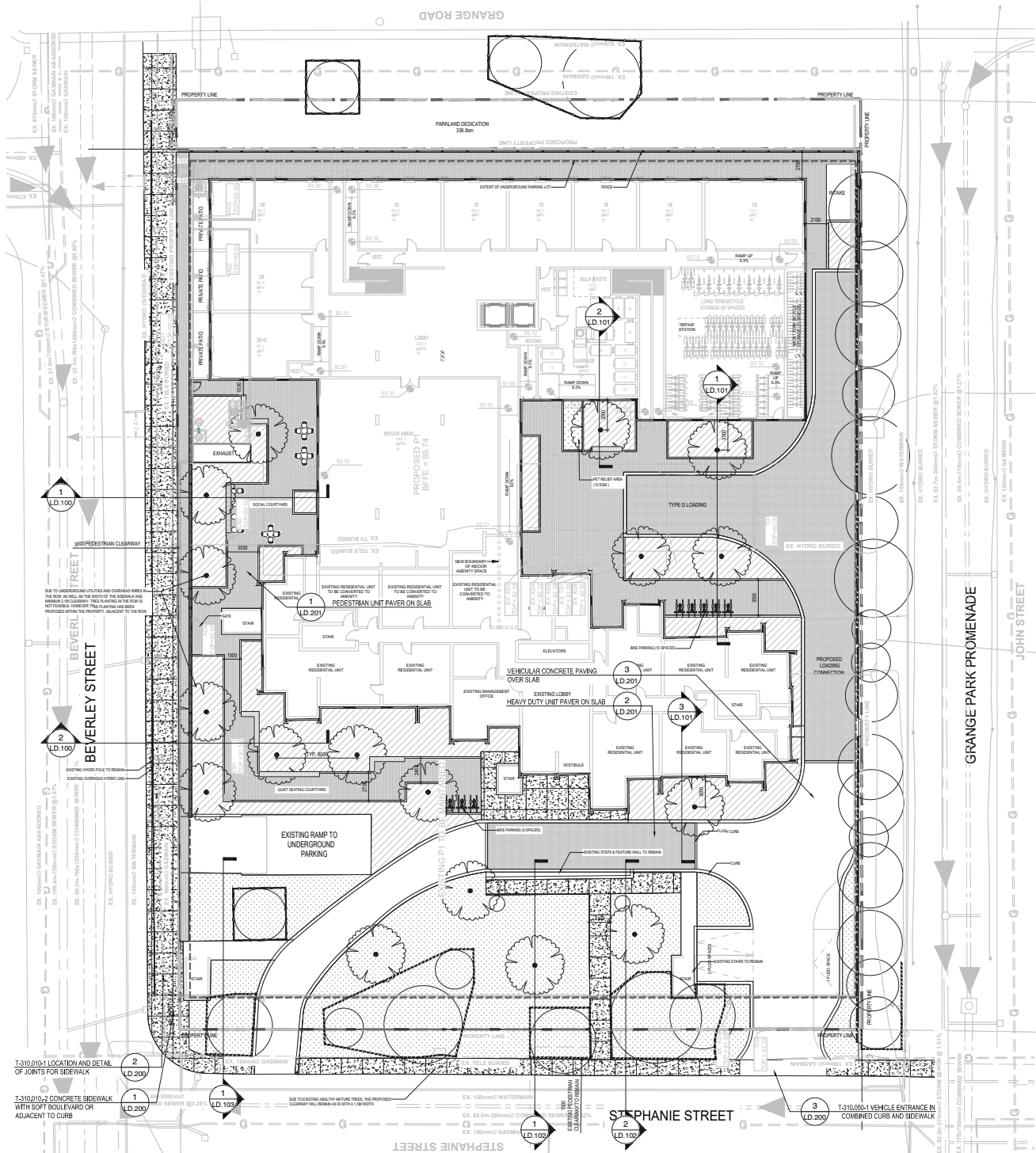


Figure 10 - Landscape Plans

Prepared by (Prepared by BDP Quadrangle Architects)

3.2 Key Statistics

A summary of the proposed development is set out in **Table 2**:

Table 2 - Key Statistics

Site Area	6,310.5 square metres
Gross Floor Area	11,199 square metres
Residential Gross Floor Area	11,199 square metres
Density	
Proposed Building FSI	2.1
Existing Building FSI	3.4
Total Floor Space Index	5.5
Building Height	
Proposed Building Storeys	11 storeys
Proposed Building Metric	42.51 metres (including a 6.0 metre mechanical penthouse)
Existing Building Storeys	24 storeys
Existing Building Metric	157.12 metres (including a 5.8 metre mechanical penthouse)
Residential Units	
Proposed Building	
One-Bedroom Units	103 units
Two-Bedroom/ + Den Units	42 units
Three-Bedroom Unit	18 units
Total Dwelling Units	163 units
Existing Building	
Bachelor Units	23 units
One-Bedroom Units	167 units
Two-Bedroom/ + Den Units	94 units
Total Dwelling Units	284 units
Amenity Space	
Proposed Building	
Indoor	614.6 square metres (3.8 sq. m./unit)
Outdoor	650.9 square metres (4.0 sq. m./unit)

Vehicle Parking Spaces	
Existing Parking Spaces	284
Existing Parking Spaces to Remain	94
Total Residential Parking	135
Total Visitor Parking	7
Total Parking Spaces	142 spaces
Bicycle Parking Spaces	
Oversized Long Term	9 spaces
Energized Long Term	29 spaces
Long Term Not Stacked/ Vertical	71 spaces
Resident Long Term	191 spaces
<i>Publicly Accessible Short Term</i>	35 spaces
Resident Short Term	35 spaces
Total Bicycle Parking Spaces	226 spaces
Loading Spaces	
Type 'G'	1
Total Loading Spaces	1 Type 'G'

3.3 Required Approvals

The Proposal conforms with the built form policies of the Official Plan and the Downtown Secondary Plan. However, it requires an amendment to the City of Toronto Official Plan to redesignate the lands from *Neighbourhoods* to *Apartment Neighbourhoods*.

The Proposal also requires an amendment to the City of Toronto Zoning By-law 569-2013, as amended, to increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the proposed development.



Policy & Regulatory Context

4.1 Overview

As set out below, the Proposal has regard for matters of provincial interest and is supportive of numerous policy directions set out in the Provincial Planning Statement, the City of Toronto Official Plan, and the Downtown Plan, all of which promote the intensification and the efficient use of land and infrastructure within built-up areas, particularly along transit corridors and within major transit station areas.

4.2 Planning Act

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 (the "*Planning Act*") sets out matters of provincial interest to which Councils (as well as the Minister, local boards, planning boards, and the Tribunal) shall have regard, among other matters, in carrying out their responsibilities pursuant to the legislation. The following are of particular relevance to the Proposal:

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

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

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

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

- c. shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and
- d. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

Furthermore, Section 16(22) provides that no official plan may contain any policy for parking requirements in delineated PMTSAs.

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

4.3 Bill 23 – More Homes Built Faster Act, 2022

On October 25, 2022, the Province of Ontario introduced Bill 23, the More Homes Built Faster Act, 2022, which introduced legislative changes to facilitate and streamline the construction of 1.5 million new homes by 2031 to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

Some of the changes include, but are not limited to, requiring municipalities to update zoning to include "as-of-right" minimum heights and densities within approved Major Transit Station Areas, permitting "gentle density" by permitting additional units in low-rise dwelling types, capping and allowing greater flexibility of parkland dedication, removing approval authority from upper-tier municipalities, limiting appeal rights, and reducing the scope and applicability of site plan control.

4.4 Bill 185 – Cutting Red Tape to Build More Homes Act, 2024

On April 10, 2024, the Province of Ontario introduced Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* aimed at its goal of building 1.5 million new homes by 2031. Bill 185 received Royal Assent on June 6, 2024.

The bill includes substantial planning, housing and infrastructure-related changes, and addresses numerous matters in 15 Acts. Some of the changes include, but are not limited to:

- Limiting third-party appeals and the dismissal of existing third-party appeals;
- Ability to appeal settlement area boundary expansions;
- The repeal of application fee refund requirements for the failure of a municipality to render a decision;
- The repeal of mandatory Pre-Application Consultations;
- Changes to Upper-Tier planning responsibilities;
- Ability of municipalities to impose lapsing provisions on site plans and plans of subdivision if a building permit is not issued within a prescribed period of time (which cannot be less than three years);
- New limits on minimum parking requirements within an approved Major Transit Station Area.

4.5 Bill 17 – Protect Ontario by Building Faster and Smarter Act, 2025

On May 12, 2025, the Province of Ontario introduced Bill 17, *Protect Ontario by Building Faster and Smart Act, 2025* that proposes a suite of changes to numerous statutes with the goal of removing unnecessary barrier to building housing. Bill 17 received Royal Assent on June 5, 2025.

Along with Bill 17, the provincial government released a technical briefing which provides more information on initiatives currently being advanced. Some of the changes relevant to the subject site include, but are not limited to:

- limiting the scope of permitted studies required for complete applications;
- if a report (not yet defined) submitted in support of an application is prepared by a qualified professional (not yet defined), it is deemed to meet the requirements of a complete application; and

- setting a 5 per cent maximum rate and 25-year maximum affordability period for areas subject to Inclusionary Zoning, located within Protected Major Transit Station Areas;

Numerous additional changes to the *Planning Act*, *Development Charges Act* and *Transit Oriented Communities Act* are proposed. While Bill 17 received Royal Assent on June 5, 2025, the implementing regulations have not yet been brought forward.

4.6 Provincial Planning Statement (2024)

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

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

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

Chapter 1 of the 2024 PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

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

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

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

One of the key policy directions that continues to be expressed in the 2024 PPS is to build complete communities with a mix of housing options and promoting efficient development and land use patterns.

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

With respect to housing, Policy 2.2.1 provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- Permitting and facilitating:
 - all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g. shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with Policy 2.3.1.3;

- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Section 2.3 of the 2024 PPS contains policies related to Settlement Areas. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas". Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

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

Section 2.4 includes policies related to "strategic growth areas", and "frequent transit corridors", both of which are relevant to the subject site. With respect to strategic growth areas, these are defined as nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include, among other areas, major transit station areas ("MTSA"), existing and emerging downtowns, other areas where growth or development will be

focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 directs that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*, adding that the delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

In this regard, the subject site is located within three Major Transit Station Areas. A "major transit station area" (MTSA) as defined by the 2024 PPS. The PPS defines a "major transit station area" as the area including and around any existing or planned higher order transit station or stop within a settlement

area; or the area including and around a major bus depot in an urban core. MTSA's generally are defined as the area within an approximate 500 to 800-metre radius of a transit station. In turn, "higher order transit" is defined as 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, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.

The subject site is located within an approximate 450 metre radius (or an approximate 8-minute walk) from Osgoode subway station, an approximate 515 metre radius (or an approximate 11-minute walk) from St. Patrick subway station, and an approximate 720 metre radius (or an approximate 13-minute walk) from St. Andrew subway station. Further, the forthcoming Ontario Line would also locate the subject site approximately 500 metres from planned Queen-Spadina station and would connect existing Osgoode station. As such, the subject site is within 800 metres and walking distance from three existing and one planned higher-order transit stations.

Further, in accordance with Policy 2.4.2.1 of the 2024 PPS, the City of Toronto has delineated the boundaries of major transit station areas within the City. In this respect, the subject site is located within the Queen-Spadina, Osgoode, and St. Patrick Protected Major Transit Station Areas (PMTSAs) within approved Official Plan Amendment 570 and Official Plan Amendment 524. Official Plan Amendment 570 introduced a number of Site and Areas Specific Policies ("SASPs") for 57 City-wide PMTSAs, including the Queen-Spadina PMTSA (SASP 762). While Official Plan Amendment 524 introduced a number of SASPs for 16 PMTSAs in the Downtown Plan area, including the Osgoode PMTSA (SASP 609) and St. Patrick PMTSA (SASP 610).

Policy 2.4.2.2 of the PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: 200 residents and jobs combined per hectare for those that are served by subways; 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. In this regard, SASP 762 identified a minimum population and employment target of 400 residents and jobs combined per hectare, SASP 609 identified a minimum population and employment targets of 1,700 residents and jobs combined per hectare, and SASP 610 identified a minimum population and employment target of 1,500 residents and jobs combined per hectare.

Further to this, Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

In this regard, Policy 2.4.2.3(a) encourages planning authorities to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

With respect to frequent transit corridors, which are defined as corridors with 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, Policy 2.4.3.1 directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate. In this regard, the subject site is located approximately 150 metres north of Queen Street West which is serviced by the 501 streetcar route, meeting the definition of frequent transit.

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

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

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

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

Section 3.9 addresses the need for public spaces, including parks, trails and open space. Policy 3.9.1 of the 2024 PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity. The policy also promotes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, trails and linkages.

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

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposed development and the requested Official Plan Amendment and Zoning By-law Amendment are consistent with the 2024 PPS, specifically the policies relating to intensification and the efficient use of land and infrastructure.

4.7 Provincial and Municipal Housing Targets

On October 25, 2022, the Province issued a bulletin on its Environmental Registry Office ("ERO") setting out Municipal Housing Targets identifying a target for the Province to build 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets with

Toronto's being 285,000 dwelling units. The bulletin stated that Municipal Housing Pledges will identify the tools and strategies to achieve their housing targets including, but not limited to, priorities for site-specific planning decisions to expedite housing in priority areas and plans to streamline the development approval process.

In response, Toronto City Council has adopted a housing pledge to achieve or exceed this provincial housing target. Council noted that the target represents an ambitious goal and is a call to action for the City of Toronto, other orders of government and stakeholders to accelerate timelines and get housing built. Specifically, Toronto's housing target of 285,000 new homes by 2031 represents a 23 per cent increase in Toronto's housing supply within 10 years. To meet this target, 31,050 new homes per year must be completed, which is approximately double the average number of units built annually between 2017 to 2021. The Housing Pledge will be implemented with the HousingTO 2020-2030 Action Plan and the Housing Action Plan 2022-2026 Work Plan.

The City acknowledged that it was an ambitious goal that would require accelerated timelines to get housing built. In this regard, the pledge includes strategies and actions to achieve the target through the Housing Action Plan 2022-2026 and the HousingTO 2020-2030 Action Plan. The actions include Official Plan, zoning and guideline amendments, intensification of major growth areas, advancing housing system policy and program initiatives, training and trades strategy addressing construction market capacity, leveraging public land to increase the supply of housing, preserving the existing rental housing stock, and public accountability and progress reporting.

4.8 Metrolinx Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (2041 RTP) that builds on and replaced the previous RTP (The Big Move), adopted in 2008. This section reviews some of the key goals and directions set out in the 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP goes beyond the PPS and is intended to provide more detailed, integrated and multi-modal strategies and actions for the Greater Toronto and Hamilton Area's transportation systems.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and Mobility Hubs.

With respect to Strategy 4, the 2041 RTP identifies several approaches to integrate transportation and land use planning, including among others:

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at mobility hubs and major transit station areas along priority transit corridors identified in the Growth Plan;

- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour; and
- embed TDM in land use planning and development.

With respect to the second approach, Mobility Hubs continue to be an important planning concept in the 2041 RTP. They are "major transit station areas" at key intersection points on the frequent rapid transit network. Mobility Hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential. The 2041 RTP indicates that Mobility Hubs present a vital opportunity to maximize the benefits of transit investments, establish a well-connected regional transit network, and foster transit-oriented development through collaboration by public and private sectors.

Metrolinx's Mobility Hub Guidelines: For the Greater Toronto and Hamilton Areas ("2011 Guidelines") are a tool for all parties to address the existing and anticipated opportunities and challenges of integrating transportation and development functions at these important locations. The 2011 Guidelines are intended to provide guidance and inspiration on developing Mobility Hub plans incorporating Mobility Hub objectives into other planning activities, and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

The Downtown area is identified as an Urban Growth Centre with numerous Mobility Hubs on Map 3 of the 2041 RTP (see **Figure 10**, 2041 RTP Map 3). Key objectives of Mobility Hubs include:

1. Seamless integration of modes at the rapid transit station;
2. Safe and efficient movement of people with high levels of pedestrian priority;
3. A well-designed transit station for a high quality user experience;
4. Strategic parking management;
5. A vibrant mixed-use environment with higher land use intensity;
6. An attractive public realm;
7. A minimized ecological footprint;
8. Flexible planning to accommodate growth and change; and
9. Effective partnerships and incentives for increased public and private investment.

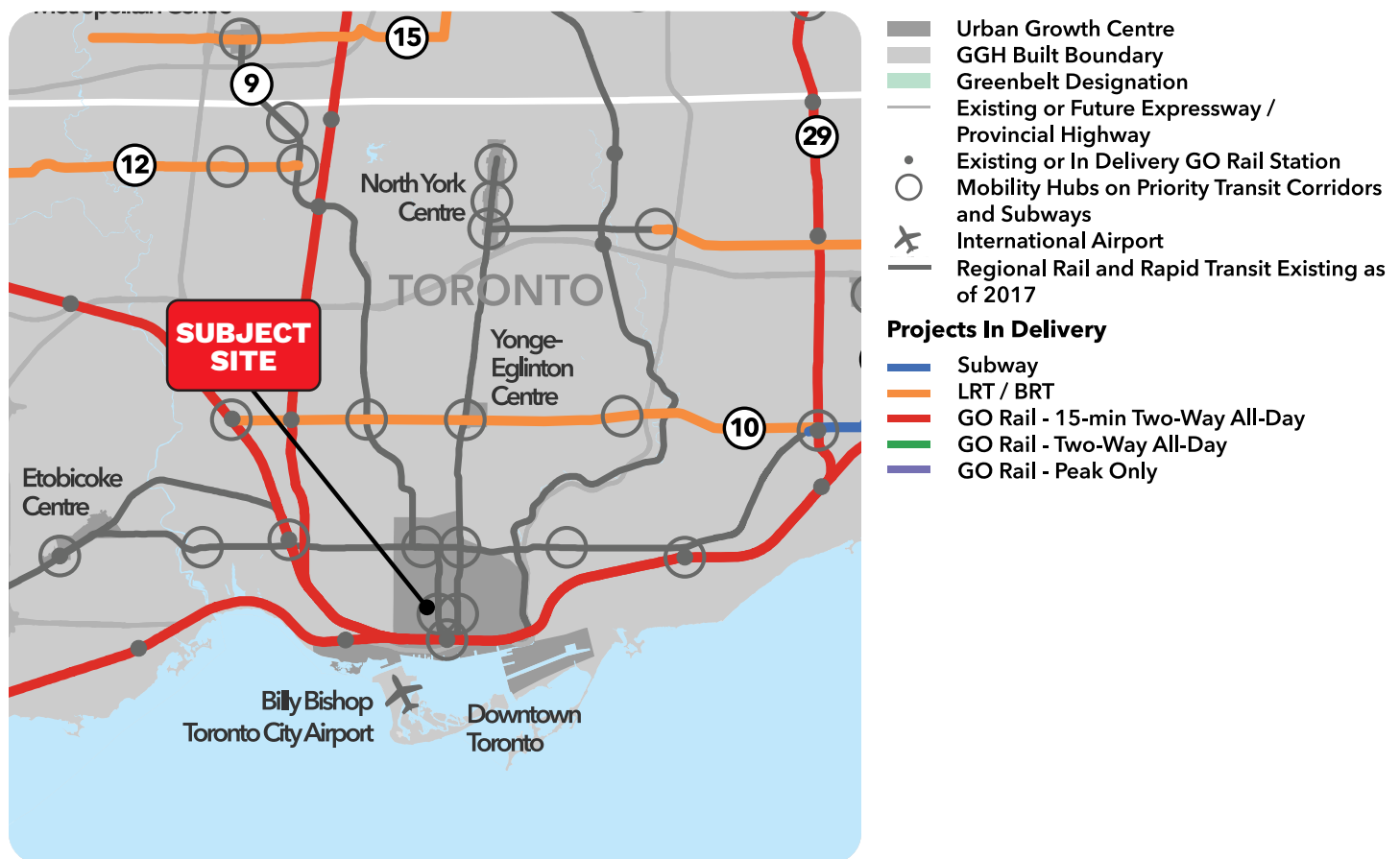


Figure 11 - 2041 RTP Map 3

Objective 5 specifically focuses and integrates increased and transit-supportive densities at, and around, transit stations. Suggested land use densities for Mobility Hubs are defined by the highest-order transit mode serving the mobility hub. In most cases, including at the Downtown Mobility Hubs, other rapid transit modes are present. While density targets do not compound with multiple rapid transit modes, it should be recognized that with multiple transit modes, a higher density target could be considered.

