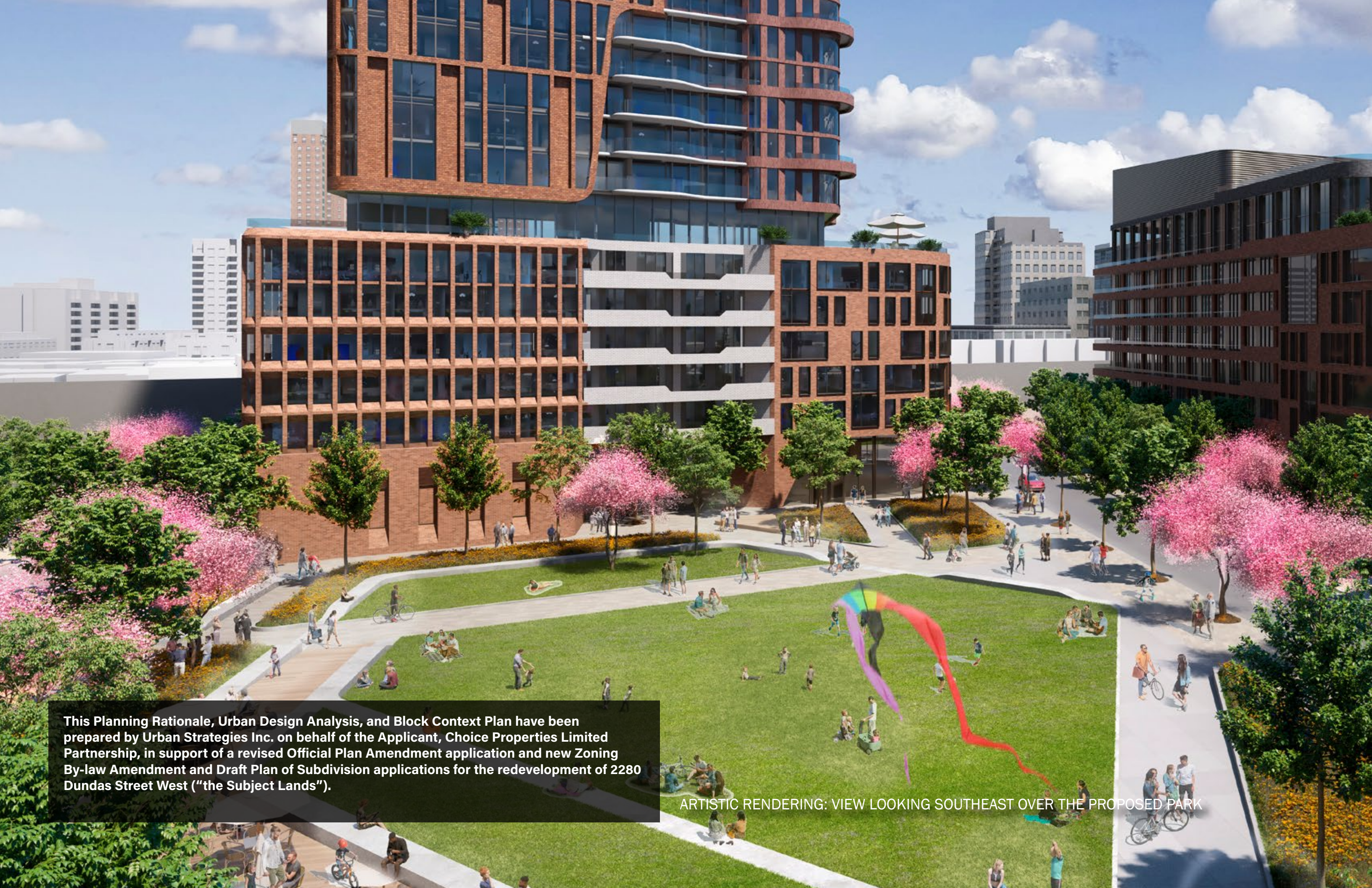


2280 DUNDAS STREET WEST

PLANNING RATIONALE
URBAN DESIGN ANALYSIS
& BLOCK CONTEXT PLAN

June 30, 2022

URBAN
STRATEGIES
INC.



This Planning Rationale, Urban Design Analysis, and Block Context Plan have been prepared by Urban Strategies Inc. on behalf of the Applicant, Choice Properties Limited Partnership, in support of a revised Official Plan Amendment application and new Zoning By-law Amendment and Draft Plan of Subdivision applications for the redevelopment of 2280 Dundas Street West ("the Subject Lands").

ARTISTIC RENDERING: VIEW LOOKING SOUTHEAST OVER THE PROPOSED PARK



CONTENTS

01	INTRODUCTION & OVERVIEW	01
02	THE SITE & SURROUNDING CONTEXT	17
03	THE PROPOSED DEVELOPMENT	33
04	THE PLANNING FRAMEWORK	53
05	URBAN DESIGN ANALYSIS & BLOCK CONTEXT PLAN	77
06	PLANNING CONCLUSIONS	113



ARTISTIC RENDERING: VIEW LOOKING SOUTHEAST OVER THE PROPOSED PARK



01

INTRODUCTION & OVERVIEW

THE SITE

The Subject Property is located in the area now known as Toronto/ Tkaronto, Ontario, on the ancestral and contemporary territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat communities, and it is now home to many diverse First Nations, Inuit and Métis Peoples from across Turtle Island.