Further, on Map 3 of the 2041 RTP, Line 1 Yonge-University is identified as existing regional rail and rapid transit. The subject site is located in proximity to the Osgoode Mobility Hub, which is identified in Figure i.10 of the 2011 Guidelines. That said, Osgoode subway station was initially identified in the 2041 RTP as part of the Relief Line Subway which would have linked downtown Toronto, Line 2 Bloor-Danforth and Sheppard Avenue to manage congestion on Line 1 Yonge-University. Since the release of the 2041 RTP, the Government of Ontario has replaced the Relief Line with the proposed and under construction Ontario Line, which continues to envision a subway station at Osgoode station.

The 2011 Guidelines also suggest density and mode share targets within Mobility Hubs. However, where these targets conflict with the minimum density targets in the Growth Plan, it is the Growth Plan that prevails. For hubs served by subways, transit supportive densities of 250+ residents and jobs per hectare are suggested, with a suggested transit mode share of 40%.

As set out in Section 5.1 of this report, it is our opinion that the requested Official Plan Amendment and Zoning By-law Amendment support the objectives and policies of the Regional Transportation Plan. In particular, the Proposal would optimize transit-oriented development potential around Osgoode station in the Downtown area.

4.9 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002, and was substantially approved by the Ontario Municipal Board (OMB) on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011, and most recently Chapter 1 was amended by Official Plan Amendment 718 ("OPA 718").

Planning Priorities

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

With respect to addressing housing demand, Section 1.2 of the Plan acknowledges that there is immense pressure on housing and recognizes the need to "[look] beyond the height and look of buildings and toward making the best use of space to enable more housing where it is needed the most." The Official Plan further clarifies that opportunities for new housing supply will be distributed "in all neighbourhoods and ensure that they include a mix of housing types and affordability."

With respect to climate change, Section 1.2 of the Plan also states that "the City of Toronto recognizes the importance of acknowledging the connection between housing, transportation, and addressing climate change".

Growth Management Policies

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

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

To that end, Policy 2.1(3) provides that Toronto is forecast to accommodate 3.65 million residents and 1.98 million jobs by the year 2051. The marginal note regarding Toronto's growth prospects makes it clear that the population figure is neither a target nor a maximum; it's intended to be a minimum:

"The City of Toronto is forecast to grow to 3.65 million residents and 1.98 million jobs by the year 2051. The Provincial Growth Plan forecast represents 831,000 additional residents and 371,000 additional jobs after 2016. This Plan takes the current Growth Plan forecast as a minimum expectation. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres, corridors, and other manners of intensification" (our emphasis).

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include Centres, Avenues, Employment Areas and the Downtown and Central Waterfront, where transit services and other infrastructure are available. As illustrated on Map 2, the subject site is located within the Downtown and Central Waterfront (see **Figure 11**, Urban Structure Map).

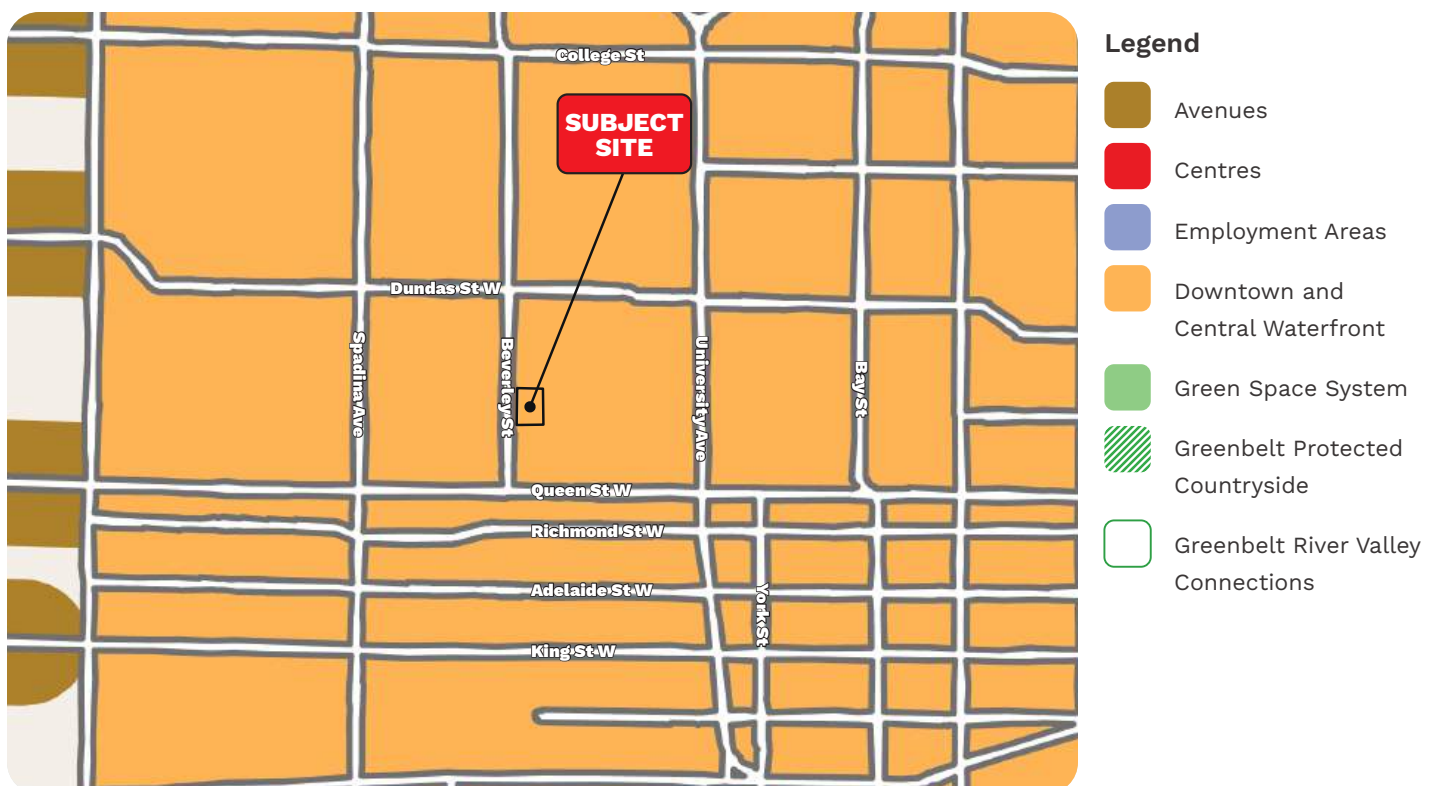


Figure 12 - Toronto Official Plan Map 2 - Urban Structure

In Chapter 2, one of the key policy directions is integrating land use and transportation (Section 2.2), based on the recognition that the integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. The Plan states that:

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

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

- using municipal land, infrastructure and services efficiently;
- concentrating jobs and people in areas well served by surface transit and higher-order transit stations;
- creating assessment growth and contributing to the City’s fiscal health;
- promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;

- facilitating social interaction, public safety and cultural and economic activity;
- improving air quality and energy efficiency and reducing greenhouse gas emissions; and
- protecting neighbourhoods and green spaces from the effects of nearby development.

The plan highlights the growth objectives of *Downtown* as it plays a vital role as the city’s economic and cultural hub and is critical to the health and prosperity of the entire region that surrounds it. *Downtown* Toronto is the most accessible business location in the Greater Golden Horseshoe and the largest employment centre in the regional economy. It is expected that the *Downtown* will see the development of vertical mixed use communities in predominantly mid-rise and tall buildings. It goes on to further state that a mix of uses is a key ingredient to the successful functioning of *Downtown* that creates “accessibility through proximity”.

Policy 2.2.1(1) provides that the *Downtown* Toronto Urban Growth Centre will be planned to “optimize the public investment in higher order transit within the *Centre*” and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan (our emphasis). Policy 2.2.1(2) goes on to indicate that *Downtown* will continue to be shaped as the largest economic node in the city and the region by accommodating development that builds on the strength of *Downtown* as the premier employment, institutional, retail, arts and culture, and entertainment centre in the Greater Golden Horseshoe.

The Official Plan states that *Downtown* is seen as an attractive place to live and that new housing in the *Downtown* makes an important contribution to the economic health of the City. Policy 2.2.1(4) provides that the quality of the *Downtown* will be improved by, among other matters: supporting the development

of complete communities; developing buildings that are shaped, scaled and designed to enhance liveability; and providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes.

Policy 2.2.1(5) provides that the architectural and cultural heritage of *Downtown* will be preserved by designating buildings, districts and open spaces with heritage significance and by working with owners to restore and maintain historic buildings. Policy 2.2.1(6) states that design guidelines specific to districts of historic or distinct character will be developed and applied to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.

Policy 2.2.1(8) states that priority will be given to improving walking, cycling and transit (TTC and GO) access to and within *Downtown*, while the reliance on personal automobiles will be discouraged.

Policy 2.2.2(2) states that each *Centre* will have a Secondary Plan that will achieve a minimum combined gross density of 400 jobs and residents per hectare and will set out local goals and a development framework to guide future development. In accordance with this policy, the *Downtown* is subject to the Downtown Secondary Plan (see Section 4.10 below).

Healthy Neighbourhoods Policies

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in *Centres*, along the *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. However, the explanatory text states that these neighbourhoods will not stay frozen in time and that some physical change will occur over time as "enhancements, additions and infill housing occurs on individual sites".

In this regard, the nearest properties designated *Neighbourhoods* are located just south and west of the subject site fronting onto Beverley Street and Stephanie Street. The relevant policies are outlined below.

Policy 2.3.1(2) provides that *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. While *Apartment Neighbourhoods* are not areas of significant growth on a city-wide basis, there are sites containing one or more existing apartment building(s) where compatible infill development may take place. This compatible infill development may take place where there is sufficient space on a site to accommodate additional buildings or building additions while providing a good quality of life for both new and existing residents and improving site conditions by:

- maintaining or substantially replacing and improving indoor and outdoor amenity space;
- improving landscaped open space;
- maintaining adequate sunlight and privacy for residential units; and
- adequately limiting shadowing on outdoor amenity space and landscaped open space.

Policy 2.3.1(3) requires that developments in *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*;

Transportation Policies

- orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those Neighbourhoods;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those Neighbourhoods, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those Neighbourhoods; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those Neighbourhoods.

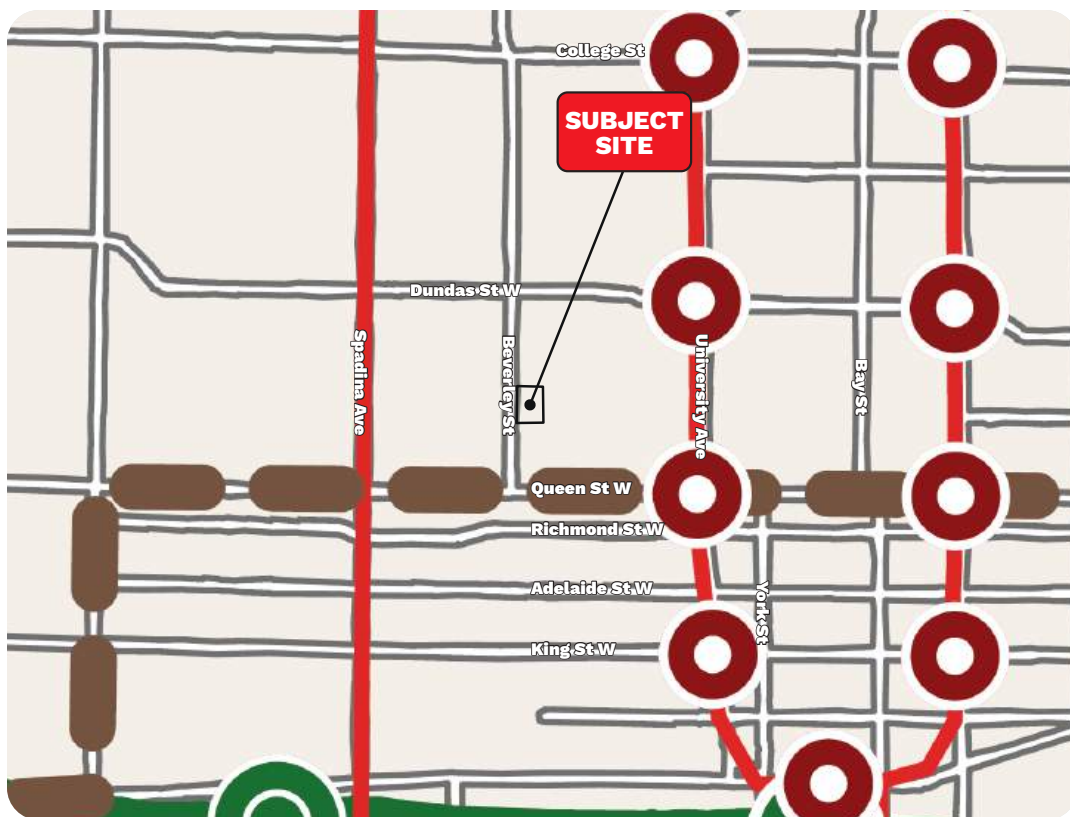
Policy 2.3.1(4) states that intensification adjacent to *Neighbourhoods* will be controlled to protect them from negative impacts. It goes on to state that where significant intensification is proposed adjacent to a *Neighbourhood*, Council will determine whether or not a Secondary Plan, area specific zoning by-law or area specific policy, following an *Avenue Study*.

Policy 2.3.1(6) provides that environmental sustainability will be promoted in *Neighbourhoods* and *Apartment Neighbourhoods* by investing in naturalization and landscaping improvements, tree planting and preservation, sustainable technologies for stormwater management and energy efficiency and programs for reducing waste and conserving water and energy.

From a transportation perspective, the subject site is located within an approximate 450 metre radius (or an approximate 8-minute walk) from Osgoode subway station, an approximate 515 metre radius (or an approximate 11-minute walk) from St. Patrick subway station, and an approximate 720 metre radius (or an approximate 13-minute walk) from St. Andrew subway station on Line 1 Yonge-University, which is identified as a Transit Corridor and a TTC Subway Line on Map 4 (Higher Order Transit Corridors) and 5 (Enhanced Surface Transit Network), respectively. Furthermore, the portion of Queen Street West located just south of the subject site is identified as a Transit Corridor (Alignment to Be Determined) on Map 4 and a Transit Priority Segment on Map 5 (see **Figures 12 and 13**).

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

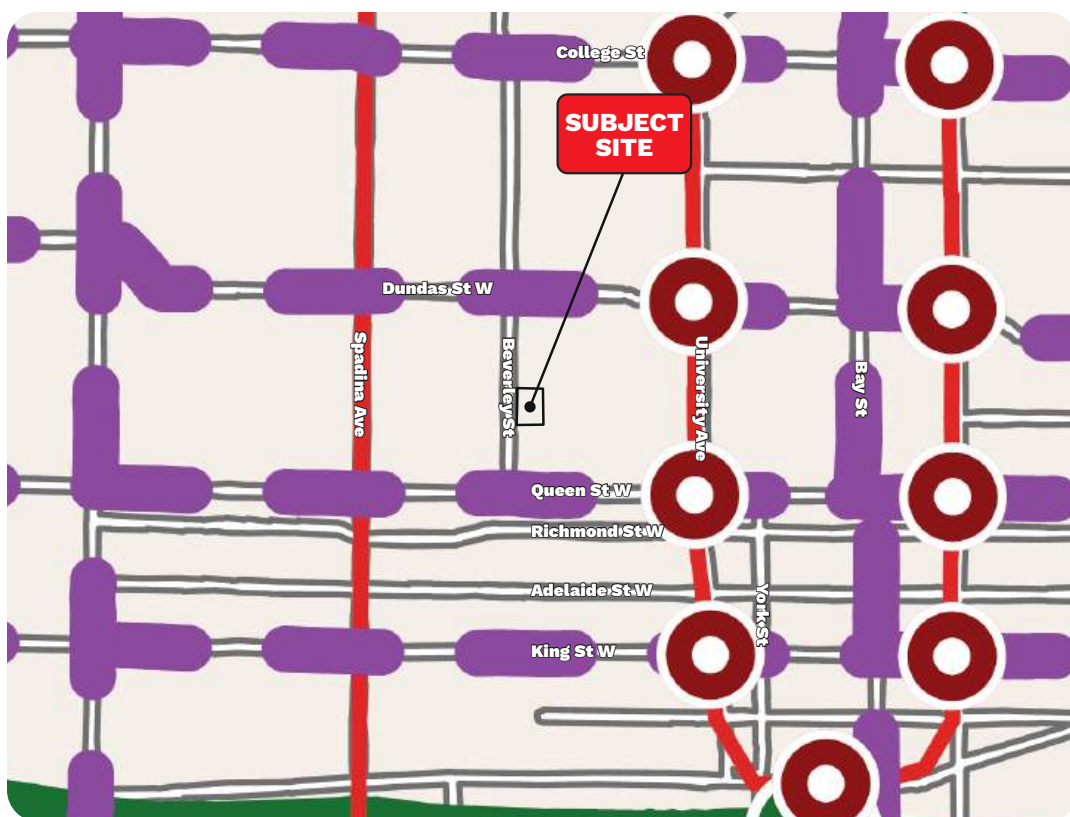
"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for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



Legend

- Existing
- TTC Subway and LRT Lines
- GO Rail Lines
- Expansion Elements
- Transit Corridors
- Transit Corridor Alignment To Be Determined
- GO Rail Station on Existing Line
- Some stations on expansion elements are identified in Secondary Plans

Figure 13 - Toronto Official Plan Map 4 - Higher Order Transit Corridors



Legend

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

Figure 14 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

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

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

With respect to pick-up/drop off areas, Policy 2.4(11) directs to implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, and among others.

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

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

Public Realm Policies

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

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

Policy 3.1.1(2) states that the public realm will, among other things, provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) further indicates that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations and contribute to a high quality of life for people of all ages and abilities.

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

Policy 3.1.1(11) provides that private shared driveways, where deemed to be appropriate by the City, will be publicly accessible, designed as part of the broader public street and lane network, and meet the design objectives for public lanes. Similarly, Policy 3.1.1(12) states that interior concourses, plazas, pedestrian mews, and mid-block connections, whether private or publicly owned, will be designed to complement and extend, but not replace, the role of public streets, parks and open spaces as the main place for civic life and pedestrian activity. They should be designed for users of all ages and abilities and be comfortable, safe and integrated into the local network of pedestrian movement with direct access from the public sidewalk and clear way-finding within

Policy 3.1.1(13) states that the design of sidewalks and boulevards will provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

- the provision of well-designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving;
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and
- the provision of unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

Policy 3.1.1(14) indicates that design measures that promote pedestrian safety and security will be applied to streetscapes, lanes, parks and other public and private open spaces. Policy 3.1.1(16) states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority of all development.

Policy 3.1.1(18) provides that parks and open spaces will be located and designed to connect and extend, wherever possible, to existing parks, natural areas and other open spaces, as well as to consider opportunities for future expansion of the park or open space onto adjacent sites with redevelopment potential. Parks and publicly accessible open spaces should be made prominent, visible, functional and accessible by locating parks on appropriate public street frontages to establish direct visual and physical access (Policy 3.1.1(19)).

Built Form Policies

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

In putting forward policies to guide built form, the Plan states that the scale and massing of buildings should be conceived not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city. The Plan recognizes that, as intensification occurs, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

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

Policy 3.1.3(1) directs that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with consistent front yard setbacks;
- locating main building entrances on the prominent building facades so that they front onto a public street, park or open space and are visible and directly accessible from a public street;
- providing ground floor uses, clear windows and entrances that allow views from, and where possible, access to, adjacent streets, parks and open spaces;
- preserving existing mature trees wherever possible and incorporating them into the development site; and
- providing comfortable wind conditions and air circulation at the street and adjacent open space to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(2) directs that development will provide accessible open space, where appropriate, while Policy 3.1.2(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

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

- using shared service areas where possible within development blocks including public lanes, shared private driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;

- integrating services and utility functions within buildings where appropriate;
- providing underground parking, where appropriate; and
- limiting new surface parking and vehicle access between the front face of a building and the public street or sidewalk.

Policy 3.1.3(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by: providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

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

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

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

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

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

Policy 3.13(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.3(13) provides that outdoor amenity spaces should:

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

Built Form – Building Type Policies

Section 3.1.4 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

The Official Plan states that mid-rise buildings are a transit-supportive type of development that provide a scale of intensification while transitioning from a low-rise to taller built form. Building heights are contextual and generally informed by the width of the right-of-way on which they front. Generally speaking, mid-rise buildings range in height from four to eleven storeys for residential uses, dependant on the width of the right-of-way. Furthermore, the objective of mid-rise buildings is to reinforce a development form that is repeatable, moderate in scale, has good street proportion, allows for midday sunlight, has open sky views, and supportive of accessible open-spaces in the block.

Policy 3.1.4(4) directs that mid-rise buildings should be designed to:

- have heights generally no greater than the width of the right-of-way that it fronts onto (our emphasis);
- maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and
- allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

Policy 3.1.4(6) provides that mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

Housing Policies

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

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

Policy 3.2.1(2) provides that the existing stock of housing will be maintain and replenished while new housing supply is encouraged through intensification and infill that is consistent with the Plan.

Policy 3.2.1(13) provides that if a proposed condominium development is located in Inclusionary Zoning Market Area 1 identified on Map 37 and is subject to an inclusionary zoning by-law, a minimum of 10 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable rental housing. The policy adds that if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing. In this respect, the Proposal contemplates the development of rental units only.

The foregoing housing policies have been addressed in greater detail in Section 5.3 of this report.

Heritage Conservation

Although the subject site is not a listed or designated heritage property, it is situated within proximity to listed heritage properties, including those located south of the subject site on the southside of Stephanie Street and fronting Beverley Street, as well as on the northeast corner of the Sullivan Street and Beverley Street intersection, northeast of the subject site. Further, the subject site is immediately west of The Grange view corridor, as identified on Map 7B, Identified Views from the Public Realm (see **Figure 14**).

Section 3.1.6 addresses heritage conversation. Policy 3.1.6(5) provides that proposed development on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained.

Policy 3.1.6(44) provides that the view to a property on the Heritage Register as described in Schedule 4 will be conserved unobstructed where the view is included on Map 7a and 7b. Regarding The Grange view corridor, Schedule 4 states:

"The Grange south facing façade and the path leading up to it through the park, can be viewed in its entirety from the southeast and southwest corners of John Street at Stephanie Street. View corridors concerning Grange House in Grange Park exempt park infrastructure including, but not limited to, playground structure, lighting strategies, seating areas, landscape features and housing which is used solely for the purpose of accommodating mechanical operational needs of the park.

Policy 3.1.6(44) also states that a Heritage Impact Assessment may be required where a development application may have an impact on a view described in Schedule 4, Section A as a heritage building, structure or landscape identified on Map 7a or 7b, to the satisfaction of the City. Views identified on Maps 7a and 7b may also need to be assessed for their potential cultural heritage value. As such, a Heritage Impact Assessment has been submitted in support of this application.

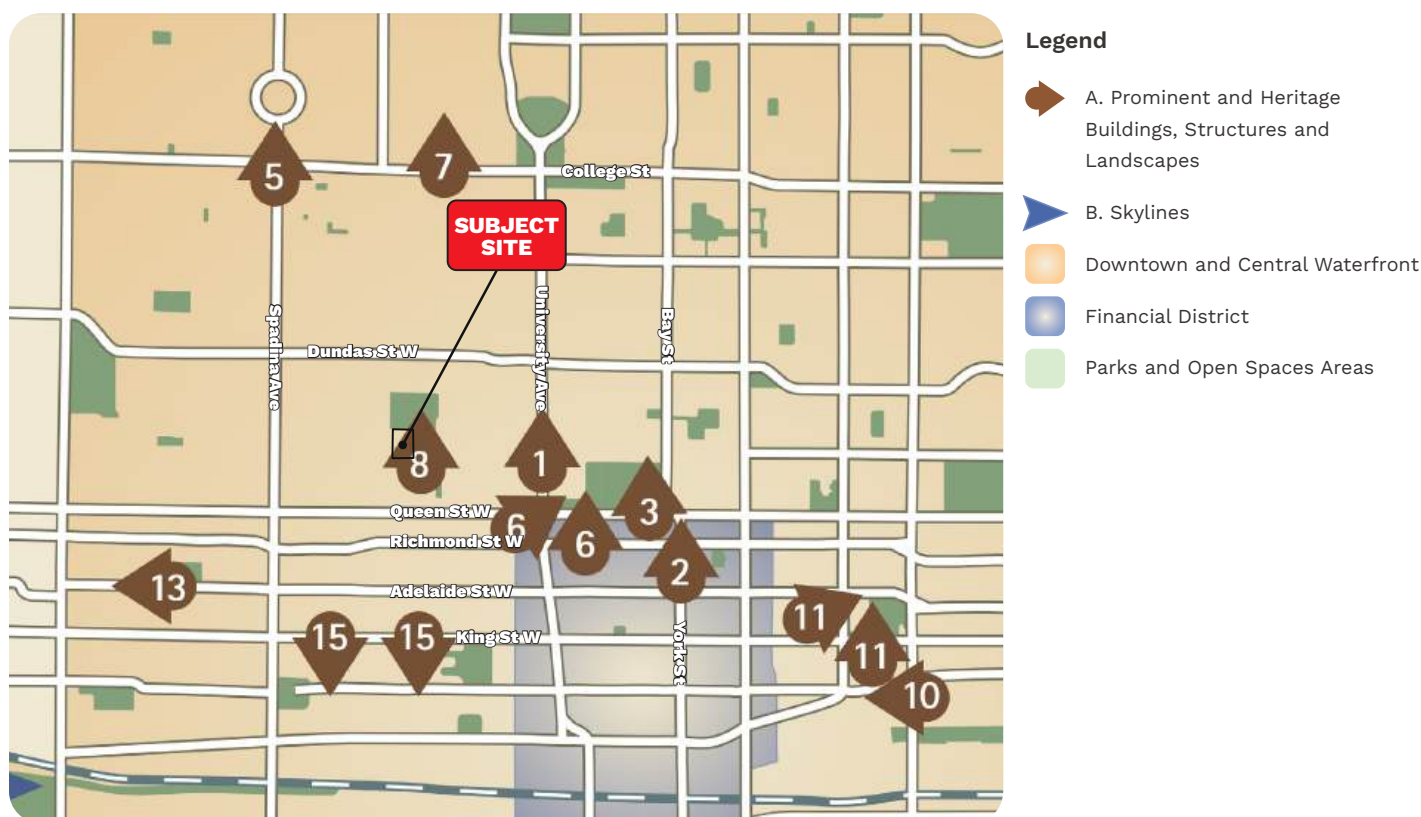


Figure 15 - Toronto Official Plan Map 7B - Identified Views from the Public Realm

Parks and Open Space Policies

Section 3.2.3 highlights the importance of parks and open spaces in the city, and emphasizes the importance of maintaining, enhancing, and expanding the system. Policy 3.2.3(2) provides guidance for parkland acquisition and outlines criteria to determine whether to accept parkland or cash-in-lieu as a condition of development. Policies 3.2.3(4) and 3.2.3(5) further elaborate and provide an overview of the rate of parkland dedication required for development proposals. Policy 3.2.3(8) provides guidance on the location and configuration of land to be conveyed to the city.

Land Use Policies

The subject site is designated *Neighbourhoods* on Map 18 of the Official Plan (see **Figure 15**) The lands to the north and east of the subject site are designated *Parks*, and the lands to the south on the southside of Stephanie Street and to the west on the westside of Beverley Street are designated *Neighbourhoods*.

As noted in the non-policy preamble to Section 4.1, over the past half-century, scattered high-rise apartment buildings were constructed in the midst of lower scale buildings. These buildings are recognized; however, no new ones are permitted in *Neighbourhoods*.

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



Figure 16 - Toronto Official Plan Map 18 - Land Use

Policy 4.5(1) provides that physical changes to *Neighbourhoods* should be sensitive, gradual and fit in the existing physical character, respecting and reinforcing the general physical patterns in a *Neighbourhood*, including in particular:

- patterns of streets, blocks and lanes, parks and public building sites;
- prevailing size and configuration of lots;
- prevailing heights, massing, scale, density and dwelling type of nearby residential properties;
- prevailing building type(s);
- prevailing location, design and elevations relative to the grade of driveways and garages;
- prevailing setbacks of buildings from the street or streets;
- prevailing patterns of rear and side yard setbacks and landscaped open space;
- continuation of special landscape or built-form features that contribute to the unique physical character of the geographic neighbourhood; and
- conservation of heritage buildings, structures and landscapes.

It goes on to note that lots fronting onto a major street are often situated in geographic neighbourhoods distinguishable from those located in the interior of the *Neighbourhood* due to characteristics such as:

- different lot configurations;
- better access to public transit;
- adjacency to developments with varying heights, massing and scale; or
- direct exposure to greater volumes of traffic on adjacent and nearby streets.

Given that the subject site currently exhibits the characteristics of an *Apartment Neighbourhood*, such as the existing 24-storey rental apartment building, a lot frontage, depth and size that can accommodate a sensitive form of apartment infill, and meets the criteria listed above, the Proposal seeks to redesignate the site from *Neighbourhoods* to *Apartment Neighbourhoods*.

As set out in Policy 4.2(1), *Apartment Neighbourhoods* area areas which are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses permitted in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

Generally, as provided in the non-policy preamble to Section 4.2, *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted, and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities do exist for additional townhouses or apartments on underutilized sites, including new rental housing.

Policy 4.2(2) sets out a number of criteria for development within the *Apartment Neighbourhoods* designation, including:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights towards lower-scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- 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.

Policy 4.2(3) acknowledges that, while significant growth is not intended within developed *Apartment Neighbourhoods* on a city-wide basis, compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings which improves the existing site conditions by means such as:

- meeting the development criteria set out in Section 4.2.2;
- being compatible with the scale, including height and massing, of the existing apartment building(s) on and adjacent to the site;
- providing separation distances between buildings on and adjacent to the site so as to achieve adequate sunlight and privacy;
- maintaining or replacing and improving indoor and outdoor residential amenities on the site, including, where achievable, equipping and managing indoor and outdoor amenity space to encourage use by residents;
- improving upon the quality of landscaped open space and outdoor amenity space for new and existing residents;
- providing adequate on-site structured shared vehicular parking for both new and existing development;
- consolidating and where achievable, relocating parking and servicing areas where they are not visible from streets, parks and landscaped open spaces;
- placing parking ramps within the building where achievable;
- providing all residents, including existing residents with access to the community benefits where additional height and/ or density is permitted and community benefits are provided are provided pursuant to Section 37 of the Planning Act;

- providing privacy and areas of landscaped open space, and maintaining adequate sunlight to units, outdoor amenity spaces and open spaces, for both new and existing residents;
- organizing development on the site to frame streets, parks and open spaces at good proportion, providing adequate sky views from the public realm, and creating safe and comfortable open spaces;
- promoting grade-related dwellings at the edge of public streets, parks and landscaped open spaces where achievable, that front onto and provide pedestrian entrances from those public spaces, and provide a generous pedestrian realm adjacent to public streets;
- promoting, on the lower floors of mid-rise and tall apartment buildings, grade-related units with front gardens, stoops and porches that take direct access from public sidewalks, accessible open spaces and park edges;
- improving pedestrian access to the buildings from public sidewalks and through the site;
- minimizing curb cuts;
- improving waste storage and waste diversion facilities including enclosure of outdoor waste storage areas and enclosed waste storage facilities within a building where achievable;
- providing needed improvements, renovations and retrofits to the existing rental housing to extend the life of the existing building(s) that are to remain; and
- encouraging improved energy and water efficiency in existing buildings through renovations, retrofits and changes to management practices.

These evaluative criteria for *Apartment Neighbourhoods* are addressed in Section 5.2 of this report.

Protected Major Transit Station Areas and Major Transit Station Areas

On August 15, 2025, the Province approved six Official Plan Amendments, with modifications delineating 120 MTSAs and PMTSAs across Toronto, including OPA 540 and OPA's 524, 537, 540, 544, 570 and 575. Decisions were deferred for 12 MTSAs and PMTSAs. Chapter 8 of the August 2025 office consolidation of the City of Toronto Official Plan includes the general and site and area specific policies for approved MTSAs and PMTSAs.

Policy 8(1) provides that growth will be directed to delineated MTSAs and PMTSAs, in addition to the *Centres, Avenues, Employment Areas and the Downtown* specified in Policy 2.2.2.

Policy 8(2) further notes that secondary plans contained in Chapter 7 of the Official Plan apply to areas subject to MTSAs and PMTSAs, however, in case of a conflict, whichever policies provide greater densities will prevail.

As it relates to density, Policy 8(6) requires that within delineated MTSAs and PMTSAs, for lands designated *Apartment Neighbourhoods, Mixed Use Areas or Regeneration Areas*, City-initiated zoning will permit an FSI of:

- 8 FSI or more where the lands are located within 200 metres of an existing or planned transit station; or,
- 6 FSI or more where the lands are located within 200-500 metres of an existing or planned transit station.

In this regard, while the subject site is designated *Neighbourhoods*, it is proposed to be designated *Apartment Neighbourhoods*. Moreover, the subject site is located within 450 metres from the Osgoode Subway Station, St. Patrick PMTSA and Queen-Spadina PMTSA and proposes a density of 5.5 FSI. Based on a report tabled at the September 25th meeting of the Planning and Housing Committee, it is understood that the Planning Department will implement Zoning By-laws to allow for the densities in keeping with the approval of OPA 540.

Official Plan Amendment 570 will introduce a number of Site and Areas Specific Policies ("SASPs") for 57 City-wide PMTSAs, including the Queen-Spadina PMTSA (SASP 762). While Official Plan Amendment 524 will introduce a number of SASPs for 16 PMTSAs in the Downtown Plan area, including the Osgoode PMTSA (SASP 609) and St. Patrick PMTSA (SASP 610).

The site and area specific policies for Osgoode PMTSA are outlined in Site and Area Specific ("SASP") 609. SASP 609 Policy (a) identifies that the area surrounding and including the existing Osgoode Subway Station is a PMTSA, as shown on Map 1 of SASP 609 (see **Figure 16**, Map1, SASP 609).

SASP 609 Policy (b) requires a minimum population and employment target of 1700 residents and jobs combined per hectare within the Osgoode Subway Station PMTSA. Policy (c) notes that the authorized uses of land are as identified by the land use designations on Map 18 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific Policies.

The sidebar section of Policy 5.6 of the Official Plan clarifies that planned density targets (expressed in terms of minimum residents and jobs per hectare) for MTSA's and PMTSA's are based on all existing and permitted uses within the delineated area. Additionally, this section provides that the minimum development densities for PMTSA's represent the minimum FSI or minimum unit count to be achieved within the identified areas. The minimum development densities for PMTSA's are separate and apart from the planned density targets (residents and jobs per hectare).

Furthermore, SASP 609 Policy d) identifies the minimum density requirements are as shown on Map 2, represented in FSI. In this regard, SASP 609 requires a minimum density of 1.0 FSI at the subject site.

Implementation Policies

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the various guidelines discussed in Sections 4.17 to 4.20 below.

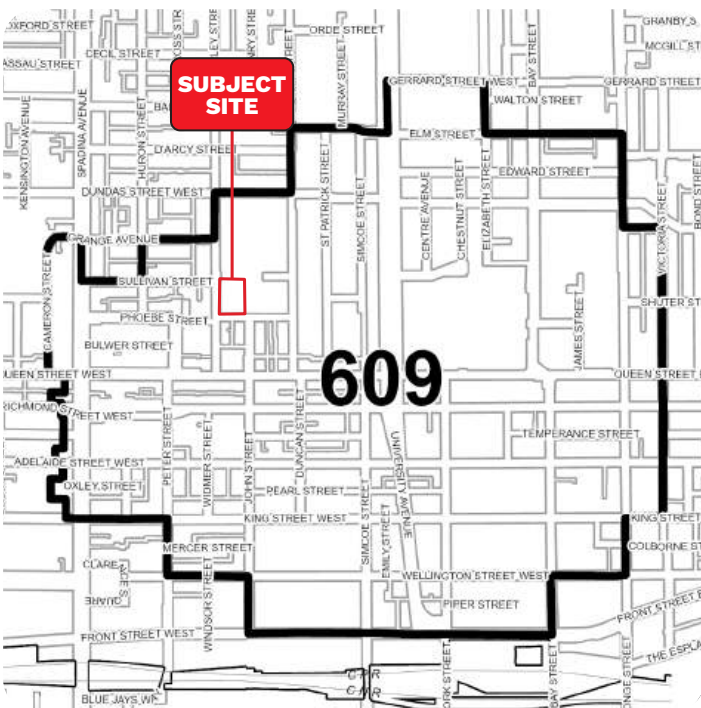


Figure 17 - Map 1, SASP 609

4.10 Downtown Secondary Plan

On July 27, 2018, the City of Toronto Council enacted By-law 1111-2018, adopting OPA 406, which includes a new Downtown Secondary Plan and associated amendments to Section 2.2.1 and Map 6 of the Official Plan. On June 5, 2019, the Minister of Municipal Affairs and Housing issued a decision with respect to OPA 406, which included a number of significant modifications to the Downtown Secondary Plan and brought it into full force and effect (the "Downtown Plan"). The relevant in-force policies are identified below.

Policy 1.5 provides that the Official Plan policies, Secondary Plans, Site and Area Specific Policies and Heritage Conservation Districts that fall within the boundary of the Downtown Plan must be read together with the Downtown Plan, while Policy 1.6 states that, in the case of conflict, any policy contained within a Secondary Plan or a Site and Area Specific Policy located completely or partially within the Downtown Plan boundaries will take precedence over the policies and maps of the Downtown Plan. In this regard, the subject site is not located within an additional Secondary Plan or Site and Area Specific Policy.

The subject site is within the boundary of the Downtown Secondary Plan (see **Figure 17**). Section 4.1 encourages growth within the Downtown, in particular on lands designated *Mixed Use Areas 1*, as well as lands designated *Mixed Use Areas 2*, *Mixed Use Areas 3*, *Regeneration Areas* and *Institutional Areas*. Furthermore, the highest density of development within the Downtown is to be directed to *Mixed Use Areas* in proximity to existing or planned transit stations. Other areas of Downtown, including the subject site, will have more modest levels of growth, in keeping with the applicable policies.

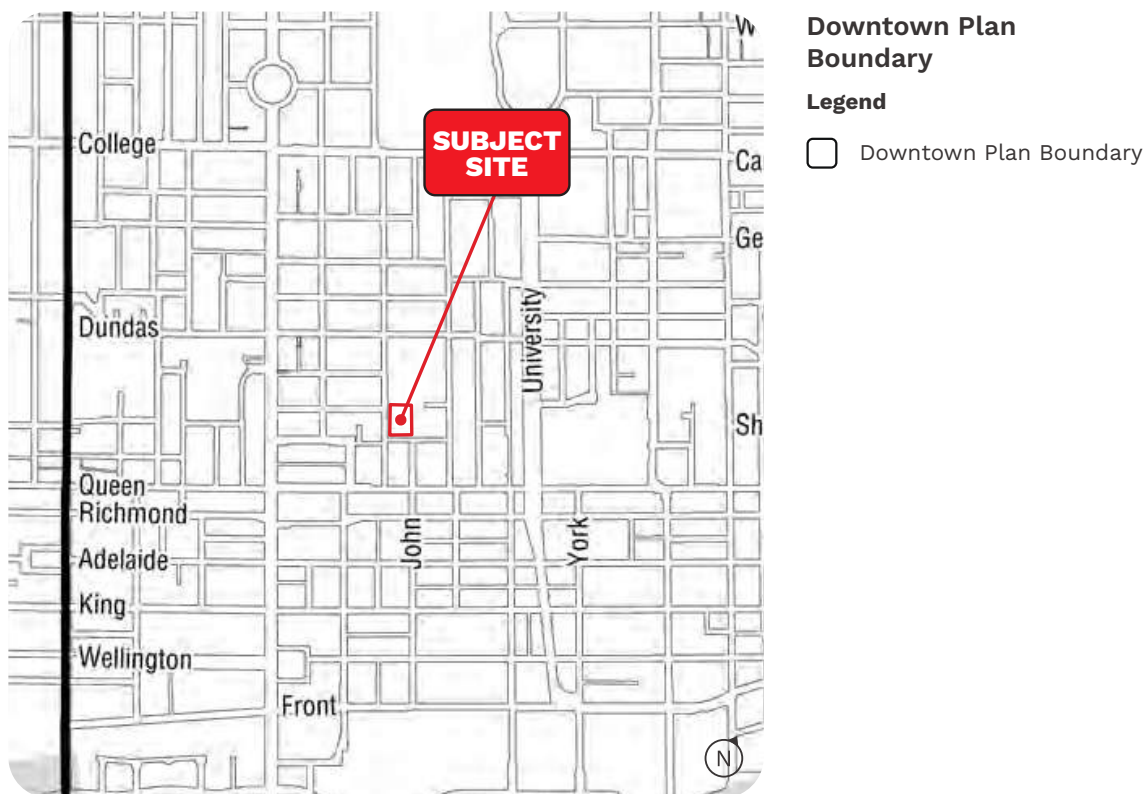


Figure 18 - Downtown Secondary Plan Map 41-1, Downtown Plan Boundary

Complete Communities

Section 3 of the Downtown Plan outlines the goals for development within the Downtown area to create complete communities. Policy 3.3 directs that new buildings will fit within their existing and planned context, conserve heritage attributes, expand and improve the public realm, create a comfortable microclimate, provide compatibility between differing scales of development and include indoor and outdoor amenities for both residents and workers.