The 2280 Dundas St W Subject Lands are located in the west end of Toronto, just south of the intersection of Bloor St W and Dundas St W. They include the properties known municipally as 2238-2290 Dundas Street West and 104-105 Ritchie Avenue. The Subject Lands are bounded on the east by the Kitchener GO rail corridor, on the south by the Ritchie-Herman-Golden-Silver residential neighbourhood, on the west by Dundas St W (the west side of which includes several 2-3 storey mixed use properties), and by the Bishop Marrocco/Thomas Merton Catholic School to the north. The Subject Lands fall within two Protected Major Transit Station Areas and are in close proximity to four higher order transit lines. They represent a significant city building opportunity given both their size and location.

The Subject Lands have an irregular shape and a total area of 43,942 square metres. There are several existing buildings on-site surrounded by surface parking. The buildings include:

- **2238 Dundas St W – 3-storey Commercial Building with office uses**
- **2252 Dundas St W – 3-storey residential building**
- **2264 Dundas St W – Commercial Building (Pizza Nova)**
- **2280 Dundas St W – 1-storey Commercial Plaza (Loblaws and the Community Ideas Centre)**
- **2288 Dundas St W – Commercial building (Kal-Tire)**
- **2290 Dundas St W – Commercial building (LCBO)**

NOTE: The Subject Lands and this Development Application do not include Bishop Marrocco/Thomas Merton School.

The Subject Lands are under-utilized, especially considering their proximity to the adjacent higher order transit stations. They are also under-performing in terms of place-making and sustainability, creating a large hardscaped gap in the neighbourhood fabric. The Subject Lands are ideal for redevelopment, and given their size and proximity to transit connections they have the potential to deliver a vibrant, sustainable, transit-oriented mixed-use development that will enhance the overall community.



PREVIOUS & CURRENT APPLICATIONS

BACKGROUND

In 2018, Choice submitted an Official Plan Amendment application in 2018 to facilitate the redevelopment of the 2280 Dundas St W site, which at the time conceptually included the existing school site at 1515 Bloor St W (Bishop Marrocco/Thomas Merton School). The 2018 OPA application was for a mixed-use development including residential, office, and retail uses, high-quality parks and open spaces, a new TCDSB high-school on-site, and a transit concourse below grade connecting Bloor GO Station and Dundas West TTC Station. Since 2018, Choice and the school boards attempted to reach an agreement regarding the sale of the school lands, however, they were unsuccessful at coming to a final agreement.

In order to move the project forward and provide improved retail offerings and respond to the urgent need for new housing, Choice is now submitting Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision (DPOS) applications to enable the redevelopment utilizing their existing land holdings (2238-2290 Dundas St W and 104-105 Ritchie Ave). Negotiations will continue with the school boards.

There are two significant changes between the 2018 OPA application and this application. Firstly, the application no longer includes the Bishop Marrocco/Thomas Merton School lands, nor does the application propose to rebuild a new school within the development. Secondly, and related, the below-grade transit concourse proposed in the 2018 OPA is not part of the current application as the school lands facilitated that significant planning direction.

CURRENT APPLICATION

This Planning Rationale, Urban Design Analysis, and Block Context Plan supports the resubmission of an Official Plan Amendment (OPA) and the first submission of a related ZBA and DPOS applications to enable the redevelopment of the Subject Lands. The Proposal described herein establishes a comprehensive framework for the significant development opportunity that this large site offers. The redevelopment of the Subject Lands will transform them into a vibrant, mixed-use community hub. The Proposed Development will deliver jobs, amenities, new housing, new and improved retail spaces, a new public park, and a new system of streets and open spaces. This Planning Rationale continues to respond to local, municipal, and provincial planning priorities, and public input received during three community open house events. The result is a development framework that respects the local neighbourhood context, delivers considerable community benefits, and contributes to city building and the responsible growth of the region.



FIGURE 1. 2018 Proposal



FIGURE 2. 2022 Submission

A MAJOR TRANSIT OPPORTUNITY

EXISTING

Transit infrastructure near the Subject Lands is unrivaled anywhere in Toronto outside of Union Station. Dundas West station provides access to the TTC's Line 2 subway, local bus service, and the 504 and 505 streetcar lines. Bloor GO Station, just north of the Subject Lands, is a stop on the Kitchener GO rail corridor and the Union-Pearson Express.

PLANNED

The Bloor-Lansdowne GO Station, a planned SmartTrack station, is to be situated on Bloor St W just west of St. Helen's Ave, on the Barrie GO rail corridor, approximately 750 metres from the Subject Lands. The Subject Lands' proximity to this planned station will provide further enhanced connections to local and regional transit options. The Kitchener and Barrie GO lines are slated for all-day, two-way service through Metrolinx's GO Expansion project. This will drastically improve connectivity between the Subject Lands and the whole GO network.