Policy 3.5 states that the Downtown will be inclusive and affordable, with a range of housing that meets the requirements of a diverse population with varied needs, including accessible and supportive services for vulnerable populations, as provided for by this Plan.

Growth Management

Section 5 of the Downtown Plan includes policies that relate to linking growth and infrastructure, with the goal of achieving complete communities. Policy 5.1 states that development will support and contribute to the achievement of complete communities by providing for growth and through the provision of development charges under the Development Charges Act, 1997 and/or as a community benefit under Section 37 of the *Planning Act*, as may be applicable.

Land Use and Economy

The preamble to Section 6 notes that the land use policies of the Downtown Plan promote a balanced approach to growth, recognizing the importance of Downtown as an economic driver for the city, the region and the province. These policies define the appropriate built-form scale and mix of uses to reflect the character of diverse neighbourhoods, districts and precincts while promoting the vitality of complete communities and a prosperous economy.

With respect to development in proximity to existing and planned rapid transit stations as shown on Map 41-4, Policy 6.34 provides that development in such areas will prioritize mixed-use development, and that these areas will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels.

More specifically, Policy 6.35 provides that lands within 500-800 metres of all existing or planned rapid transit stations within the Downtown will be planned to be transit-supportive and, where appropriate, to achieve multi-modal access to stations and connections to major trip generators. Development within such areas is to be supported, where appropriate, by:

- planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels;
- fostering collaboration between public and private sectors;
- providing alternative development standards; and
- prohibiting built form that would adversely affect the optimization of transit infrastructure.

In this respect, the subject site is located within an approximate 450 metre radius (or an approximate 8-minute walk) from Osgoode subway station, an approximate 515 metre radius (or an approximate 11-minute walk) from St. Patrick subway station, and an approximate 720 metre radius (or an approximate 13-minute walk) from St. Andrew subway station on Line 1 Yonge-University, as shown on Map 41-4 of the Downtown Plan (see **Figure 18**). Since the approval of the Downtown Plan, the Relief Line has been replaced with the realigned Ontario Line

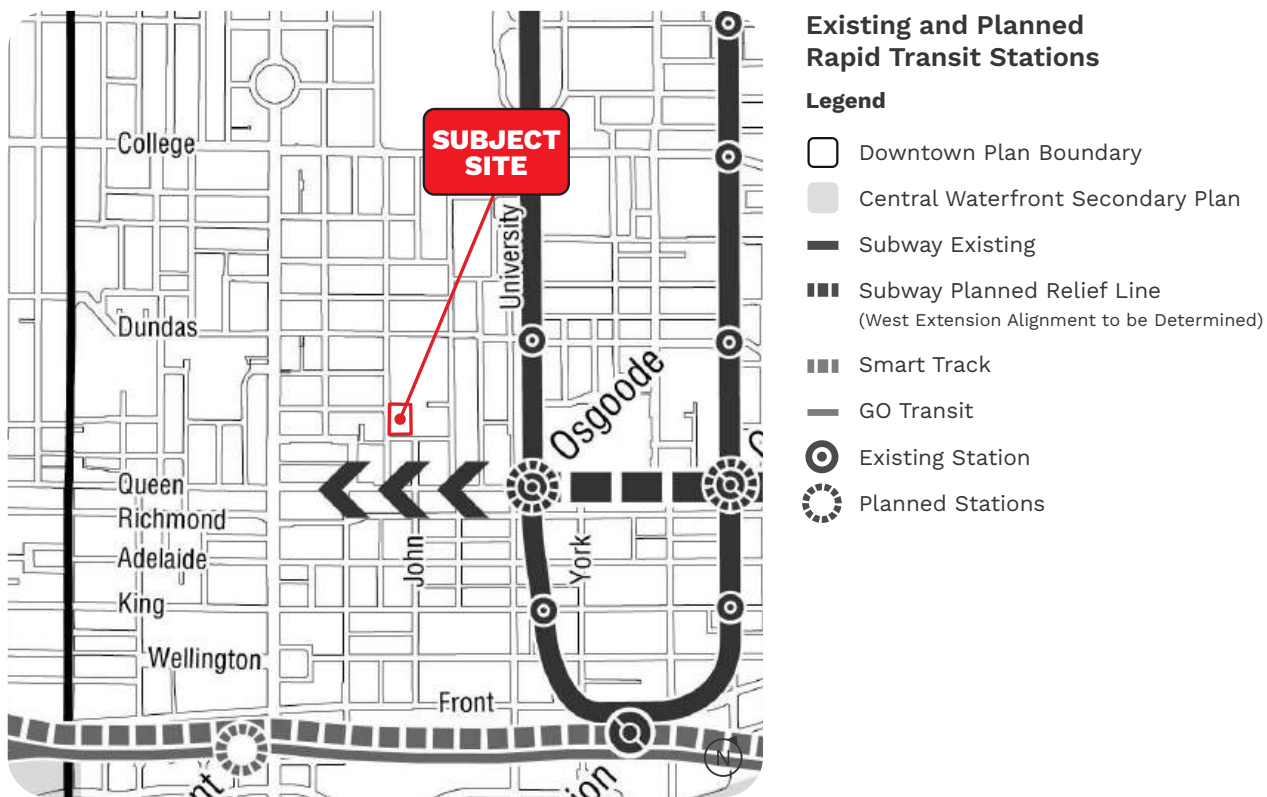


Figure 19 - Downtown Secondary Plan Map 41-4, Existing and Planned Rapid Transit Stations

Policy 6.36 goes on to require that the highest density of development within the Downtown be directed to Mixed Use Areas in close proximity to existing or planned rapid transit stations.

Policy 6.37 provides that a study may be undertaken by the City that will result in a Site and Area Specific Policy (SASP) for lands within 500- 800 metres of a planned rapid transit station for the purposes of implementing Policy 6.36, which will set out, among other matters, the appropriate land use mix, public realm improvements and priorities, contextually appropriate built form scale and type, and necessary infrastructure.

Park Districts

As described in the preamble of the Parks District subsection, a Park District is a cohesive local network of streets, laneways, parks and other open spaces centered on one or more community parks or open spaces that serve surrounding neighbourhoods. The preamble further highlights that each Park District will have a unique identity focused on supporting community life. As shown on Map 41-8, the subject site is located within the John – Grange – Roundhouse Park District (see **Figure 19**).

Policy 7.22 defines a Park District as a grouping of neighbourhood parks, streets and other open spaces including laneways, school yards, church yards and ravines, which will be designed to form a cohesive public realm network providing access to a wide range of experiences and programs that support community and civic life.

Policy 7.23 sets out criteria for Park Districts. It states that Park Districts will be:

- designed to create a legible and distinct identity, or reinforce an existing identity where there is cultural heritage value (Policy 7.23.1);
- designed to form a cohesive and connected network (Policy 7.23.2);
- improved and expanded to support growing communities (Policy 7.23.3); and
- animated through community programming, public art and other means to create vitality and vibrancy in these spaces (Policy 7.23.4).

Further, Policy 7.24 provides that Park Districts will be integrated with cycling and pedestrian networks.

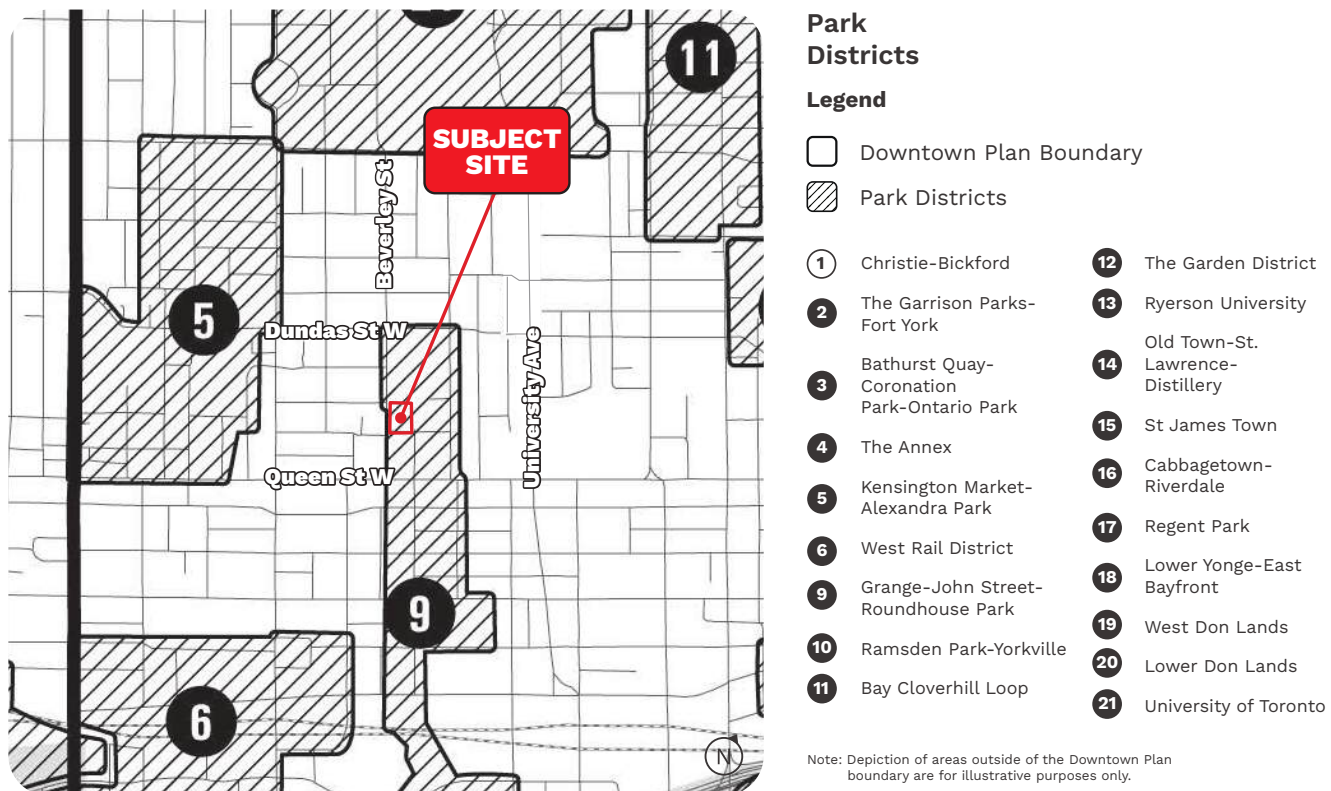


Figure 20 - Downtown Secondary Plan Map 41-8, Park Districts

Parkland

Given that a parkland dedication will be conveyed to the City as part of the proposed development, the following parkland policies are relevant and apply to the subject site.

Policy 7.40 of the Secondary Plan states that any parkland conveyed to the City must:

- improve the quantity, quality, form and distribution of parks (7.40.1);
- be free of encumbrances unless approved by Council (7.40.2);
- be highly visible with prominent street frontage (7.40.3);
- result in parks that are programmable and have a functional size, shape, configuration and topography (7.40.4);
- result in parks with good sunlight access (7.40.5); and
- contribute to a fine-grain pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm (7.40.6).

Policy 7.41 provides that a parkland dedication that is immediately adjacent to an existing park or within a location that adds to the system of parks and open spaces and implements the Downtown Parks and Public Realm Plan will be prioritized. In this regard, the proposed development is immediately south of Grange Park as will propose to convey parkland along the north end of the subject site.

Mobility

The Downtown Plan identifies the importance of creating a walkable Downtown and prioritizes the enhancement of the pedestrian experience as a key objective. In this regard, the mobility policies aim to make walking the first travel mode choice for trips throughout Downtown through enhancements to the pedestrian network, including wider sidewalks with adequate pedestrian clearways and streetscape enhancements. In particular, Policy 8.4.1 provides that pedestrian and public realm improvements will improve pedestrian safety, comfort and accessibility, especially for the most vulnerable.

Map 41-12 identifies priority cycling routes that contribute to the creation of a well-connected cycling network that is safe, convenient and comfortable for cyclists. Beverley Street, which runs along the west side of the subject site, is identified as Priority Cycling Route on Map 41- 12, as are Richmond Street and Adelaide Street located just south of the subject site. Furthermore, University Avenue is identified as a Corridor Requiring Study (see **Figure 20**, Map 41-12).

Regarding surface transit, in addition to the subject site having excellent access to higher-order transit, it is also located approximately 200 metres from the closest 501 Queen streetcar stop. The Downtown Plan notes that streetcar services are some of the busiest surface transit routes operated by the TTC and are important parts of the Downtown's surface transit network. Priority for surface transit will be encouraged, while supporting accessibility and mobility for people of all ages and abilities.

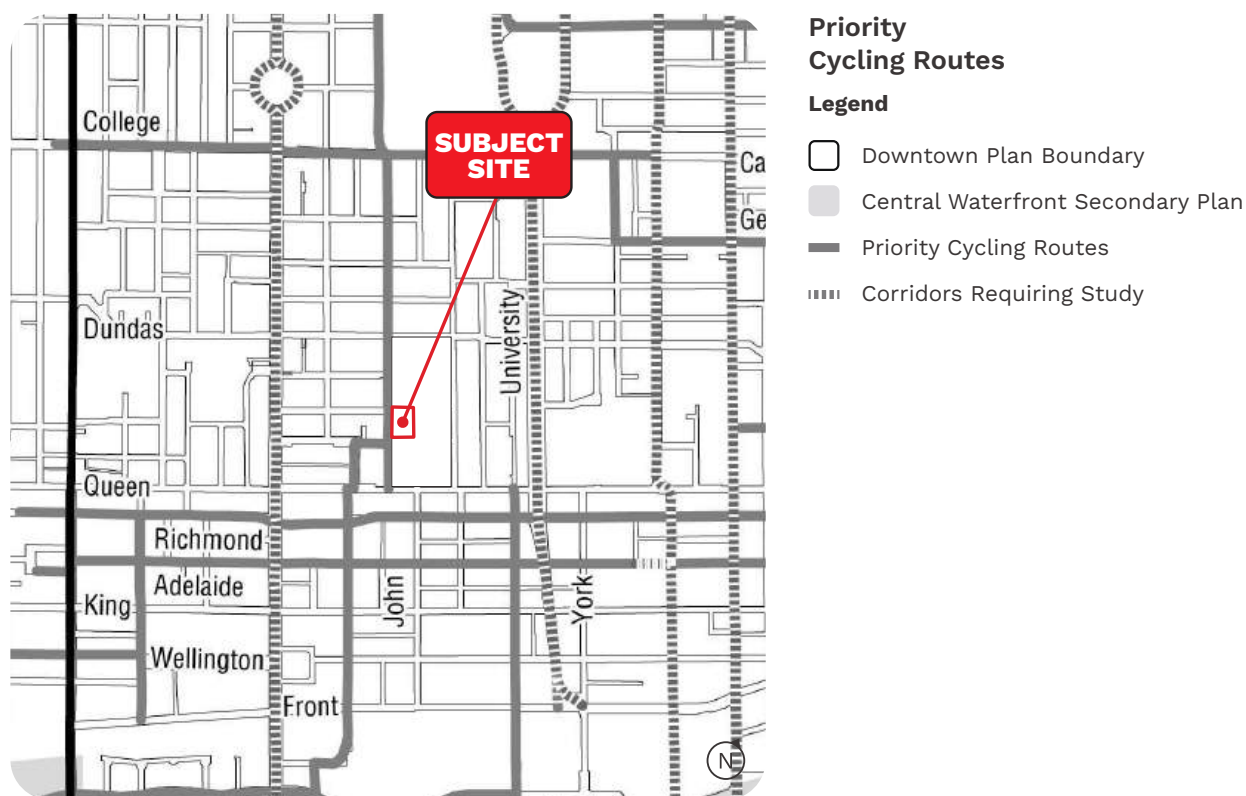


Figure 21 - Downtown Secondary Plan Map 41-12, Priority Cycling Routes

With respect to parking and curbside management, Policy 8.27 provides that development will generally be required to limit and/or consolidate vehicle access points and will be encouraged to provide facilities for passenger pick-up/drop-off, loading and parking in off-street locations and/or within building footprints, in order to free up on-street curbside and public realm space and improve safety of pedestrians and cyclists. Policy 8.29 goes on to say that pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space. Policy 8.30 directs that development will be encouraged to provide shared community parking spaces and that spaces will be dedicated for short-term use for residents and visitors.

Built Form

The Downtown Plan includes built form policies in Section 9. Policy 9.1 provides that development will be encouraged to:

- enhance the liveability of the building's surroundings;
- contribute to liveability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky view, expanding and improving the public realm, maintaining adequate privacy, providing high-quality amenity spaces and conserving heritage;
- demonstrate design excellence of the building and surrounding public realm;
- demonstrate a high standard of heritage conservation; and
- include high-quality, durable materials and sustainable and resilient building practices.

Policy 9.2 provides that the City may request, as a community benefit, provisions for an improved and expanded public realm including widened sidewalks and walkways, parks and open spaces, POPS, street trees and other landscaping, street furniture, public art, landscaped open spaces, patios, retail displays, access to transit and transit shelters, cycling amenities and pedestrian weather protection.

Policy 9.3 adds that Zoning By-laws may provide for building setbacks from street lines that do not reduce the density or unreasonably reduce the utility or otherwise of the site, where necessary for the achievement of a contextually appropriate streetscape.

Policy 9.4 provides that development in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas, Institutional Areas and Apartment Neighbourhoods* will be encouraged to include setbacks that will:

- allow for optimal landscaping conditions and provide adequate space for tree infrastructure and adhere to the City's tree planting standards; and
- be designed to allow for access to utilities or other below grade services, as a community benefit.

Policy 9.5 provides that the City may request, as a community benefit, the conveyance of an easement over a development site within 6 metres from the closest public street curb, or such greater or lesser distance as may result from the considerations set out in Policies 9.6 and 9.7.

The lower floors of buildings shape, define and support the public realm, and are the main interface between the public and private realms, where pedestrians experience the building. Careful consideration will be given to this relationship through building siting, massing and design. Policy 9.8 provides that base buildings will be generally designed to achieve the following design objectives:

- relate to the scale and proportion of adjacent streets, parks and open spaces;
- fit compatibly within the existing and planned context of neighbouring street wall heights;
- relate to the height, scale and built form character of the existing context of both streets when located on a corner lot;
- animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade or multiple entrances on long building faces;
- incorporate appropriate glazing;
- encourage tree planting, where appropriate; and
- include high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale.

Policy 9.9 provides that development will generally provide a transition from the base building to relate to adjacent properties with a lower-scale planned context, as may be required to achieve the objectives of the Plan, while Policy 9.10 requires that development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the street wall height, articulation, proportion, materiality and alignment.

Policies 9.11 through 9.16 relate to physical determinants of intensity and scale. Policy 9.11 directs that, although existing and approved buildings form part of the existing and planned context, the siting, massing, height and design of a building on one site will not necessarily be a precedent for development on an adjacent or nearby site.

Policy 9.14 states that development will be located and massed to define and frame the edges of the public realm with good street proportion, providing for comfortable sun and wind conditions on the public realm and neighbouring properties by stepping back building mass and/or limiting building floor plates above the streetwall height to allow daylight and sunlight to penetrate to the street and lower building levels.

With respect to shadow impact, Policy 9.17 provides that development will seek to "adequately limit" shadows on sidewalks, parks, open spaces, natural areas and institutional spaces "as necessary to preserve their utility". Further to this, Policy 9.18 states that development will adequately limit net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks and open spaces indicated on Map 41-13. Grange Park, immediately north of the subject site, and

the Grange open space path (leading to the park), immediately east of the subject site, are identified on Map 41-13 of the Downtown plan as a Sun Protected Park and Open Space (see **Figure 21** – Map 41-13). A Sun/Shadow Study has been prepared by BDP Quadrangle and is summarized in Section 5.5 below.

With respect to wind impact, Policy 9.20 provides that buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the public realm, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas. Policy 9.21 requires development to address microclimatic conditions for people on adjacent streets and sidewalks, parks and open spaces by adequately limiting shadow and uncomfortable wind conditions, as necessary to preserve their utility, which may be achieved through: reducing the floor plates of tall building elements above the base building; reducing the overall height and scale of buildings; and re-orienting, reducing the size of and/or setting back tall building elements on the site.

With respect to transition, Policy 9.22 provides that development may be required to provide built form transition where necessary to create a more liveable environment in the public realm, while defining and distinguishing areas of different character, intensity and planned contexts (our emphasis). Policy 9.23 adds that transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and stepbacks of building mass, separation distances, and other means to achieve compatibility. Policy 9.24 further provides that development may be required to incorporate transition in scale to achieve built form compatibility when it is, among other things, of a greater intensity and scale than the adjacent and surrounding planned context or adjacent to a property designated under Part IV of the *Ontario Heritage Act*.



Figure 22 - Downtown Secondary Plan Map Map 41-13, Sun Protected Parks & Open Spaces

Policy 9.25 adds that built form adjacencies, such as tall to mid-rise, may require review to determine if any transition to the planned context is required through the application of a separation distance and noticeable stepping down of height. Policy 9.26 provides that transition may be required between development and adjacent streets, parks or open spaces to provide access to sunlight and sky views as well as establish a human scale, and that where such transition is necessary, mid-rise development may achieve transition through appropriate setbacks and stepbacks and angular planes. Policy 9.27 adds that, where transition is desirable to achieve compatibility, it will generally be provided within the development site.

Policy 9.28 states that mid-rise buildings will be informed by the following design objectives:

- have heights that reasonably define and enclose the right of way it fronts onto;
- provide for adequate access to sunlight and sky-view from the public realm;
- provide a compatible relationship to adjacent *Neighbourhoods and Parks and Open Space Areas*;
- be informed by the Performance Standards contained within the Avenues and Mid-Rise Buildings Study.

Amenity Space

Policies 9.30 to 9.34 address indoor and outdoor amenity space in the Downtown. Policy 9.30 provides that amenity space will be encouraged to be located at or above grade; located in visible and accessible locations for the building's inhabitants; designed and built with high-quality and durable materials; and designed to provide elements and programming that respond to a variety of users of all ages and abilities, including seniors and children, including providing option(s) which are viable in all seasons.

Policy 9.31 states that development will ensure that outdoor amenity spaces will be sited and designed to:

- provide for appropriate sky-views and sunlight in the space;
- generally ensure wind conditions that are suitable for comfortably sitting and standing; and
- include trees and other landscaping.

While policy 9.32 directs that indoor amenity space will be provided in appropriately scaled rooms, one of which will be encouraged to be directly adjacent and connected to the outdoor amenity space. In general, a portion of indoor amenity spaces should also have access to daylight by being located in suitable locations within the building and by including glazing, where appropriate (Policy 9.33). Further, development that includes residential units will be encouraged to include pet amenity areas that include facilities for the disposal of pet waste (Policy 9.34).

Housing

The Downtown Plan notes that the provision of housing to a wide range of residents that is affordable, secure, of an appropriate size, and located to meet the needs of people throughout their life cycle is essential to the creation of complete communities.

Policy 11.1 provides that, in order to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families, development containing more than 80 new residential units will include:

- a minimum of 15 per cent of the total number of units as 2-bedroom units;
- a minimum of 10 per cent of the total number of units as 3-bedroom units; and
- an additional 15 per cent of the total number of units as a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2- and 3-bedroom units through the use of accessible or adaptable design measures.

In this regard, 26 percent of the total number of proposed dwelling units are 2-bedroom units and 11 percent are 3-bedroom units.

Implementation

Policy 14.1 provides that implementation plans, strategies and guidelines will be adopted to advance the vision, goals and policies of the Downtown 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 the Downtown Plan.

For the reasons set out in Sections 5.1, 5.2 of this report, it is our opinion that the proposed development and, in particular, the requested Official Plan Amendment and Zoning By-law Amendment, conform with the Downtown Secondary Plan.

4.11 Official Plan Amendment No. 557

On November 12, 2021, City Council adopted OPA 557 and Zoning By-law 941-2021 to introduce new requirements for inclusionary zoning to the Toronto Official Plan and the City-wide Zoning By-law. Inclusionary zoning ("IZ") is a land use planning tool that allows municipalities to require new residential development to include affordable housing, which is intended to increase the supply of affordable housing for low to moderate income households, support a diverse range of housing supply and support the development of more inclusive and equitable communities.

OPA 557 adds new policies to Section 3.2.1 of the Official Plan and establishes IZ Market Areas on Map 37. The subject site is located within IZ Market Area 1 (see **Figure 22**).



Figure 23 - Toronto Official Plan Map 37 – Inclusionary Zoning Market Area

Policy 13 provides that new development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:

- a. for development that is located in IZ Market Area 1 identified on Map 37:
 - i. if a condominium development is proposed, a minimum of 10 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable rental housing; or; or
 - ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing.

In this regard, the proposed development would be required to include a minimum of 10 percent of the total new residential gross floor area as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor as affordable rental housing.

Policy 14 states that the requirements for affordable housing outlined in Policy 3.2.1.13 will not be applied by the City until the later of September 18, 2022, or approval of a Protected Major Transit Station Area by the Minister pursuant to the Planning Act. The Minister of Municipal Affairs approved the official plan amendments pertaining to PMTSAs on August 15, 2025. Accordingly, inclusionary zoning is in effect in the approved PMTSAs in the City. In this regard, the Proposal is for a purpose-built rental development and as such, there is no minimum requirement for affordable rental housing.

4.14 Zoning

The new City-wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013. It was appealed to the Ontario Municipal Board (OMB) in its entirety. However, By-law 569-2013 has now been substantially approved by the OLT and is in force, except for those provisions that remain under appeal.

As shown on **Figure 23** and **Figure 24**, City-wide Zoning By-law 569-2013 zones the subject site as R(f4.5; d2.0) (x838).

The underlying R (Residential) zone permits a dwelling unit in a range permitted residential building types including an apartment building, fourplex, triplex, duplex, detached and semi-detached homes and townhouses. Some non-residential uses are permitted with conditions including community centres and retail stores.

Site specific exception 838 includes a number of site specific provisions including:

- A maximum F.S.I of 1.5, unless 25% of the dwelling units on the lot are assisted housing, in which case the maximum gross floor area may exceed the F.S.I of 1.5.
- The lands must comply with exception 900.2.10(4), which must comply with exception 900.2.10(7) that includes;
 - permitted uses with conditions including a nursing home, retirement home, religious residence, and community centre or library.
- Across the numerous exceptions applicable to the subject site, there are a number of prevailing By-laws and sections applicable to the subject site:
- By-law 438-86, Section 12(1) 116: prevents the use of land in an R3 district in South-East Spadina, or the erection or use of a building or structure on that land, for the purpose of a Tong House.

- By-law 438-86, Section 12(1) 232: restricts the use of a building or structure on a lot in an R3 district in the Central Area for a commercial purpose or purposes, subject to a number of conditions.
- By-law 438-86, Section 12(1) 233: prevents the use in South-East Spadina of a building or structure that was in an R4 or R4A district on January 31, 1976 but in an R3 district after that date for the purpose of a non-residential use permitted on the lot on January 31, 1976, subject to a number of conditions.
- By-law 438-86, Section 12(1) 363: not applicable.
- Former City of Toronto By-law 22752: includes site specific provisions permitting the existing apartment building on the subject site.

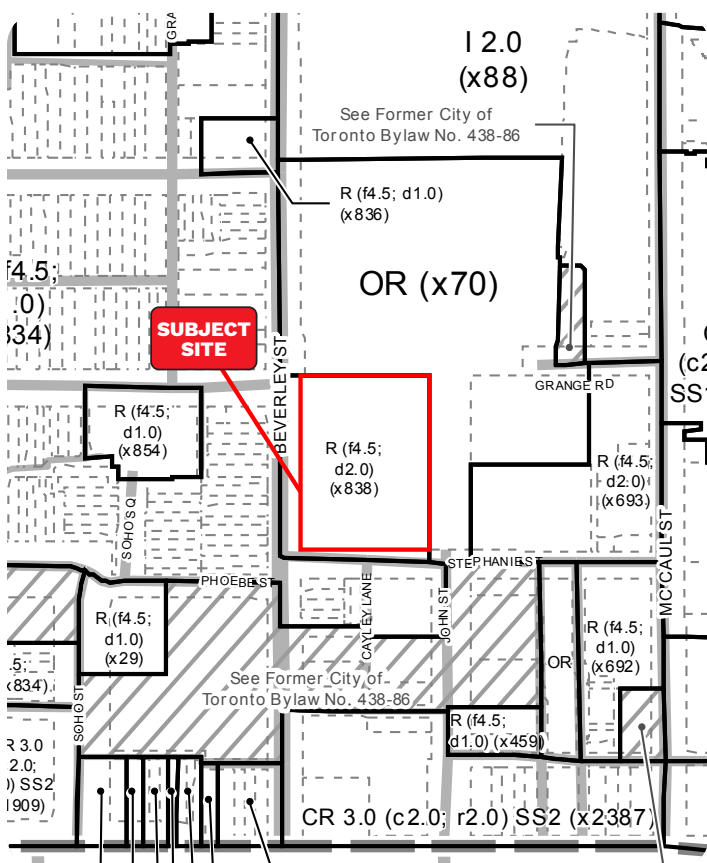


Figure 24 - By-law 569-2013 - Zoning

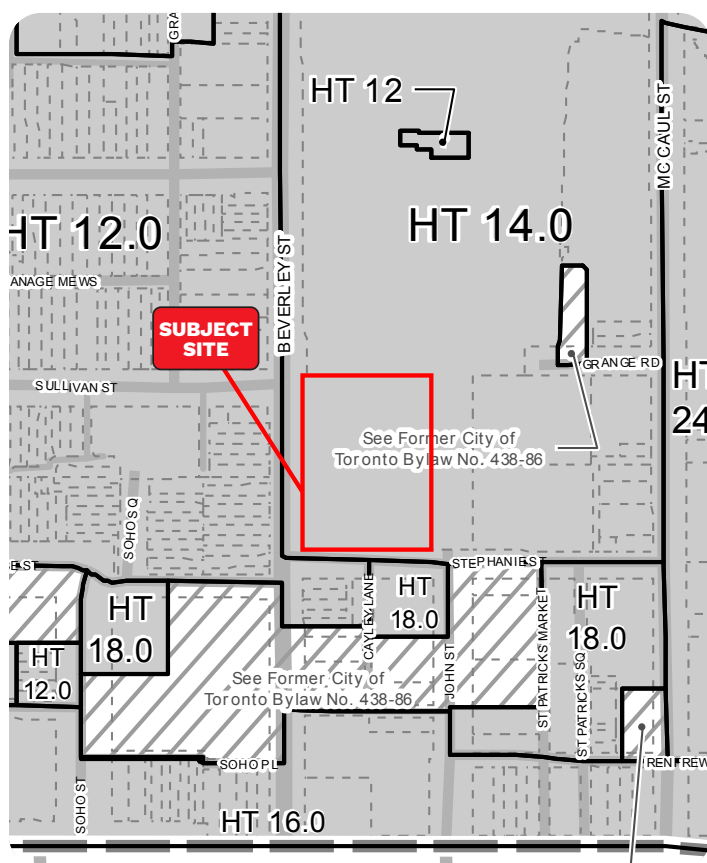


Figure 25 - By-law 569-2013 - Heights

Section 600.10.10 of By-law 569-2013, introduced through By-law 1107-2016 requires that every building located in the 'Toronto Downtown' area maintain the following setbacks and separation distances for "tall buildings":

- every building with a height greater than 36 metres shall be no closer than:
 - 3.0 metres to a lot line abutting a street that is a public highway and 12.5 metres to the centre line of that street for the portions of the building that collectively enclose the entirety of a storey higher than 24 metres above grade;
 - 12.5 metres to the centre line of an abutting public lane for the portions of the building that collectively enclose the entirety of a storey higher than 24 metres above grade; and
 - 12.5 metres to a lot line having no abutting street or public lane for the portions of the building that collectively enclose the entirety of a storey higher than 24 metres above grade;
- every building with a height of greater than 36 metres shall be no closer than 25.0 metres to each building with a height greater than 36 metres on the same lot for the portions of the buildings that collectively enclose the entirety of a storey higher than 24 metres above grade;
- if a line projected at a right angle from a main wall of a building with a height of greater than 36 metres intercepts another main wall of the same building, those main walls shall be separated by a minimum of 25.0 metres for the portions of the buildings that collectively enclose the entirety of a storey higher than 24 metres above grade;
- window projections, exterior stairs and access ramps are not permitted to encroach into the required setbacks or separation distances; and
- elements which are permitted to project into the required separation distances include balconies, canopies and awnings, exterior cladding, architectural features, eaves and mechanical equipment (each with a specified maximum projection).

4.15 Mid-Rise Building Design Guidelines (2024)

On December 5, 2024, Planning and Housing Committee considered and adopted an updated set of guidelines titled Mid-Rise Building Design Guidelines (2024). The updated Mid-Rise Building Design Guidelines recognize that:

"Mid-rise building design is evolving in response to climate action and sustainable design practices, incorporating innovations such as mass timber and prefabricated construction. As energy efficiency, carbon footprint reduction, and optimized building layouts become increasingly essential, these factors are reshaping the approach to mid-rise form and function.

"Technological advancements and the economic benefits of sustainable construction have also led to simpler, more efficient building forms. This shift supports both environmental goals and streamlined construction processes, contributing to more resilient and adaptable urban developments.

"Across decades, mid-rise buildings have played a significant role in shaping Toronto's urban fabric. These buildings offer an ideal scale for urban streets—tall enough to create a sense of urban density, but low enough to allow access to sunlight and views of the sky. Mid-rise buildings support vibrant pedestrian environments with active ground-floor uses, such as shops, restaurants, and services. They also contribute to a more sustainable future for the city."

Three purposes for the Mid-Rise Building Design Guidelines (2024) are outlined, including:

- identifying strategies to enhance the quality of the living environment through improved spatial relationships, design, and materials;

- establishing a balance between protecting the quality of public realm spaces and heritage features while allowing for appropriate infill development and intensification; and
- providing guidance to citizens and stakeholders, particularly land developers, planners, urban designers, architects, and landscape architects, and City staff in the creation and evaluation of development proposals.

The updated Guidelines provide that the Mid-Rise Building Design Guidelines are intended to be read together with, and to implement, the relevant Official Plan policies, applicable Zoning By-laws, Heritage Conservation District Plans, area-specific Urban Design Guidelines and the Toronto Green Standard, as well as other applicable regulations, policies and guidelines. The Guidelines apply to the design, review and approval of new mid-rise developments. The Guidelines will be applied through the evaluation of development proposals and design alternatives in Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision and Site Plan Approval applications.

Similar to the 2010 Guidelines, the updated document provides that the Guidelines are intended to provide a degree of certainty and clarity of common interpretation; however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively and be balanced against broad city building objectives. It is recognized that, in some cases, not all guidelines can be met in full; however, a development may be acceptable when it achieves the objectives of the Official Plan. The Guidelines should be weighed across the board with other City guidelines to determine whether a development application has successfully met the overall intent of the applicable guidelines, policies and the Official Plan.

As compared to the 2010 Guidelines, the Mid-Rise Building Design Guidelines (2024) include several key changes, as noted below:

- increasing the maximum height for mid-rise buildings from 11 storeys to 14 storeys (45 metres) adjacent to streets with a 45-metre right-of-way width;
- providing consideration for additional height, taller than the adjacent right-of-way widths, on deep sites;
- removing both the front and rear angular plane requirements and, accordingly, simplifying building massing through the removal of mandatory stepping;
- introducing or revising certain setback and stepback requirements to ensure buildings continue to be articulated and different elements continue to be defined;
- reducing or increasing side yard setbacks based on the context;
- increasing flexibility in building massing by promoting a performance-based approach rather than prescriptive standards, helping simplify built form with increased gross floor area and opportunities for additional residential units; and
- introducing enhanced public realm objectives, including guidance for wide sidewalk zones, prioritizing new tree planting and preserving existing mature trees.

These changes are intended to simplify construction while making buildings more economical to construct. The Guidelines encourage a mid-rise form that supports intensification through flexible massing, without compromising access to sunlight, sky view and pedestrian comfort along adjacent sidewalks and public spaces.

4.16 Growing Up: Planning for Children in New Vertical Communities

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

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

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

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

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

The proposed unit mix slightly exceeds the Guidelines and includes 42 two-bedroom units (26%) and 18 three-bedroom units (11%). This results in 60 large family-sized units, representing 37% of the total unit mix.

4.17 Pet-Friendly Design Guidelines for High Density Communities

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

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

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

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

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



5

Planning & Urban Design Analysis

5.1 Intensification

Residential intensification on the subject site in the form of a 11-storey purpose-built rental building is appropriate and desirable and is in keeping with the policy framework set out by the 2024 PPS, the Metrolinx Regional Transportation Plan, and the City of Toronto Official Plan, all of which support intensification on sites well-served by municipal infrastructure, particularly “higher-order public transit.” The Proposal will develop the Subject Site with an contextually appropriate and scaled to its surroundings, while retaining the existing 24-storey purpose-built rental building in-situ.

The Proposal is in keeping with the intensification policies of both the 2024 PPS. Policy 2.4.1.1 of the 2024 PPS directs that growth will be focused in “strategic growth areas” and locations with existing and planned transit, with a priority on “higher order transit” where it exists or is planned. The site is located in an area that has excellent access to existing and planned “higher order transit”, and is well situated relative to major investments in new transit infrastructure and transit improvements.

The site is also located within a “strategic growth area”, defined by the 2024 PPS as areas located 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 “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.”

Moreover, the Proposal implements the emerging Provincial policies, which place a greater emphasis on increasing the supply and availability of housing to residents in the largest and fastest-growing municipalities (such as the City of Toronto). The provision of additional housing units on the subject site will respond to the local needs and demand and provide for an appropriate range and mix of housing options. Additionally, on May 10, 2023, Toronto City Council adopted a housing pledge to achieve or exceed the provincial housing target of 285,000 new homes by 2031. This housing target represents a 23 percent increase in Toronto’s housing supply within 10 years. To meet this target, 31,050 new homes per year must be completed, which is approximately double the average number of units built annually between 2017 to 2021. The proposed level of intensification of the subject site will assist the City in meeting this goal.

The subject site is located within the boundaries of three approved PMTSAs with two existing stations and one planned station. Osgoode Subway Station is approximately 450 metres from the site (i.e. a 10-minute walk) and St. Patrick Subway Station is approximately 500 metres from the site (i.e. an 11-minute walk). Additionally, the under-construction Ontario Line would also locate the subject site approximately 500 metres from the planned Queen-Spadina Subway Station and would connect with the existing Osgoode Subway Station. As such, the subject site is within 500 metres and walking distance from two existing and one planned higher-order transit stations.

Given the site's proximity to Osgoode, St. Patrick and Queen-Spadina Subway stations, the site forms part of three "protected major transit station areas" as defined by the 2024 PPS. The 2024 PPS promotes development in "protected major transit station areas" that supports existing and planned transit service levels and maximizes the number of potential transit users that are within walking distance of the station. In this regard, the site and surrounding area have also been identified through the City's ongoing Growth Plan conformity exercise as forming part of the Osgoode, St. Patrick and Queen-Spadina MTSA's. The policies in the approved OPAs 524, and 570 for the Osgoode, St. Patrick and Queen-Spadina Subway Stations provide for a minimum density target of 1500, 1700 and 400 residents and jobs combined per hectare, respectively.

Similarly, the 2041 Metrolinx Regional Transportation Plan identifies the Downtown area as an Urban Growth Centre which contains multiple mobility hubs. In this regard, The 2041 Metrolinx Regional Transportation Plan intends urban growth centres to become focal points for mixed-use, high-density and transit-supportive residential and employment growth and intensification.

Furthermore, the Official Plan provides that "future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential." It further provides that "the integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout the City." For sites in areas such as this which are well served by transit, Policy 2.4(8) of the Official Plan provides for intensified development, with minimum density requirements (along with limits on parking).

Within the policy context outlined above, it is our opinion that the subject site is underutilized in its current form. Residential intensification on the subject site will more efficiently utilize the site and will optimize the investments in infrastructure and transit by providing new housing and an improved public realm in a transit-supportive compact built form. In this regard, residential intensification on the subject site would support transit ridership and allow future residents to take advantage of the wide array of shops, services, restaurants and other facilities in the surrounding area and, in turn, provide additional population-based support to the local businesses and services which serve the surrounding community.