FIGURE 3. The Site in relation to the regional transit system



THE PROPOSED DEVELOPMENT

2280 DUNDAS ST W BY THE NUMBERS



**152,000 sq. m. of
TOTAL GFA**

The Proposed Development is a complete, mixed-use community that includes:

- Diverse housing
- New Retail
- Office space
- Community park and open spaces
- Rental housing



**~700 Jobs
(retail and 7,600
sq.m of office)**

The proposed development will maintain and create approximately 700 office and retail jobs.



**1,900+
Residential Units
(135,000 sq. m. of
residential GFA)**

The residential unit mix will help to create a diverse and affordable community. The residential buildings will include:

- 1, 2 and 3-bedroom units
- Affordable units
- Rental units in 3 rental buildings
- 8 rental replacement units



**9,000 sq. m. of
Retail GFA
(with Loblaws and
other anchors)**

The Proposed Development will include a wide range of retail uses to support a vibrant neighbourhood and provide convenience for community members. This will include a diverse range of small-scale retail, main street retail, plus Loblaws and a pharmacy as anchor retailers.



**4,400 square metre
Public Park with
other open spaces**

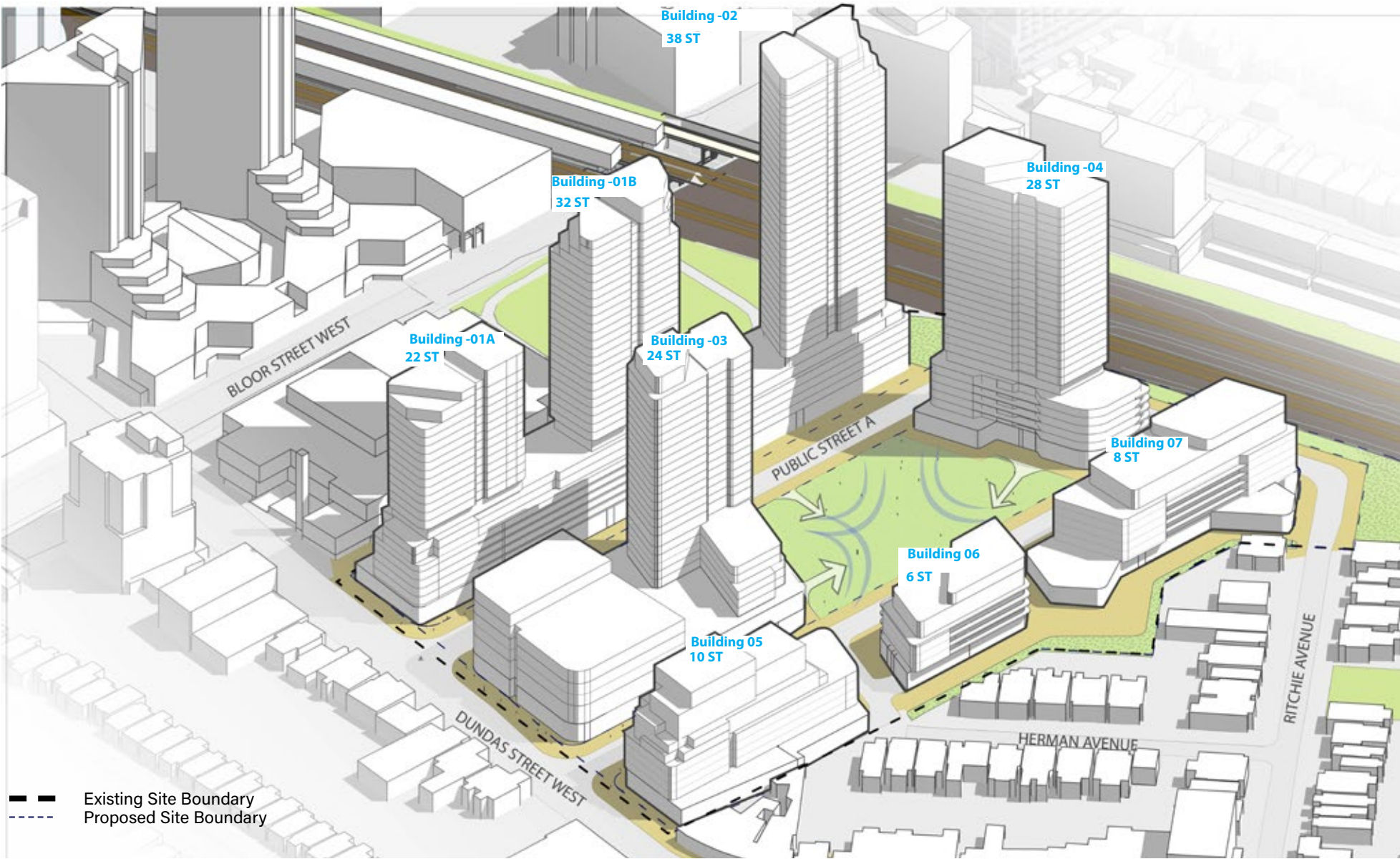
Public realm and open space are defining features of the Proposed Development. A new 4,400m² public park is the heart of the Site. Approximately 33% of the development will be public realm and open space, including the required dedication of public park land, new open spaces and improved public realm along the new streets and Dundas St W.