5.2 Land Use

The subject site is designated *Neighbourhoods* and the application proposes to redesignate the site to an *Apartment Neighbourhoods* designation. Given that there is an existing apartment building on the site, the requested amendment is technical in nature as the site already functions as an *Apartment Neighbourhoods* site.

The Proposal is in keeping with the land use permissions set out in the applicable *Apartment Neighbourhoods* designation, which permits infill development of underutilized *Apartment Neighbourhoods* sites, such as the subject site. Moreover, the proposed residential uses are permitted under the applicable Zoning By-law.

In particular, the Official Plan provides that development in *Apartment Neighbourhoods* be compatible with the scale (including height and massing) of the existing apartment buildings on and adjacent to the site. The Official Plan states that the *Apartment Neighbourhoods* designation is an area comprised of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. In this regard, the proposed purpose-built residential building will add additional residential units varying in type, in close proximity to higher order transit.

The introductory text of Section 4.2 states that while built-up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities do exist for additional townhouses or apartments on underutilized sites, including new rental housing. Policy 4.2(3) of the Official Plan adds that compatible infill development may be permitted on a site within a developed Apartment Neighbourhood with one or more existing apartment buildings which improve the existing site conditions. In our opinion, the Proposal conforms with Policy 4.2(2). In particular, the Proposal will:

- locate and mass the proposed mid-rise building to fit comfortably on the site through the use of appropriate setbacks from all applicable lot lines (see Sections 5.4 and 5.5 below);
- locate and mass the new building to frame the edge of Beverley Street with good proportion;
- locate and mass the new building to maintain sunlight and comfortable wind conditions for pedestrians on Beverley Street and Grange Park, and will limit shadow impacts on the park to the north and east (see Section 5.5 below);
- include sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locate and screen all service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- provide high-quality indoor and outdoor amenity spaces (including shared amenity spaces) that are directly contiguous, and are supplemented by a landscaped, publicly accessible amenity courtyard;
- provide active residential and amenity uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- conform to the principles of universal design and contain units that are accessible or adaptable for persons with physical disabilities.

Furthermore, the Proposal will yield 163 new purpose-built rental units, thereby implementing the City's housing policies with respect to the provision of a broad range and mix of housing types in a location that will take advantage of nearby higher-order transit services. The increase in the number of dwelling units is a significant improvement to the existing conditions on the subject site, where it is currently occupied by 24-storey building with 284 purpose-built rental units.

With respect to zoning, the site is zoned *Residential R (f4.5; d2.0) (x838)* which permits a range of residential uses. A Zoning By-law Amendment is required to bring the site into City-wide Zoning By-law 569-2013, and to increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the Proposal.

5.3 Housing

The redevelopment of the subject site will result in the construction of 163 new rental dwelling units on an underutilized site in a compact urban form that supports the broad policy objectives of the 2024 PPS, the Official Plan and the Downtown Plan. More specifically, the Proposal will add to the existing housing stock in the area, in conformity with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan and meets the intent of the Growing Up Guidelines.

The subject site is within an area that consists of a wide range of housing types including high-rise rental apartment buildings, high-rise condominiums, low-rise affordable rental housing, as well as low-rise ownership homes, including detached and semi-detached homes to the north of the subject site.

The Proposal will create 163 new purpose-built rental units, while retaining 281 of the existing 284 rental units on the subject site. In this regard, the Proposal conforms with the Official Plan's housing policies, including Policy 3.2.1(1) which encourages a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, which are to be provided and maintained to meet the current and future needs of residents.

The range of proposed unit types provides a variety of housing options, including housing suitable for families with children and seniors, in accordance with the unit mix targets specified in the Downtown Plan and the Growing Up Guidelines. In particular, a total of 60 (37%) larger units, consisting of two or more bedrooms are proposed, including 42 two-bedroom units (28%) and 18 three-bedroom units (11%). Accordingly, the mix of units conforms with Policy 11.1 of the Downtown Secondary Plan and the Growing Up Guidelines.

With respect to the existing rental building that exists on the subject site, Policy 3.2.1(5) of the Official Plan requires new development containing six or more units to secure those existing rental units which have affordable rents and mid-range rents. Additionally, this policy also requires that needed improvements and renovations to the existing rental housing shall be secured to extend the life of the building, without pass-through costs to tenants. Throughout the approval process, the Owner will work with tenants and City, as necessary, in preparing the relocation and assistance package for tenants who may be affected by the underground work.

With respect to Official Plan Policy 3.2.1(6), the Proposal would not result in the loss of six or more dwelling units. As such, this policy is not applicable.

With respect to Inclusionary Zoning, Policy 3.2.1(13) states that:

New development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:

- a. for development that is located in IZ Market Area 1 identified on Map 37:
 - i. if a condominium development is proposed, a minimum of 10 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
 - ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing;

In accordance with Policy 3.2.1(13)a)ii., as the Proposal is a purpose-built rental development, there is no minimum requirement for affordable rental housing at the time of writing this report.

5.4 Height, Massing and Density

In our opinion, as noted in Sections 5.1 and 5.2 above, the subject site is an appropriate location for residential intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for a mid-rise building given that it is located within three approved PMTSAs where significant intensification is anticipated, it is located on a Major Street, it has convenient access to higher-order transit and frequent transit services, and it is within proximity to existing and approved developments of similar scale.

In our opinion, the height, massing and density of the Proposal are appropriate and compatible with the surrounding context based on a number of contextual and urban design considerations, including:

- The size (0.62 hectares), width (68.0 metres) and depth (93.0 metres) of the subject site;
- The subject site's location along a Major Street (Beverley Street);
- Proximity to higher-order transit (approx. 450 metres from Osgoode Subway Station) and access to frequent transit service (501 Queen Streetcar);
- The surrounding built form context, which includes an existing 24-storey apartment building on the subject site, an existing 8-storey residential building at 18 Beverley Street and an existing 10-storey residential building at 21 Beverley Street, to the south of the site; and
- The separation of the subject site from the Grange Park to the north.

It is our opinion that the overall height of the Proposal (11 storeys, which equates to 36.5 metres to the top of the roof and 42.5 metres to the top of the mechanical penthouse) would fit within the existing and emerging context, optimize its proximity to higher-order transit and frequent transit service, and provide an appropriate separation from and transition to the Grange Park, with no unacceptable built form impacts.

To that end, the surrounding block bounded by Dundas Street to the north and Queen Street to the south, between Beverley Street and McCaul Street, is generally characterized by low- and mid-rise buildings, with some exceptions for tall buildings including the existing 24-storey building at the subject site.

The Proposal achieves an appropriate transition in height from the existing 24-storey building at the subject site to the Grange Park to the north. In this regard, the Proposal provides a 3.0-metre setback from the future boundary of the Grange Park to accommodate the required parkland dedication to expand the Grange Park. While the 3.0-metre setback is lower than the required 5.0-metre setback from the future park boundary, the Proposal balances several objectives on a site with an existing building, including providing minimum separation distances between buildings while ensuring an appropriate transition to the park.

In terms of massing, it is our opinion that the scale of the Proposal conforms with the built form policies of the Official Plan, the Downtown Plan and it is in keeping with the intent and principles of the applicable Mid-rise Building Design Guidelines.

The Proposal is setback 3.3 metres from Beverley Street at ground level and includes a 3-storey street wall along Beverley Street with 9- and 11-storey elements above thereby providing for a pedestrian scale that is in-line with existing buildings along the street and approvals in the area. Above level 3, the building steps back 2.0 metres from Beverley Street. This creates a distinct façade appearance and floor plate shape for the lower and upper levels.

The side (north) elevation along Grange Park is set back 7.9 metres from the existing property boundary and 3.0 metres from the future property boundary following the parkland dedication at the ground level. Above level 3, the Proposal is set back 2.0 metres from the north and an additional 3.0 metres above level 9.

At the rear (east), the building wall is set back 5.5 metres from Grange Park Promenade at the ground level. Above level 3, the Proposal provides a setback of 2.0 metres and above level 9, an additional setback of 5.0 metres to provide an appropriate transition to the trail and landscaped area.

Along the south façade, the side (south) elevation provides varying setbacks to be consistent with the built form of the existing building at the site. The portion of the building up to 9 storeys is set back 13.3 metres from 9 balconies of the existing building that project the furthest north from rest of the building. Except for this condition, the Proposal meets the required 15.0-metre minimum separation distance from the existing building. In our opinion, while the proposed 13.3-metre setback is less than the required 15.0-metre separation distance, this distance is limited to a 2.8 m portion of the building compared to the 52.5 length of the existing building. Additionally, the proposed 13.3 metre side wall setback is greater than the minimum required side wall setback of 11.0 metres (subject to building length) provided in Guideline 3.4.2(i)(i) of the 2024 Mid-Rise Building Design Guidelines.

As set out in Section 5.5 below, it is our opinion that the Proposal is in conformity with the built form policies of the Official Plan and Downtown Plan and it is in keeping with the applicable performance standards of Mid-Rise Building Design Guidelines.

It is our opinion that the proposed overall density of 5.5 times the area of the lot is appropriate and desirable. Firstly, it is important and appropriate from a planning policy perspective to optimize the density on the site given its location within three protected major transit station areas and its location on a Major Street. As described in Section 5.1 of this report, the Proposal provides a gross density of 5.5 FSI, which is below the minimum prescribed density as per the minister approval of OPA 540.

Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific built form design context and urban structure considerations, rather than on the basis of density numbers. While the underlying density provisions in the applicable Zoning By-law would permit a maximum density of 1.5 FSI, development in the area has proceeded by way of site-specific exceptions for densities that are higher than the corresponding as-of-right permitted density, including those noted in Table 1 of Section 2.2 of the report.

5.5 Built Form Impacts

Light, View and Privacy

Light, view and Privacy ("LVP") impacts are generally addressed through a combination of spatial separation, setbacks, and building orientation. As set out below, the Proposal complies with the applicable LVP standards and guidelines.

While the site is designated *Neighbourhoods*, it functions as an *Apartment Neighbourhoods* site given the existing 24-storey apartment building, and as such the Official Plan development criteria applying to the *Apartment Neighbourhoods* designation for LVP impacts is discussed. The policies have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. Policy 4.2.2(a) requires buildings to be located and massed to provide transition through appropriate setbacks and/or stepping down of heights towards lower scale *Neighbourhoods*. Additionally, Policy 4.2.2(c) requires buildings to be located and massed 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.

In this regard, the closest *Neighbourhoods* designated lands are located to the west of Beverley Street and to the east of Grange Park Promenade, while the closest *Parks* designated lands are located to the north and a strip of Grange Park, known as Grange Park Promenade is located to the east. In this regard, the proposed 11-storey building provides an appropriate transition from the existing 24-storey building to the south. The 11-storey building further incorporates a series of stepbacks to provide a 3-storey base along Beverley Street, consistent with the heights of existing dwellings across from the street to the west.

With respect to Grange Park, the proposed building frames the edge of the park in good proportion with appropriate setbacks at ground level and by incorporating direct facing windows towards the park ensuring an active urban condition. As discussed in the Shadow Impacts section, the proposed building will cast minor incremental shadow impacts and will maintain sunlight and comfortable wind conditions for pedestrians.

Accordingly, the Proposal has been massed to ensure appropriate separation distance and mitigates adverse built form impacts, including shadowing, on nearby low-rise dwellings and parks.

Shadow Impacts

In support of the OPA and ZBA applications, a Shadow Study was prepared by BDP Quadrangle to assess the incremental shadow impacts from the proposed development at the spring and fall equinoxes (March 21st and September 21st) and the summer and winter solstices (June 21st and December 21st), in accordance with the City of Toronto Terms of Reference for Sun/Shadow Studies.

Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to direct sunlight and daylight on the public realm. Further, Policy 3.1.3(8) indicates that where development includes or is adjacent to, a park or open space, the building should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight. Policy 3.1.4(6) further provides that mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight. Specifically with respect to parks and open spaces, Policy 3.2.3(3) provides that the effects of development from adjacent properties on parks and open spaces, including additional shadows, will be "minimized as necessary to preserve their utility".

The policies specific to development within *Apartment Neighbourhoods* direct that new buildings be located and massed so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes (Policy 4.2(2)(b)). Further, Policy 2.3.1(2) provides that compatible infill in *Apartment Neighbourhoods* may take place where there is sufficient space on a site to accommodate additional buildings or building additions while providing a good quality of life for both new and existing residents and improving site conditions by, among other things, maintaining adequate sunlight and privacy for residential units. In this regard, other than the subject site itself, the closest *Neighbourhoods*-designated lands are located on the west side of Beverley Street (between Dundas Street West in the north and Queen Street West in the south), on the south side of Stephanie Street (between Beverley Street in the west and John Street in the east), and to the east on the east side of the Grange Park Promenade.

Policy 9.17 of the Downtown Secondary Plan provides that development will seek to "adequately limit" shadows on sidewalks, parks, open spaces, natural areas, and institutional open spaces "as necessary to preserve their utility". Further to this, Policy 9.18 states that development will "adequately limit" net-new shadow as measured from March 21st to September 21st from 10:18 a.m. to 4:18 p.m. on parks and open spaces indicated on Map 41-13 of the Secondary Plan which identifies Sun Protected Parks and Open Spaces within the Downtown. In this regard, Grange Park, immediately north of the subject site, and the Grange Park Promenade immediately east of the subject site, are identified on Map 41-13 of the Downtown Plan as a Sun Protected Park and Open Space.

The Shadow Study demonstrates that, at the spring and fall equinoxes, there will be minor incremental shadow impacts from the Proposal on the portions of the surrounding *Neighbourhoods*- and/or *Parks*-designated lands.

Neighbourhoods

On March 21st, the Proposal casts limited incremental shadow on the *Neighbourhoods* to the west from 9:18 a.m. to shortly after 10:18 a.m., and on the *Neighbourhoods* to the east from 4:18 p.m. onwards.

On June 21st, the duration of incremental shadow impact from the Proposal is similar, beginning at 9:18 a.m. through 10:18 a.m. to the west, and to the east from 5:18 p.m. onwards.

On September 21st, the Proposal casts limited incremental shadow on the *Neighbourhoods* to the west from 9:18 a.m. through 10:18 a.m. to the west, and on the *Neighbourhoods* to the east from 3:18 p.m. onwards.

On December 21st, when shadows are generally at their longest due to the decreased sun angle, incremental shadow from the Proposal impacts the *Neighbourhoods* to the west at 9:18 a.m., and those to the east at 4:18 p.m.

Parks

On March 21st, incremental shadow from the Proposal is limited to the Grange Park off-leash dog park area and the south/southwest corner of Grange Park from 9:18 a.m. until shortly after 2:18 p.m. (and shortly after 4:18 p.m. for the dog park area). As the shadows move in an easterly direction, there is incremental shadow impact from the Proposal on the Grange Park Promenade from 2:18 p.m. onwards for the remainder of the day. There is no impact from the Proposal on the existing playground area within the eastern portion of Grange Park on March 21st.

On September 21st, the incremental shadow impacts from the Proposal are similar to those on March 21st. Incremental shadow from the Proposal is limited to the Grange Park off-leash dog park area and the

south/southwest corner of Grange Park from 9:18 a.m. until shortly after 1:18 p.m. (and shortly after 4:18 p.m. for the dog park area), with incremental impact on the Grange Park Promenade from 2:18 p.m. onwards for the remainder of the day. There is no impact from the Proposal on the existing playground area on September 21st.

On June 21st, the incremental shadowing from the Proposal on the surrounding open spaces is minimal. There is no impact from the Proposal on Grange Park proper or the existing playground area on June 21st. There is minimal incremental shadowing from the Proposal on the dog park from 9:18 a.m. until shortly after 12:18 p.m. Further, there is limited shadowing from the Proposal on the Grange Park Promenade from 2:18 p.m. onwards for the remainder of the day.

On December 21st, there is varying degrees of incremental shadow impact from the Proposal on the dog park and different portions of Grange Park from 9:18 a.m. to 4:18 p.m., with impact on the existing playground area at 2:18 p.m. and 3:18 p.m. With respect to the Grange Park Promenade, there is incremental impact from the Proposal at 3:18 p.m. only, as the area is in shade from other surrounding existing buildings throughout the day.

Based on the foregoing analysis, it is our opinion that the resulting incremental shadow impacts from the Proposal on lands designated *Neighbourhoods* would be minimal and "adequately limited" in accordance with the applicable Official Plan policies. To that end, incremental shadowing on existing and designated parks and/or open spaces would be minimized, not adversely affecting their utility. Where sun-protected parks, like Grange Park and/or the Grange Park Promenade, experience incremental shadow from the Proposal, the duration and extent of new shadow on a single area is limited, which does not unduly impact the utility of such spaces. We therefore conclude that the incremental shadow impacts from the proposed development are minor and acceptable.

Wind Impacts

Official Plan Policy 3.1.3(1)(f) requires new development to maintain comfortable wind conditions on the street and adjacent open spaces. Moreover, Policy 4.2.2(c) directs that new buildings are to be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

A Pedestrian Wind Assessment has been prepared by RWDI to test the wind comfort conditions of the Proposal. The study investigated pedestrian wind conditions within and surrounding the subject site and identified areas where wind conditions may interfere with certain pedestrian activities to ensure that mitigation measures may be considered, where required. The study involved a simulation of wind speeds for 16 wind directions using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within the subject site and surrounding area, according to the City of Toronto wind comfort and safety criteria. The analysis was undertaken for all four seasons, during appropriate hours of pedestrian usage within and surrounding the subject site. A summary of key findings of the study is provided below:

- Existing wind conditions around the subject site, including sidewalks and walkways, remain comfortable for sitting or standing in the spring, summer, and fall, and for standing or walking during the winter. Positively, the addition of the Proposal is predicted to improve wind conditions around the existing apartment building to the south.
- Appropriate wind speeds comfortable for sitting or standing are predicted near all building entrances, year-round.
- Overall wind conditions in the parkland dedication area are expected to be comfortable for sitting in the summer, for sitting or standing in spring and fall, and for standing in the winter. These conditions are appropriate for the intended use. However, the east and west ends of the parkland are predicted to have higher wind speeds in the winter, where conditions are expected to be comfortable for walking. Given the anticipated seasonal usage of the space, these speeds are considered acceptable.
- At the ground floor amenity area in the summer, wind speeds are comfortable for sitting. In the spring and fall calm wind speeds suitable for sitting are still predicted closer to the building façade, but slightly higher wind speeds comfortable for standing are anticipated at the central and west parts of the area. These conditions are generally appropriate. In the winter, wind speeds increase, and conditions that are comfortable for standing or walking are expected in the outdoor space, but this might be acceptable due to reduced usage of outdoor spaces during the colder months.
- At the second-floor outdoor amenity area, wind conditions are comfortable for sitting during the summer, for standing in the spring and fall, and for walking during the winter.
- During the winter, uncomfortable wind conditions are expected around the northwest corner of the Proposal near the pedestrian walkway and the onsite parkland dedication. To reduce wind speeds, RWDI outlines the following mitigation features to be implemented at the Site Plan Approval stage.
 - Porous wind screens at the northwest corner near the parkland dedication, or coniferous landscaping placed near the windy area can help to reduce the wind speeds to appropriate levels.

- At the ground floor outdoor amenity space, placing seating areas closer to the building façade and incorporating evergreen landscaping.
- At the 2nd floor outdoor amenity space, incorporating a 2m parapet at both ends, planters and trellises around the designated seating areas.

Overall, the study found that wind conditions on the subject site will generally be improved with the introduction of the Proposal. RWDI has identified wind control strategies that can help guide the placement of wind control features to achieve appropriate levels of wind comfort based on the programming of the various outdoor spaces.

Block Context Plan

A Block Context Plan ("BCP") was prepared by Bousfields Inc. to illustrate and analyze how the physical form of the Proposal fits within the existing and planned context and to evaluate the Proposal within the urban design and built-form policy framework of the Official Plan and applicable urban design guidelines. It also identifies additional conceptual redevelopment sites ("soft sites") within the defined study area that may develop in a manner generally consistent with the urban design principles and built-form approach proposed on the subject site.

The BCP studied the area bounded generally by the north side of Dundas Street West to the north, McCaul Street to the east, Renfrew Place to the south, and the west side of Beverley Street to the west. The built-form principles used in the BCP are consistent with the City's policy framework and in our opinion, are widely accepted as appropriate standards in urban design practice. In particular, the conceptual massing demonstrates how the Proposal fits within the wider area context between Dundas Street to the north and Queen Street to the south, both in the proposed condition and over the long-term as the study area redevelops.

Overall, the BCP demonstrates that, from a block planning perspective, the Proposal has been appropriately sited and massed on the site so as to be compatible with the height and massing of the existing building on the subject site, existing and future developments in the area, and the adjacent park areas. In this regard, the BCP illustrated how the Proposal will not preclude the development of surrounding lands, and showed the potential future redevelopment within the study area.

5.6 Urban Design

The proposed building will be a high-quality addition to the area, in conformity with the built form policies of the Official Plan and generally in keeping with the applicable Performance Standards of the Mid-Rise Building Design Guidelines. From an urban design perspective, the Proposal represents a contextually appropriate addition to Beverley and Stephanie Streets and will result in an animated street frontage with grade-related uses.

The Proposal will add a new 11-storey purpose-built rental building while retaining the existing 24-storey purpose-built rental building on the subject site. The Proposal will intensify the site with an urban form of development that will enhance the pedestrian realm and streetscape along Beverley Street and Stephanie Street. The massing of the Proposal has been designed to respond to the existing and emerging surrounding built form context (both immediately and more broadly). The streetscape will be significantly improved through public realm improvements along Beverley Street, including hard and soft landscaping, and the residential units along the Beverley Street frontage.

The street-related mid-rise building has been designed with a high degree of articulation to provide increased visual interest from multiple vantage points around the site and will be treated with high-quality, complementary materials. The building design will establish a high architectural and urban design benchmark for the surrounding portion of Beverley Street.

Official Plan Policies

The proposed building design and site organization conforms with the applicable built form and urban design policies of the Official Plan, and specifically, Policies 3.1.1(6), 3.1.1(13), 3.1.1(15), 3.1.3(1), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(8), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(4), 3.1.4(5), 3.1.4(6), and 4.2(2). In particular, the proposed development will:

- provide attractive and comfortable sidewalks that are well designed along Beverley Street and Stephanie Street;
- provide a compact built form that employs a pedestrian-oriented design by incorporating active uses at grade with public realm improvements;
- provide appropriate building setbacks at grade to accommodate landscaping improvements along Beverley Street and Grange Park (north), and maintain existing public realm along Grange Park Promenade (east) and Stephanie Street;
- provide a continuous frontage of active ground floor residential uses to enhance the safety and animation of Beverley Street while maintaining an appropriate transition from the public to private realm at the entrances to grade-related residential units through the provision of private patio spaces;
- locate a shared main residential lobby entrance so that it is clearly visible and directly accessible from the Stephanie Street public sidewalk;
- locate grade-related residential uses on Beverley Street consistent with existing residential uses across the street;
- locate the proposed mid-rise building generally parallel to the adjacent public street;
- provide appropriate setbacks and separation distances from Grange Park to the north and east to provide an appropriate built form relationship and transition to limit adverse shadow impacts;
- introduce an appropriately scaled mid-rise building that fits within the existing and planned context, which includes existing buildings along Beverley Street to the south with a total height of 36.5 metres to the top of level 11 and 42.5 metres to the top of mechanical penthouse;
- provide a building massing that frames the edges of the public realm with good street proportion;
- provide a streetwall height that fits harmoniously with the existing and planned context, with stepbacks above level 3 to mitigate the perception of mass and overall height and to facilitate a transition in height and scale of the building towards the surrounding context;
- locate and orient the taller building elements appropriately in relation to the streetwall and adjacent existing buildings;
- break up the overall massing of the mid-rise building through the variation of materiality and the application of stepbacks and setbacks;
- provide high quality building façades that consider variety in articulation, proportion, fenestration, and rhythm, and contribute to the pedestrian experience and built form relationships at grade;
- minimize the visual impact of the mechanical penthouse by incorporating stepbacks into the building design;
- maintain existing driveway entrance for vehicles, minimizing interaction between pedestrians and vehicles accessing the site;
- locate shared servicing, loading and vehicular parking away from the public realm and within the building footprint to minimize their visual and physical impact;
- provide all parking underground in an expanded parking garage; and
- provide outdoor and indoor amenity space to accommodate a mix of recreational opportunities with a variety of utilities to suit a broad range of residents.

Mid-Rise Building Guidelines

The following discussion provides an overview of how, in our opinion, the proposed building design is in keeping with the Performance Standards in the City's Mid-Rise Building Design Guidelines. These Standards contribute to the overall design objective that mid-rise buildings should establish engaging and animated public realms, pedestrian-oriented and transit supportive design, compact built form with well-proportioned street edges, and contextually sensitive design approaches.

Guideline 1.1 – Context Analysis: Evaluate the existing and planned context and consider on a site-by-site basis how the proposed mid-rise building responds to the patterns, opportunities, and challenges of the surrounding context and broader area.

The Proposal has been designed to fit within the existing and planned context along Beverley Street, which includes several mid-rise buildings fronting onto the street to the south of the subject site at similar scales. The proposed height and massing have been designed to provide an appropriate transition from the existing 24-storey building at the subject site to Grange Park and, in our opinion, the Proposal would appropriately contribute to the intensification envisioned in Downtown.

The Proposal has considered and responded to the adjacent *Parks* designated lands to the north and east, as well as *Neighbourhoods* designated lands to the west, across from Beverley Street, by providing minimum setbacks to those property lines, in alignment with the recommendations of the Mid-Rise Guidelines. Along Beverley Street, the Proposal provides a 3.3-metre setback and a 2.0-metre stepback above Level 3. To the north, the Proposal provides a 3.0-metre setback from the future property line post parkland dedication and a stepback of 2.0 metres above Level 3, and an additional stepback of 3.0 metres above Level 9, respectively. To the east, the Proposal provides a 5.5-metre setback from Grange Park Promenade, a stepback of 2.0 metres above Level 3, a stepback of 5.0 metres above Level 9 and a stepback of 7.5 metres above Level 11 to the mechanical penthouse. In this regard, it is our opinion that the Proposal will provide adequate separation distances from Beverley Street, Grange Park and Grange Park Promenade.

Guideline 1.1.1 – Main Street Context:

Main street contexts are typically defined by a continuous, pedestrian-scale streetwall with occasional breaks for mid-block connections, parks or open spaces. The fine-grained streetwall is articulated by a rhythm of narrow lot frontages and storefronts with recessed entrances, cornices and sign bands, creating a datum line.

The Proposal provides a 3-storey (11.9-metre) streetwall height and maintains a continuous, pedestrian scale streetwall, as well as active grade-related residential entrances, contributing to the redevelopment of Beverley Street in a similar manner to the existing context.

Guideline 1.2 – Cultural Heritage: All mid-rise developments are to conform to the Official Plan's heritage conservation policies and other applicable policies and guidelines and be sensitively integrated with heritage buildings within their context.

A Heritage Impact Assessment ("HIA") has been completed in support of this application. The HIA concludes that the proposed development will conserve and not adversely impact the adjacent heritage resources. Please refer to the HIA submitted with the application for more details.

Guideline 1.3 – Site Typology Analysis:

Evaluate the site conditions to ensure that new development fits well and responds appropriately to the patterns, opportunities and challenges within the surrounding context.

The Proposal responds to the deep lot depth of the subject site by incorporating a north-south 1-storey podium element connecting the proposed building with the existing building to its south. The massing achieves residential intensification while maintaining adequate separation distances to the existing building on the site as well as all lot lines.

Guideline 1.3.1 - Site Planning for Deep and/or Large Sites: Where a mid-rise building is on a site that is deep enough to accommodate new streets or blocks, multiple buildings, and/or buildings with elements oriented perpendicular to the main street frontage, additional considerations, such as increased setbacks, step-backs or building orientation should be evaluated on a site-by-site basis.

Given the rectangular shape of the subject site, and the location and orientation of the existing building onsite, the Proposal incorporates new built form oriented in an east-west direction perpendicular to Beverley Street and a north-south 1-storey podium element connecting with the existing building, both of which are positioned to address the Beverley Street frontage. The proposed building provides a 3.3-metre setback from the Beverley Street at grade, consistent with the setbacks of dwellings across the street, and a stepback of 2.0 metres above Level 3. The 1-storey podium element incorporates a setback of 14.0 metres from Beverley Street which meets and exceeds the recommendations of the Guidelines.

Guideline 1.4 – Sunlight, Wind, and

Comfort: Locate and design mid-rise buildings to protect access to sunlight, provide protection from prevailing winds, and improve comfort in the surrounding context of streets, parks, public and private open spaces, and natural areas.

Sunlight and wind impacts are analyzed in detail in Section 5.6, above.

Guideline 2.1 – Building Placement and

Address: Locate mid-rise buildings to frame the edges of streets, parks, and open space in a way that fits harmoniously with the existing and planned context, while providing opportunities for high-quality landscaping and streetscaping.

The Proposal will frame the edge of Beverley Street and Grange Park with a 3-storey streetwall that fits within the existing and recently constructed developments along Beverley Street. High-quality landscaping elements, including street trees and furniture, have been incorporated into an enhanced public realm and widened sidewalk zone.

Guideline 2.3 – Shared Indoor and

Outdoor Amenity Spaces: Provide a range of high-quality, comfortable outdoor amenity space throughout the mid-rise building site.

A total of 614.6 square metres of high-quality indoor amenity space is provided on the Ground Floor and Level 2. In addition, a total of 650.9 square metres of outdoor amenity space is provided on the same levels and adjacent to indoor amenity areas. The amenity areas will be programmed to cater to the diverse needs of future residents and will be accessible to residents of the existing and new building.

Guideline 2.5 – Servicing, Access,

and Parking: Locate loading, servicing, utilities, and access to vehicle parking within the building mass, away from the primary frontage and screened from the public realm and public view.

All loading, servicing and utility areas have been located away from pedestrian entrances and screened from view, to minimize impacts on the public realm. These activities are located within the building mass and are accessed from a private driveway.

The access to the underground garage is an existing condition located under the footprint of the existing 24-storey building. Given that no changes are proposed to the footprint of the existing building, the existing access has been utilized to provide a shared access to both buildings.

Guideline 3.1 - Mid-rise Building Height:

Mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way that it fronts onto.

While a building height of 11 storeys, excluding the penthouse, is greater than the right-of-way width of Beverley Street (i.e., approximately 18 metres, which translates to a 6-storey building height using the 1:1 building height to right-of-way ratio provided in the Mid-Rise Building Design Guidelines, and assuming a 4.5-metre height for the ground floor retail space and 3.0-metre heights for residential units on the upper storeys), the significant depth of the subject site from Beverley Street (i.e., approximately 68 metres) can accommodate the contemplated height while providing an appropriate spatial separation from and transition to Grange Park to the north and east, as well as the residential dwellings to the west across Beverley Street. The Proposal includes step-backs at the upper levels which ensures that the building provides appropriate reduction in scale as the building height increases.

Guideline 3.2 - Street Proportion and

Front Façade: Mid-rise buildings will be designed to maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width.

The Proposal maintains the intent of this guideline by providing a continuous 11.9-metre (3-storey) streetwall height along Beverley Street as well as along Grange Park. The 3-storey streetwall is consistent with the scale of existing dwellings across Beverley Street, framing the street with good proportion.

The building is situated and massed in a manner to minimize incremental shadow impacts, as discussed in Section 5.5 above.

The front façade of the building has been designed to frame and support the adjacent public realm while minimizing the perceived scale of the building through setbacks and stepping of built form.

Guideline 3.2.1 – Sun/Shadow

Performance: Mid-rise buildings should be designed to protect access to sunlight within the surrounding public realm. The height, scale and massing of the building and front façade should achieve at least five consecutive hours of sunlight on the street boulevard at the *equinoxes*.

Shadow impacts are addressed in Section 5.6, above.

Guideline 3.2.2 – Streetwall Height and Pedestrian Perception Step-back:

Streetwalls should be designed to fit harmoniously within the existing and/or planned context of neighbouring building heights at the street edge and to respect the scale and proportion of adjacent streets and open spaces. Provide pedestrian perception step-backs above the streetwall height to reduce the perceived building height and create a comfortable pedestrian experience.

The Proposal fits within the existing and planned context of nearby buildings by providing for a 3-storey streetwall height. The building provides for a pedestrian-perception stepback at Level 3 and achieves a reduction in the perceived building height through material changes and architectural articulation which distinguishes the base and taller elements and contributes to a comfortable pedestrian experience.

Guideline 3.2.3 – Streetwall Design:

Front façades of mid-rise buildings should be designed to frame and support the adjacent public realm, including streets, parks and open spaces, through well-articulated and appropriately scaled façades.

The front façade along Beverley Street has been designed with extensive glazing at grade level accentuated by cladding elements above up to Level 3. Above Level 3, the rhythm and application of applied materiality create a visually interesting and well-articulated façade along all frontages.

Guideline 3.2.4 – Alignment: The front façade of mid-rise buildings should establish a front setback line that appropriately responds to the existing and planned context, while providing a sidewalk zone at least 6.0 metres in width wherever possible.

The Proposal will include a setback of 3.3 metres from Beverley Street. Opportunities for additional width for the sidewalk are constrained given that there is existing underground parking under the existing building that is being retained. The proposed front yard setback is consistent with existing dwellings across the street from Beverley Street.

Guideline 3.3.2 – Rear Transition to Parks and Open Spaces: The transition between a mid-rise building and parks, open spaces or natural areas to the rear should reinforce a human scale next to the open space, maximize access to sunlight, minimize shadow impacts and create comfortable wind conditions on the parks, open spaces, or natural areas through a combination of setbacks and step-backs.

To the east from Grange Park Promenade, the Proposal includes a combination of varied horizontal setbacks which meet and exceed the recommendations of the Guidelines. In this regard, the Proposal provides an at-grade setback of 5.5 metres from Grange Park Promenade. Additionally, the Proposal provides a stepback of 2.0 metres above Level 3, a stepback of 5.0 metres above Level 9 and a stepback of 7.5 metres above Level 11.

Guideline 3.4 – Side Yard Setbacks:

Mid-rise buildings should be designed with regard for the existing and planned conditions of the abutting properties and other immediate adjacencies. In determining the appropriate side yard setbacks, consideration should be given to the redevelopment potential of the adjacent properties to maintain appropriate facing conditions between buildings in the present and future, while allowing access to sky view and sunlight on the adjacent public street

To the north, the Proposal is set back 7.9 metres, 4.9 metres of which is occupied by the parkland dedication, resulting in a 3.0-metre setback from the proposed building to the expanded park area. As it pertains to this Guideline, there are no northerly existing or planned adjacent buildings with side windows which could be adversely impacted by the Proposal. While the proposed 3.0-metre setback is less than the required 5.0-metre setback from parks as specified in the Downtown Plan, it is our opinion that the built form relationship is appropriate as the area will be treated with hard and soft landscaping and will create a pleasant facing condition with the park without impacting its utility. Further, the subsequent 2.0-metre and 3.0-metre stepbacks provided above Level 3 and Level 9 respectively support the appropriate transition of built form away from the expanded open space through increased spatial separation as the building increases in height.

Guideline 3.4.1 – Limiting Blank Side

Walls: Blank side walls or party walls should be designed as an architecturally finished surface and large expanses of blank side walls should be avoided.

The proposed building does not include blank walls on any of its facades.

Guideline 3.4.2 – Side Windows: Mid-rise buildings should provide side yard setbacks that appropriately respond to the facing conditions of the adjacent properties. New developments should not negatively impact existing or potential future buildings with side wall windows.

The Proposal has been sited and set back from adjacent lot lines to provide an appropriate built form relationship to adjacent existing and planned land uses. Because the subject site is bounded to the north and east by open spaces/lands designated *Parks*, it is not anticipated that the relationship between the Proposal and its immediate adjacencies will change in the future. In addition, there are no buildings directly adjacent to the subject site where side wall windows could be negatively impacted by the Proposal. The minimum 5.5-metre east setback to the 3-storey portion of the proposed building provides adequate separation from the Grange Park Promenade and landscaped area to the east, meeting the minimum setback recommended in the Mid-Rise Design Guidelines. The subsequent 2.0-metre and 5.0-metre stepbacks provided above Level 3 and Level 9 respectively support the appropriate transition of built form away from the existing open space and exceed the Guideline recommendation. In this regard, a setback of 12.5 metres or more is achieved to the tallest portions of the building, including the mechanical penthouse.

To the north, the Proposal is set back 7.9 metres, 4.9 metres of which is occupied by the parkland dedication, resulting in a 3.0-metre setback from the proposed building to the expanded park area. As it pertains to this Guideline, there are no northerly existing or planned adjacent buildings with side windows which could be adversely impacted by the Proposal. While the proposed 3.0-metre setback is less than the required 5.0-metre setback from parks as specified in the Downtown Plan, it is our opinion that the built form relationship is appropriate as the area will be treated with hard and soft landscaping and will create a pleasant facing condition with the park without impacting its utility. Further, the subsequent 2.0-metre and 3.0-metre stepbacks provided above Level 3 and Level 9 respectively support the appropriate transition of built form away from the expanded open space through increased spatial separation as the building increases in height.

Guideline 3.6 – Ground Floor Height:

The minimum floor-to-floor height of the ground floor, except for heritage properties, should be 4.5 metres to facilitate commercial and other non-residential uses at grade.

The minimum ground floor height is proposed to be 4.5 metres.

Guideline 3.7 – Balconies and Projections:

Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other guidelines.

The Proposal includes inset balconies along the north elevation on Levels 2 and 4 through 9. There are no balconies proposed along the east, south and west elevations.

Additionally, units on Levels 3 and 10 will have access to terraces.

Guideline 3.8 – Roofs and Roofscapes:

Mechanical penthouses may exceed the maximum height limit by up to 5 metres and should respect building envelope controls such as step-backs.

The mechanical penthouse rises 6.0 metres above the maximum building height and is stepped back 8.0 metres to the north building face, 14.5 metres to the east building face and 5.0 metres to the south building face.

Guideline 3.10 – Façade Design &

Articulation: Mid-rise buildings should be designed with well-articulated façades that enhance pedestrian scale, create visual interest, and prioritize sustainability.

All sides of the façade features extensive glazing punctuated by vertical bands/panels which add texture and visual interest while creating a pedestrian scale throughout the sidewalk zone.

Guideline 4.1 – Sidewalk Zones: 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 sidewalk zone, measured from the curb to the building face, is approximately 6.3 metres across the frontage, accommodating an enhanced pedestrian realm including new street furniture and hard and soft landscaping, complemented by active retail uses at grade.

Guideline 4.2 – Streetscapes: *Mid-rise buildings should provide vibrant pedestrian-oriented streetscapes with the highest level of urban design treatment, to create beautiful comfortable, sustainable, safe, and accessible pedestrian environments and great places to shop, work, and live for all.*

The Proposal provides for a highly-activated streetscape, including a public realm activated by grade-related residential units, an expanded sidewalk zone, new streetscape elements and integrated street furnishings.

5.7 Community Services and Facilities

In consultation with staff in the Strategic Initiatives, Policy and Analysis (SIPA) section of the City Planning Division, it was determined that a full Community Services and Facilities Study (CS&F Study) would not be required in support of the proposed development application, given that the Downtown Community Services and Facilities Strategy contains up-to-date demographic and CS&F inventory information pertaining to the surrounding neighbourhood. SIPA staff requested that the Planning and Urban Design Rationale Report include pupil yield numbers, childcare demand numbers from the proposal, and a discussion regarding how the proposal supports the achievement of complete communities.

Downtown Community Services & Facilities Strategy

The Downtown Community Services and Facilities Strategy (2018) is one of five Infrastructure Strategies intended to implement the 25-year vision, goals, and policies of the Downtown Secondary Plan. The Downtown CS&F Strategy estimates population and employment growth and identifies growth-related community space and facility needs in child care centres, libraries, schools, recreation facilities, and human services organizations. The Downtown CS&F Strategy identifies the following six key strategic directions:

- Reinvesting in and maximizing use of public assets through retrofits, expansions, and improvements;
- Developing partnership/co-location opportunities with City Divisions, agencies, and boards and community-based organizations;
- Identifying innovative and integrated service delivery models to address CS&F needs;
- Ensuring that new space/facilities keep pace with growth over a 25-year time horizon;

- Prioritizing space/facility opportunities through collaboration with sector partners; and
- Setting the foundation of future partnerships through the establishment of new partnership tables to share information and to explore space/facility opportunities.

The Downtown CS&F Strategy identified several key growth-related trends within the Downtown Area. Over the past decade, an abundant amount of population growth in Downtown has occurred along the waterfront and up the Bay Street corridor within Waterfront West and King-Spadina. The 2016 Downtown population of 238,000 people is estimated to grow to between 403,000 and 421,000 people if active and under review residential units are fully occupied. This significant change in population growth will have substantial impacts on community service providers, including schools, childcare centres, recreation centres, libraries, and human service organizations.