The Proposed Development provides mixed-use, transit-oriented intensification while achieving a range of city building and urban design objectives. The Proposal includes seven mixed-use and residential buildings (including five residential towers) on four development blocks. It will offer both ownership and rental housing options, and will be anchored around a new community public park and public street system.

The redevelopment proposes a total gross floor area of 151,895 square metres comprised of 135,274 square metres of residential and 16,621 square metres of non-residential uses (including 9,025 square metres of retail and 7,596 square metres of office). The Proposed Development includes approximately 1,923 residential units in a range of unit sizes, and includes 735 rental units within 3 rental buildings. The proposal includes a large 4,400 square metre public park and a series of other open spaces around the site. A new U-shaped public street system will provide connections to the neighbourhood, including a vehicular connection at Ritchie Ave and a pedestrian connection at Herman Ave.

DEVELOPMENT STATISTICS

GFA		
RESIDENTIAL APARTMENTS GFA	131,731 m²	87%
RESIDENTIAL TOWNHOUSES GFA	3,543 m²	2%
TOTAL RESIDENTIAL GFA	135,274 m²	89%
RETAIL GFA	9,025 m²	6%
OFFICE GFA	7,596 m²	5%
TOTAL NON RESIDENTIAL GFA	16,621 m²	11%
TOTAL DEVELOPMENT GFA	151,895 m²	100%
TOTAL INDOOR AMENITIES	3,846 m²	
TOTAL RESIDENTIAL UNITS	1,923	
SITE AREA STATISTICS		
GROSS SITE AREA	43,942 m²	
NEW PUBLIC RIGHT OF WAY	11,532 m²	
RIGHT OF WAY WIDENINGS	459 m²	
PARKLAND	4,400 m²	
NET DEVELOPMENT AREA	27,551 m²	



SIX STRUCTURING MOVES

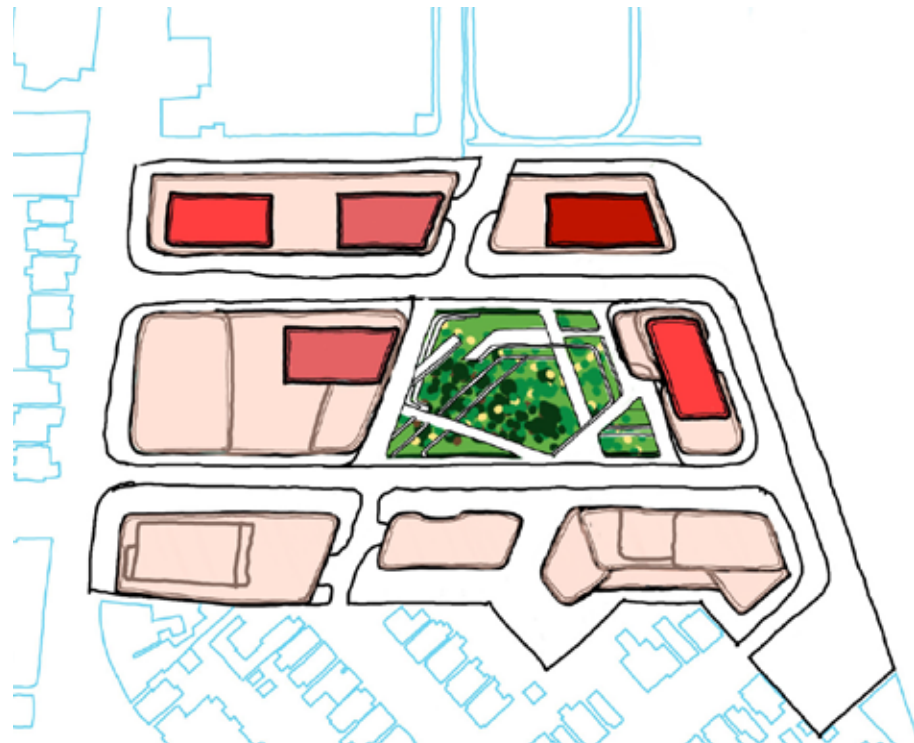
1 STRONG COMMUNITY FOCUS



3 FINE-GRAINED BLOCK PATTERN



5 HEIGHT DISTRIBUTION



2 OPEN SPACE



4 CIRCULATION



6 MIXED-USE PROGRAM





STREETS AND BLOCKS

The Proposed Development includes a street and block pattern that will provide efficient movement into and through the Subject Lands while introducing a neighbourhood-like circulation network that will support active transportation. The circulation network includes a new U-shaped public street connected to Dundas St W, with additional vehicular connection at Ritchie Ave and a pedestrian connection at Herman Ave. A signalized intersection will be introduced at Dundas St W. The development will also feature a significantly enhanced pedestrian realm and a widened Dundas Street West, which will be improved with new street trees and improved sidewalk conditions. The new public street network will frame four development blocks, allowing for the orderly development of the Subject Lands.



THE PUBLIC REALM

The Proposed Development includes a new 4,400 square metre public park—the Community Green—at the heart of the site. This new, multi-purpose public park will include seating, a sun deck, a terraced lawn, and significant tree plantings. The Community Green will be connected to a broader network of open spaces across the site, allowing for easy and comfortable pedestrian movement throughout the Subject Lands. Together, the new park and open spaces will provide a significantly enhanced public realm for current community members and those who will live or work on-site in the future.



LAND USE AND BUILT FORM

The Proposed Development consists of a mix of office, retail, residential, and parkland uses and is consistent with the City's goal of creating complete communities. The Proposed Development consists of seven buildings. Buildings 1, 3, and 5, which front onto Dundas St W, are mixed-use with retail uses providing activation at grade, and residential uses above. Building 3 includes a grocery store on the second storey and office space from the third to the sixth storey. Building 3 also includes micro retail spaces at grade to further activate the public realm. Buildings 2, 4, 6, and 7 are all residential and include amenity spaces at grade.

Base buildings range in height from four to eight storeys, and towers range from 22 to 38 storeys. Buildings 2, 3, and 4 each have one tower above their base buildings, while Building 1 has two towers. Minimum tower separation distances are maintained throughout the Proposed Development in conformity with the Tall Building Design Guidelines. Buildings 5, 6, and 7, located next to the existing neighbourhood to the south of the site, are mid-rise and provide an appropriate transition in scale.



COMMUNITY CONNECTIONS

The Subject Lands are currently dominated by hardscaped surface parking and drive aisles that do not support safe, comfortable movement for cyclists or pedestrians. The Proposed Development is designed to help existing and new community members connect into and through the site as easily and as enjoyably as possible. The landscape, built form, and land use of the Proposed Development are coordinated to encourage community members to meet and linger at vibrant retail nodes and open spaces throughout the site, fostering a neighbourhood character built on community connections.



EMPLOYMENT

The Proposed Development includes 16,621 square metres of non-residential GFA to support employment in the community. The non-residential GFA is broken down into 9,025 square metres of retail GFA that will contribute to the site's vibrancy at all times of day, and 7,596 square metres of office GFA that will replace and expand the existing office uses on the Subject Lands.

There will be a range of micro, small, and medium scale retail opportunities, as well as the anchor tenants: Loblaws and a pharmacy. These retail uses will create and maintain local jobs, enliven the public realm, and contribute to a complete community. The phasing strategy ensures that a grocery store will always remain operational on site.



PARKING AND LOADING

The Proposed Development promotes a safe and comfortable environment for pedestrians and cyclists by accommodating most parking below grade. 655 parking spaces will be provided within a three-level underground parking garage. Of the 655 parking spots, 344 are allocated to the residential uses while 264 are allocated to the office and retail uses, and 47 are accessible. Vehicular points of access to the underground parking will be located along the new public street, and not off of Dundas St W. Lay-by parking is provided within the new right-of-way without sacrificing the landscape approach.

The Proposed Development provides 2,243 bicycle parking spaces. The bicycle parking provided on site will help reduce demand for automobile trips, mitigating the potential traffic impacts of the Proposal on the surrounding street network.

Dedicated interior loading bays are provided for each development block, eliminating the need for on-street loading and servicing. In Building 3, ground floor loading is shared by the retail uses at grade and the office uses. Given the prominence of the revitalized grocery store and the need to accommodate larger delivery trucks, a robust loading and servicing area is provided at the second level. These design measures will mitigate the impacts of parking, loading, and servicing.

REQUESTED APPROVALS

The Proposed Development incorporates new housing, office, community and retail uses, intensifies two major transit Station Areas, and includes a new large park, public street system, and a series of open spaces. The Proposed Development will contain a total Gross Floor Area (GFA) of approximately 151,895 square metres, and will bring 1,923 new residential units to this community, and 16,621 square metres of non-residential gross floor area.

The Proposed Development is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019). It meets the general intent and the applicable policies of Toronto's Official Plan (2006), making a significant contribution towards realizing the Plan's goals, vision, and policies. The Subject Lands are located at the intersection of three Avenues, are designated as Mixed Use Areas and are also subject to Site and Area Specific Policy (SASP) 335. Mixed Use Areas and Avenues are identified in the Plan as areas for growth, reurbanization, and intensification, and SASP 335 encourages mixed-use development. The Plan also encourages increasing the supply of housing in mixed use environments to create enhanced opportunities for people to live and work locally.

OFFICIAL PLAN AMENDMENT

A proposed revised Official Plan amendment ("OPA"), is submitted with this application, along with a revised Draft Site and Area Specific Policy. The OPA proposes to repeal and replace SASP 335 and bring the site-specific Official Plan policies (and the implementing site-specific zoning) in line with provincial policy direction for this important transit hub by proposing land uses, at a density and built form that positively affects the achievement of the minimum density targets in the Growth Plan.

The draft Official Plan Amendment will be consistent with and implement Policy 2.2.4 of the Growth Plan, which establishes a minimum density target of 200 residents and jobs combined per hectare and 150 residents and jobs combined per hectare for subway Major Transit Station Areas and GO transit major transit Station Areas, respectively.

The draft OPA proposes to bring SASP 335 in line with more contemporary approaches to site and area specific policies that have recently been applied on other significant sites throughout the City, as well as bringing the policies in line with provincial policy changes.

ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment to City-Wide Zoning By-law 569-2013 is required to enable the Proposed Development. The current zoning is outdated and does not implement current Provincial Policy or the in-force Official Plan. The proposed zoning bylaw amendments will update the development standards applicable to the Subject Lands, to bring them into compliance / conformity with the Provincial and municipal policy framework.

Amendments will be required to permit increased residential and non-residential gross floor area, density, and maximum heights, as well as matters related to parking, loading and bicycle parking, as required. Zoning By-law standards will be developed to address built form matters such as size of tower floorplates, separation distances, and building height, setbacks, and setbacks that consider the unique size of the Development Site and area context while providing for an appropriate transition to surrounding residential areas.

PLAN OF SUBDIVISION

The proposed Draft Plan of Subdivision implements the development concept. The Plan of Subdivision will prepare the Site for redevelopment by establishing development blocks, a public street, a new public park, and other open spaces that will allow for the orderly development of the Subject Lands. Specifically, the proposed Draft Plan of Subdivision will establish:

- 4 Development Blocks (Blocks 1, 2, 4, and 5);
- A new 18.5 wide Public Street system (Block 7) that will be conveyed to the City;
- A 4,400 square metre new public park (Block 3), that will be dedicated to the City; and
- An open space block (Block 6) that will include the necessary rail crash wall.

The specific components identified on the Subdivision Concept Plan and Draft Plan of Subdivision are described in the Planning Rationale prepared by Urban Strategies and submitted in support of the Draft Plan of Subdivision application.

SITE PLAN APPLICATION

Site Plan Approval applications are required to facilitate the redevelopment of the property. The authority for Site Plan Control is granted under Section 41 of the Planning Act and Section 114 of the City of Toronto Act. Through the Site Plan Approval process, the application will be reviewed in detail, including matters relating to building design, site access, servicing, parking, loading, landscaping and public realm design.

SECTION 111 APPLICATION

Since the Proposed Development will result in the demolition and replacement of eight rental units, a rental housing demolition application is required. The Proposed Development will replace the existing rental units at a 1:1 ratio, with units of the same type, with similar sizes and rents. The existing building is vacant therefore, an engagement strategy has not been prepared at this time.

THE PROJECT TEAM

ChoiceProperties

Choice Properties Limited Partnership is an owner, manager and developer of well-located retail and commercial real estate across Canada. Choice Properties' portfolio spans approximately 44.1 million square feet of gross leasable area and consists of 546 properties primarily focused on supermarket-anchored shopping centres and stand-alone supermarkets. Choice Properties' strategy is to create value by enhancing and optimizing its portfolio through accretive acquisitions, strategic development and active property management. Choice Properties' principal tenant, and largest Unitholder is Loblaw Companies Limited, Canada's largest retailer. Choice Properties' strong alliance with Loblaw positions it well for future growth.

Choice Properties Limited Partnership's goal is to create healthy, living communities. When making decisions about who to partner with, how to prioritize space, how to program, how to communicate, etc., Choice Properties Limited Partnership is guided by four development pillars:

1. Community Catalyst: a positive impact beyond our property line
2. Inspired Host: an engaged neighbour providing a welcoming experience
3. Committed Visionary: a long-term owner building for the future
4. Wellness Partner: healthy, vibrant and sustainable places

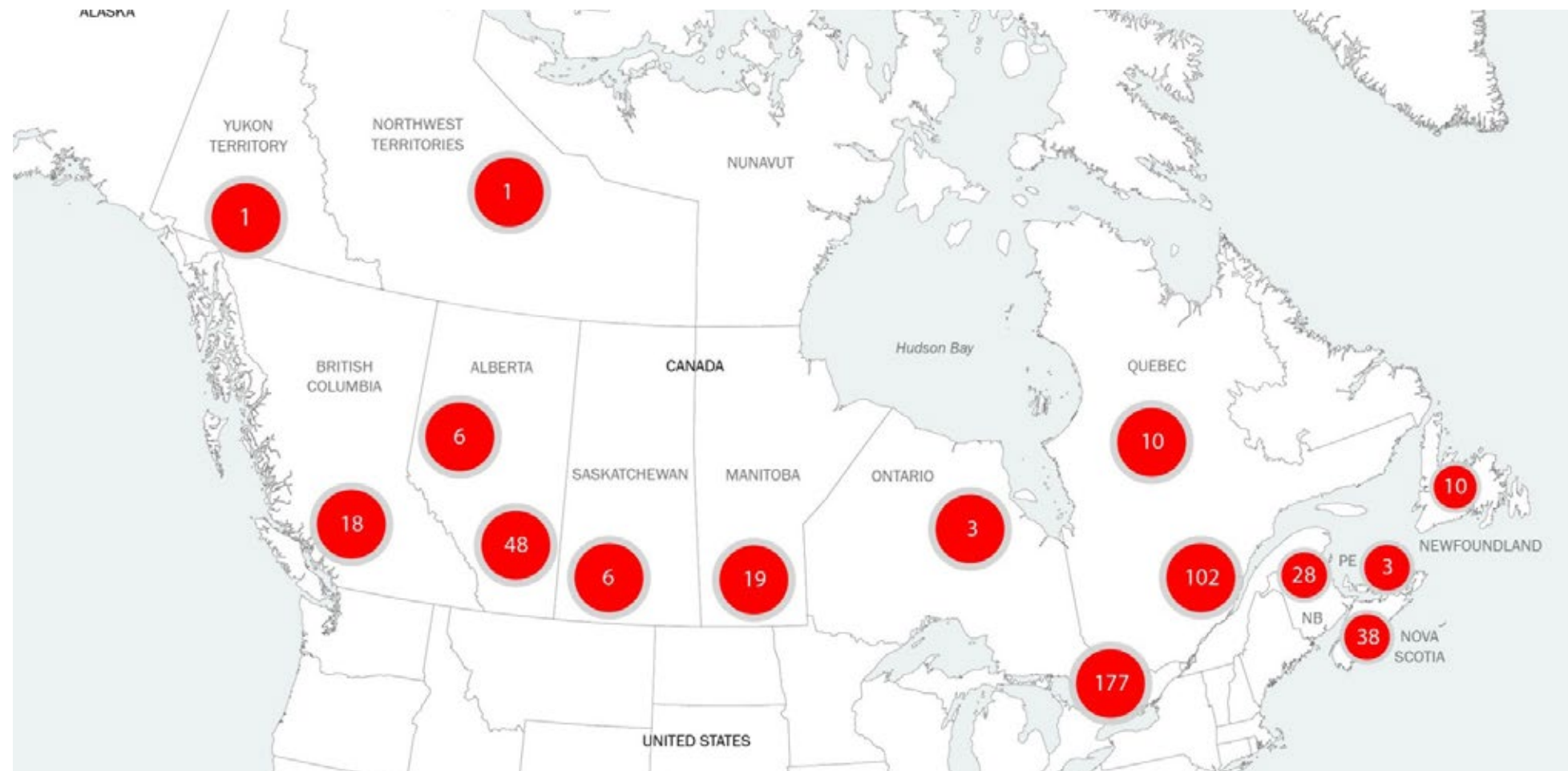


FIGURE 4. Map of Choice Properties Limited Partnership properties

Choice Properties Limited Partnership is committed to transforming 2280 Dundas St W into a complete community. The vision is to transform the property into a destination that knits together the established surrounding neighbourhoods and creates a hub that serves the community's needs. This site represents a unique opportunity to create a comprehensive redevelopment that can contribute to a better quality of life for the communities of today and tomorrow.

The design intent is based on seven themes that will be the foundation for the redevelopment of 2280 Dundas St W:

1. Connecting
2. Learning
3. Living
4. Working
5. Shopping
6. Playing
7. Sustainability

THE CONSULTANT TEAM



Hariri Pontarini Architects

Master Plan Architecture Firm

Hariri Pontarini Architects is a full-service Canadian firm devoted to producing work of lasting value. The practice offers its clients in-depth partner involvement through all stages of design and the breadth of building experience and technical expertise to rigorously oversee construction. HPA believes solid relationships result in strong projects. They take pride in forging lasting collaborations with all involved in the design, development and construction process: clients, consultants, fabricators, policymakers, construction workers, colleagues. With each commission, HPA assumes full responsibility to materialize a design vision inspiring to its occupants, attuned to its setting and respectful of stakeholder needs, client budget and timeline. Every project in their diversely scaled, award-winning portfolio reflects the HPA mission to craft architectural and urban solutions that exceed expectations, without excess.



Urban Strategies Inc.

Planning and Urban Design

Urban Strategies has over 25 years of experience in land development, planning and urban design excellence, and has taken on some of the most challenging and important reurbanization projects across North America and the UK. Urban Strategies has won numerous awards of excellence, and is leading the planning and urban design team and managing the development approvals process.



BA Group

Transportation Consultants

BA Group facilitates the movement of people and goods in urban environments. Any large facility that attracts traffic – pedestrian, bicycle, transit, or car – requires expert care in planning and design. BA Group works with clients and colleagues to analyze and improve existing systems and to get new projects approved, designed, and developed efficiently, with the public's interest in mind.



PFS

Landscape Consultants

PFS Studio is a leading Canadian planning, urban design and landscape architecture firm offering consulting services nationally and internationally on a wide range of projects for both the public and private sectors. The firm has been in practice for over thirty years (formerly as Phillips Farevaag Smallerberg) and produces its award-winning work from its Vancouver studio and through a strategically allied joint enterprise in China. PFS Studio has led or been centrally involved in many large scale planning and design projects throughout Canada, the US, China and other international locations abroad. Because of its strong commitment to the Pacific Rim and, in particular, its long standing presence in China, PFS Studio works out of three allied offices in China.



George Dark Design

Planning and Urban Design

George is an urban designer, landscape architect and member of both the College of Fellows of the Canadian Society of Landscape Architects and the Council of Fellows of the American Society of Landscape Architects. He is the recipient of the second Governor General's Medal in Landscape Architecture, the highest award in Landscape Architecture granted in Canada. His work focuses on the quality of urban environments, and he regularly coordinates large groups of diverse professionals excelling at guiding projects through complex design, approval, and consultation processes.



COUNTERPOINT

Civil Engineering

Counterpoint Engineering Inc. is an employee owned, civil engineering consulting firm operating within the GTA and nationally since 2002. Counterpoint's mission is to provide engineering solutions that create vibrant and sustainable communities. Counterpoint is providing civil engineering services in support of the Proposal, as it relates to the required servicing infrastructure including sanitary, water and stormwater connections.



HATCH

Rail Safety

Hatch is a global multidisciplinary professional services firm delivering technical and strategic services, including consulting, engineering, economics, and strategic planning for infrastructure, planning, and development projects. Hatch has served clients for over six decades from offices in more than 17 countries. HATCH's growing Urban Solutions practice brings strategy, planning, financial and economic analysis to public and private sector developer and development-related clients.



SLR CONSULTING

Wind Consultants

SLR Consulting (Canada) Inc. has 30 years of experience of environmental engineering services in Canada. Through the acquisition of Novus Environmental Inc. in 2019, SLR acquired talent and knowledge in the realms of noise and microclimate. With more than 15 years of experience in southern Ontario and the Greater Toronto Area, SLR Consulting is well-positioned to provide practical advice and guidance with regards to pedestrian wind comfort, vibration and environmental noise issues for a diverse client base of developers and architects.

PROJECT TIMELINE & CONSULTATION TO-DATE

In 2018, as part of the 2018 OPA pre-application and application process, the Owner extensively engaged with City staff, the local councillor, and the local community to discuss the 2280 Dundas St W redevelopment. The Project Team is still committed to ongoing communication and meetings with the surrounding community in order to understand and address community ideas and concerns.

COMMUNITY IDEA CENTRE

In 2017-2018, the Community Idea Centre (CIC) was erected inside the former Zellers store to keep the community informed on the application process and plans for the site. Between October 2017 and February 2018 there were 769 unique visitors to the CIC. Throughout 2018, the CIC was open 4 days per week, and was used by local non-profit groups as a community space.



FIGURE 5. Photos from the second Open House consultation event

PUBLIC OPEN HOUSES

The Owner participated in three Public Open Houses, on June 14th and October 14th, 2017, and on April 18, 2018. The June 14th 2017 Open House served to gather ideas from the community about their ideas for the redevelopment. The second Open House, in October, was used to present preliminary concepts to the community and gather feedback.

The second Open House was also the official launch of the Community Idea Centre. A third Public Open House was hosted by the City of Toronto on May 5, 2018. At that meeting, community members were encouraged to draw and describe their ideas for the Subject Lands.

WEBSITE

In conjunction with the Community Idea Centre, the Owner launched a website as a resource of information on the project, including deliverables, and a forum for obtaining feedback. The website can be found at the following link: www.choicereit2280.ca.

RESPONSE FORMS

Response Forms help communicate key elements of the design concept and will help ensure a full range of ideas and opinions from the public are appropriately captured. They have been used in the past and will continue to be used on the project website. These forms can also be used at future Public Open Houses to discuss tailored questions, record input, gather contact information, and organize feedback. The use of response forms will be discussed with City staff.

SOCIAL MEDIA TOOLS

The Owner may also consider the use of other social media tools such as Facebook and Twitter, as necessary, to provide updates on the project and promote upcoming events.

CITY WORKSHOPS

On the evenings of December 11th and 12th, 2017, City staff hosted two public workshops to allow City staff and the local Councillor to understand what the community envisions for this site. City Planning staff hosted round table discussions which focused on key themes such as Built Form and Use, Public Realm, and Sustainability. The City presentation can be found here: <http://gordperks.ca/2280-dundas-street-west-december-2017-presentation/>

FEEDBACK

Please fill out the form below to book your event at the Community Idea Centre. We will respond to your request shortly.

Full Name *

Full Name

Postal Code *

Postal Code

Do you live and/or work in the area?

☐ Live

☐ Work

☐ Other

Age

Age

Email *

Email

Would you like to be contacted with future updates? *

☐ Yes

☐ No

1. Our vision is to transform the property into a destination that knits together the surrounding neighbourhoods. Out of these 5 categories please rank what is most important to you.

Cycling/Pedestrians

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Public Open Space

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Architecture/Design/Public Art

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Retail

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Green Space

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

2. Our goal is to create a vibrant neighbourhood hub that serves the communities' needs. What type of shops, services and amenities would you most like to see in the neighbourhood?

☐ Loblaws / LCBO

☐ Retail

☐ Community Space

☐ Green Space

☐ Businesses

3. Building a project that will contribute to a healthy community is important to us. We are thinking about social and environmental sustainability, walkability and design for all ages. Please rank the features that you would like to see included in your community.

Cycling/Pedestrians

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Public Open Space

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Architecture/Design/Public Art

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Retail

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

Green Space

☐