The subject site is located in the Kensington-Chinatown neighbourhood, as defined by the Toronto Neighbourhood Profiles and within the Kensington-Chinatown neighbourhood boundary in the Downtown CS&F Strategy. According to the Strategy, the Kensington-Chinatown neighbourhood has witnessed limited population change between 2006 and 2016. Map 15 of the Strategy classifies the Kensington-Chinatown as a neighbourhood with low population growth (0% to 50%), however, in Maps 1 – 4 the estimated population growth for Kensington-Chinatown is classified as medium population growth (51 to 100%). Between 2011 and 2016, the Strategy also provides that the population decreased slightly in the Kensington-Chinatown neighbourhood.

The Downtown CS&F Strategy identifies a wide variety of human services within the boundary of the Downtown, as well as the planned and proposed facilities for each service sector (i.e., schools, children’s services, libraries, community recreation, and human services). The majority of planned and proposed additions to the community services and facilities inventory in Downtown are planned along Lower Yonge, East Bayfront, and North Keating. The Strategy has proposed limited changes to and/or additions of community services or facilities in the vicinity of the subject site.

School Pupil Yields & Capacity

In May 2025, Bousfields Inc. contacted the Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB) to identify the schools that serve the subject site, their associated capacities and the approximate pupil yield figures for the proposed development based on a proposed total of 157 units. Since such time, the total number of units has increased to 163 units. In August and September 2025, the TDSB and TCDSB, reconfirmed that the 6 unit increase does not impact the pupil yield figures.

Based on the information received, it was determined that the subject site falls within the catchment area of Ward 9 within the TDSB boundaries. **Table 3** contains the addresses, capacities, enrollments, and utilization rates for schools within the catchment area for the TDSB, while **Table 4** outlines the same figures for the TCDSB area.

Table 3 - Capacity and Enrolment Number for TDSB Schools

School	Capacity ¹	Full-Time Enrolment	Utilization Rate ²	Portables
Public Elementary Schools				
Ogden Junior Public School (JK – Grade 6)	256	228	89%	N/A
Ryerson Community School (Grades 7 – 8)	602	334	55%	N/A
Public Secondary Schools				
Harbord Collegiate Institute (Grades 9 – 12)	948	980	103%	N/A
Total	1,806	1,542	82%	N/A

1 **Schools** are designed to accommodate a certain number of students. Student enrolment may vary in a community over time so that a school may end up having more or fewer students than the building can accommodate – that is, the school may be over capacity or under capacity. The capacity of school buildings is measured using a set of rules for optimal use of rooms defined by the Ministry of Education. This capacity is referred to as the Ministry-Rated Capacity.

2 A school’s utilization rate is calculated by dividing the enrolment by the school’s capacity. Note that a school’s enrolment and/or capacity may change from year to year, which may affect the projected utilization rate(s). Program changes, classroom additions and/or replacement of some or all of a school building may impact the capacity of a school.

Table 4 - Capacity and Enrolment Number for TCDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Catholic Elementary School				
St. Mary Catholic Elementary School (JK – Grade 8)	520	206	39.6%	0
Mixed Gender Secondary Schools				
St. Mary Catholic Academy (Grade 9 – 12)	714	759	106.3%	0
St. Patrick Catholic Secondary School (Grade 9 – 12)	1,152	943	81.9%	0
Single Gender Secondary School				
St. Josephs College School (Female, Grade 9 – 12)	714	563	78.9%	0
Neil McNeil High School (Male, Grade 9 – 12)	648	743	114.7%	6
Total	3,228	3,008	93.2%	6

Based on the information received from the TDSB, there are two elementary schools serving the subject site, Ogden Junior Public School and Ryerson Community School. Elementary school students in the proposed development would be assigned to Odgen Junior Public School for junior kindergarten through Grade 6 and then move to Ryerson Community School for Grades 7 and 8.

There is also one secondary school, Harbord Collegiate Institute, that serves the subject site. According to enrolment data from the TDSB, Odgen Junior Public School and Ryerson Community School are undersubscribed with utilization rates of 89 percent and 55 percent, respectively, while Harbord Collegiate Institute is oversubscribed with a utilization rate of 103 percent.

With respect to the Downtown CS&F Strategy, the Strategy notes the need to conduct a review of Kensington Community School, Ryerson Community School, King Edward Junior and Senior Public School and Lord Lansdowne Junior and Senior Public School, schools in proximity to the subject site, in order to address underutilization in the area east of Bathurst, south of Bloor.

With respect to TCDSB schools, there is one Catholic elementary school, St. Mary Catholic Academy, serving the subject site which supports students from junior kindergarten through grade 8. Based on the enrolment data provided, the school is undersubscribed with a utilization rate of 39.6 percent.

Furthermore, there are two mixed gender Catholic secondary schools and two single gender secondary schools also serving the subject site. With respect to the mixed gender Catholic schools, St. Mary Catholic Academy is oversubscribed with a utilization rate of 106.3 percent whereas, St. Patrick Catholic Secondary School is undersubscribed with a utilization rate of 81.9 percent.

St. Josephs College School is a female-only Catholic secondary school, and is reported to be undersubscribed, with a utilization rate of 78.9 percent. Neil McNeil Secondary School, a male-only Catholic secondary school, is oversubscribed with a utilization rate of 114.7 percent and 6 portables.

Approximate Pupil Yield of Proposed Development – TDSB

- Elementary: 6 students
- Secondary: 3 students

Based on the pupil yields provided by TDSB staff, the proposed development is anticipated to generate 9 public school students. The projected 6 elementary school students generated from the proposed development may be accommodated at Ogden Junior Public School, which has approximately 28 vacancies and Ryerson Community School, which has approximately 268 vacancies.

With respect to secondary public schools, the 3 projected secondary school students generated from the proposed development may not be able to be accommodated at Harbord Collegiate Institute, which is operating above capacity with a utilization rate of 103 percent. However, the TDSB is currently undertaking a comprehensive review that evaluates all of its secondary schools with a vision to ensure all students have equitable access to programs and opportunities. Further, the TDSB has identified a study to explore a review of Parkdale Collegiate Institute, Humberside Collegiate Institute, Western Technical School, Bloor Collegiate Institute and Harbord Collegiate Institute to address underutilization in the area, although the timing of this study has not yet been determined.

Pupil Yield of Proposed Development – TCDSB

- Elementary: 1 student
- Secondary: 1 student

Based on the pupil yield figures provided by TCDSB, the projected 1 Catholic elementary school student generated from the proposed development may be accommodated at St. Mary Catholic Elementary School as the school is currently operating under capacity with approximately 314 vacancies.

With respect to Catholic secondary schools, the 1 projected secondary school student generated from the proposed development may be accommodated at St. Patrick Catholic Secondary School and/or St. Josephs College School (single gender female school). The other Catholic secondary schools in the catchment area, St. Mary Catholic Academy and Neil McNeil Secondary School are both operating above capacity with a utilization rate of 106.3 percent and 114.7 percent, respectively. Overall, there is sufficient space to accommodate the Catholic elementary and secondary school student projected for the proposed development.

It is important to note that it has not been determined if potential students from this development will attend the schools listed in **Table 3** and **Table 4**, and whether they will choose Public or Catholic schools. This level of detail will be considered later in the application review process when the TDSB and TCDSB determine where prospective students will attend school. As such, the TDSB and TCDSB may accommodate students outside of the area until adequate funding or spaces become available. Furthermore, it is also important to consider that schools' statistics change year by year due to a variety of factors such as affordability, tenancy, unit size and availability/proximity to commercial and community amenities, and that by the time the proposed development is fully realized, overcapacity issues may be resolved. Monitoring of these numbers will be important as specific details of the proposed development are finalized and as other developments in the area build out.

Childcare Yield

It is estimated that the proposed 163 residential units will generate a demand for approximately 1 childcare space. This figure is based on a residential population increase of 288 people (163 units multiplied by PPU rates³), of which approximately 2.9 percent would be children aged 0 to 4 as shown in the 2021 Federal Census Population data for the census tract (5350036.00) that corresponds with the geographic boundary of Dundas Street West to the north, University Avenue to the east, Queen Street West to the south and Spadina Avenue to the west. The projected number of children is then multiplied by 50 percent to approximate the number of children needing care at a childcare centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications. In addition to projected number of childcare spaces the proposed development will generate, childcare needs will be informed by the City of Toronto Children's Services identification of priority childcare areas.

The Downtown CS&F Strategy finds that there are 5,907 child care spaces in Downtown, as a result of 83 child care centres, three home child care agencies providing service in 21 homes, and 36 Child & Family Programs. Of the 83 child care centres, 61 provide subsidized child care spaces. As provided in the Downtown CS&F Strategy, according to the 2016 Census of Canada, there are approximately 8,000 children aged 0-4 years and 17,000 children aged 0-14 years living in Downtown. Of these 83 child care centres, 13 are existing child care centres located in the Kensington-Chinatown neighbourhood. It is not clear how many child care spaces are currently available for children aged 0-4 years of age in the Kensington-Chinatown neighbourhood.

It is noted that the number of available childcare spaces that have been reported in this CS&F study may change by the time the development has been approved and constructed. Further, there may be additional private home-based childcare services offered in the area that would not be captured by this analysis. It is also typical for families with children to travel beyond their immediate community for childcare services. In addition to projected yields and capacities of existing childcare centres in these neighbourhood(s), childcare needs will be informed by the City of Toronto Children's Services identification of priority childcare areas.

Complete Communities

The Provincial Planning Statement (2024) ("PPS") is focused on supporting the achievement of complete communities. As defined within the Plan, *complete communities* means places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet diverse needs of their populations.

³ PPU rates are broken down as follows: 1.4 ppu for studio and 1-bedroom units, 2.1 ppu for 2-bedroom units, and 3.1-ppu for 3-bedroom units..

The PPS provides that complete communities are supported by:

- Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, place of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- Improving social equity and overall quality of life for people of all ages and incomes, including equity-deserving groups.

With respect to the to the creation of a complete community, the proposed development represents a contextually appropriate form of intensification within the Osgoode and St. Patrick PMTSAs that will increase the number of rental housing options and provide a more compact built form. The proposal will reduce the need for long-distance commuting and encourage travel by transit, walking and cycling. In particular, the location of the development within walking distance of Osgoode and St. Patrick subway stations, and the proposed Queen-Spadina station, as well as numerous surface transit options along Dundas Street West, Queen Street West and Spadina Avenue will support the usage of higher order transit.

Moreover, the proposed development will provide on-site parkland dedication along the north end of the subject site expanding Grange Park.

Conclusion

One of the goals of the City of Toronto Official Plan is the achievement of complete communities that are inclusive, accessible, and affordable for people of all ages, incomes, and abilities. The proposed development will contribute to the achievement of a complete community through increasing the range of rental housing in the area in a compact, transit oriented built form, by providing an on-site parkland dedication to expand Grange Park and by including various indoor and outdoor amenity spaces for existing and future residents.

With respect to schools, the approximate pupil yield of the proposed development is a total of 11 students comprised of 6 public elementary school students, 3 public secondary school students, 1 Catholic elementary school student and 1 Catholic secondary school student. The Catholic school students and public elementary school students estimated to be generated by the proposed development may be accommodated in their respective school systems. Although there is insufficient capacity at Harbord Collegiate Institute to accommodate the 3 public secondary school students generated by the proposed development, alternative arrangements to accommodate future students can be explored such as other Secondary Schools. As the application proceeds through the development approvals process, it is important to acknowledge that these school capacities will change and additional capacity may become available. Continued conversations with City Staff and circulation of materials to the relevant school boards will ensure appropriate communications are provided to future residents and to will address the evolving needs of the community.

With respect to childcare, the Kensington-Chinatown neighbourhood includes 13 childcare centres, as provided by the Downtown CS&F Strategy. It is estimated that the proposed 163 units will generate demand for approximately 1 childcare space for children aged 0 to 4. Based on the information provided above, it is our opinion that incremental population growth from the proposal can be adequately served by the existing community services and facilities in the Study Area.

The Study Area could benefit from the addition of school capacity and childcare centres to accommodate the projected yields from the proposed development. However, it is acknowledged that these capacities will change upon completion of the proposal, in particular, appropriate communications from TDSB and TCDSB would be provided to future residents on the availability of school accommodations. Should further details become available or should City priorities shift, we can revise our recommendations.

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

5.8 Heritage

A Heritage Impact Assessment was prepared by ERA Architects Inc. in support of the Proposal. The existing building on the subject site is not Listed on the City's Heritage Register, nor Designated under the *Ontario Heritage Act*. However, the subject site is adjacent to numerous properties with heritage attributes including: 317 Dundas Street West (The Grange and Grange Park), 197 John Street (St. George the Martyr Anglican Church), 72 Beverley Street (Beverley Street Baptist Church), 39 Beverley Street (Robert Brown Row House) and 45-47 Stephanie Street (Robert Brown House).

The report notes that from a heritage perspective, the Proposal will conserve and not negatively impact the adjacent heritage resources and appropriately responds to the evolving and varied context along Beverley Street and Stephanie Street. The new building has been designed to be compatible with the surrounding context through its massing, height, and materiality. A comprehensive landscape strategy will enhance the streetscape along Beverley Street and Stephanie Street, providing an appropriate transition to Grange Park at the northern edge of the subject site and to ensure an appropriate interface with the surrounding neighbourhood and park uses.

The report notes that a minor impact is anticipated due to the removal of the grove of trees at the southwestern edge of Grange Park. The existing trees framing the southern promenade into the park from John Street will not be impacted and all trees will be retained. ERA recommends that the impact on the southwestern edge of Grange Park be mitigated through replanting and landscape design that supports and enhances the cultural heritage value of Grange Park.

The report concludes by stating that the Proposal has been carefully designed to respond to the evolving character of the neighbourhood surrounding Grange Park. Any potential impact on the adjacent heritage resources will be appropriately mitigated through high-quality landscape design and tree management in Grange Park. The Proposal conforms to applicable municipal and provincial heritage policies and meets the recognized professional standards and best practices in the field of heritage conservation in Canada.

5.9 Transportation

A Transportation Study was prepared by R.J. Burnside & Associates Limited in support of the proposal.

The purpose of the study is to assess the proposal from a transportation perspective, to determine the traffic impacts to the adjacent road network, and to identify any required mitigation measures. In addition, the study reviews the proposed parking and loading supply, examines the functionality of the subject site, and provides a Transportation Demand Management (TDM) plan to reduce the number of single-occupant vehicle trips created by the development. Below is a summary of the report findings.

Traffic Operations

Under existing and future conditions, all intersections are operating with excess capacity and a LOS of D or better, except for movements at Queen Street West/Beverley Street and Queen Street West/John Street. Operational and queuing issues are primarily under existing and background conditions and will continue to do so under future conditions.

Site Plan Review

The report concludes that the subject site and garage are well designed to accommodate all modes of travel. Access and circulation analyses confirmed that all expected design vehicles can access the proposed loading spaces and the proposed underground garage.

Transportation Demand Management

To further facilitate other modes of travel and reduce vehicle trips and parking demand, the report proposes the following TDM measures:

- Internal secured bicycle storage for residents;
- Outdoor bicycle racks strategically placed at ground level near main entrances /lobbies for visitors;
- Bicycle repair stations located adjacent to bicycle storage room(s);
- Sidewalk connections from the building's entrances to the existing external sidewalk network along Beverley Street and Stephanie Street;
- An information package will be provided to residents, which will include TTC maps and schedules, cycling and trail maps;
- Consideration of transit subsidy for residents via a preloaded PRESTO pass for first time purchasers and/or renters equivalent to a one-month TTC pass;
- Car share spaces will be provided in garage level P1 close the elevator lobbies;
- Parking spaces will not be bundled with any units; and
- Significant parking supply reduction.

The report notes that there is an existing non-auto use of 74% and that these TDM measures listed above are expected to further reduce vehicle trips, which will also reduce parking demand.

Vehicle Parking

A total of 142 parking spaces are proposed with 135 spaces for residents and 7 spaces for visitors. According to Zoning By-law 569-2013, as amended and based on the subject site falling within Parking Zone A, the proposed supply will not exceed the maximum resident parking requirement and will meet the minimum visitor parking requirement.

It is R.J. Burnside & Associates Limited's opinion that the proposed parking supply will exceed future parking demand.

Bicycle Parking

A total of 35 short-term bike spaces will be provided for visitors and will be located near the building's entrances, and 191 long-term resident bike spaces will be located within the building.

The proposed bike parking supply will meet Zoning By-law 569-2013, as amended requirements.

Loading

The proposed development will provide one shared Type 'G' loading space, which in R.J. Burnside & Associates Limited's opinion, will sufficiently accommodate the subject site's loading needs.

5.10 Servicing

A Functional Servicing and Stormwater Management Report was prepared by Lithos Group inc. in support of the Proposal. The report provides a site servicing strategy for the Proposal that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design.

Below is a summary of the Functional Servicing section. This section concludes that the Proposal can be readily serviced by the existing municipal services within the adjoining roads.

Water Servicing

- The Proposal is to be serviced by two (2) new watermain connections: one (1) 150mm diameter fire connection and one (1) 100mm diameter domestic water service connection will be provided from the existing 150mm diameter watermain on the east side of Beverley Street.
- The 150mm diameter water service will be split two meters from the property line and valve and boxes will be installed on each service at the property line.
- The water demand requirement of the Proposal for maximum day demand plus fire flow is 187.48 L/s.
- A hydrant flow test was conducted on the existing watermain along Beverley Street. The test indicates that there is sufficient capacity within the municipal system to support the domestic and fire flow demands of the Proposal.

Sanitary

- The subject site will be serviced by a new 200mm diameter connection to the 750x1200mm diameter combined sewer on the west side of Beverley Street.
- The additional net discharge flow from the proposed development is anticipated at approximately 2.95 L/s.

Foundation Drainage:

- The short-term (temporary) discharge rate is expected to be 58,750 L/day.
- The discharge will be to the 750mmx1200mm diameter combined sanitary sewer located on Beverley Street. Short-term (construction) discharge will cease before building occupation.
- The proposed underground structure is to be designed water-tight. There is no permanent groundwater or infiltrated stormwater discharge into the City's servicing infrastructure.

Below is a summary of the Stormwater Management sections of the report. These sections concluded that the Proposal can be accommodated by incorporating the servicing designs outlined below.

Stormwater Management

- The subject site currently discharges all storm runoff into the existing 750mm diameter storm sewer along the west side of Beverley Street, flowing south.
- Stormwater generated by the subject site will be conveyed to the existing 750mm diameter storm sewer on Beverley Street.
 - Quantity Control - Quantity control will be provided for the subject site using landscaped areas, a green roof and an underground storage tank. Storage will be proposed to ensure that the 100-year post development peak flows are attenuated to the determined allowable release rate of 72.4 L/s.
 - Water Balance - A water balance volume of 12.7 m³ is required for the subject site. The water balance volume will be achieved through initial abstractions provided through storm tanks located in the basement. Details regarding water recycling usage will be provided at the Site Plan stage.
 - Water Quality - Water quality requirements are achieved using a manufactured treatment device, prior to discharge into the underground storage tank.



Conclusion

For the reasons contained in this report, we are of the opinion that the Proposal is appropriate and desirable. The Proposal represents a compatible form of residential intensification on the subject site and within its surrounding context. The subject site is an ideal candidate for intensification given its size, depth, frontage along a Major Street, location within three PMTSAs and access to community services and facilities. The Proposal is in keeping with numerous policy directions articulated in the Provincial Planning Statement and the City of Toronto Official Plan, all of which support intensification on sites within the built-up areas that are well served by municipal infrastructure, including transit.

From a land use perspective, the proposed Official Plan Amendment will redesignate the site to an *Apartment Neighbourhoods* designation to align with the site's existing and proposed land use function. In our opinion, the Proposal will add high quality purpose-built rental residential uses, while retaining existing rental residential uses on the site and significantly improve the public realm along Beverley Street, in accordance with the development criteria of the *Apartment Neighbourhoods* designation.

From a built form and urban design perspective, the Proposal will result in a contextually appropriate mid-rise building that frames Beverley Street as well as Grange Park with good proportion. It will fit harmoniously with the surrounding built form and will provide an appropriate height transition to Grange Park to the north. Furthermore, the Proposal conforms to the built form policies of the Official Plan, and specifically those pertaining to mid-rise buildings. The Proposal maintains good street proportion by incorporating a series of setbacks and stepbacks along the front, side and rear building walls. The Proposal also contains appropriate setbacks and separation distances to the existing building to the south to ensure an appropriate facing condition.

In our opinion, the proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Planning Statement. The Proposal represents good and appropriate land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new purpose-built rental housing while retaining existing rental housing in-situ, which will increase housing choices in the area and support the development of complete communities.

For all of the foregoing reasons, we recommend approval of the requested Official Plan and Zoning By-law amendment application.

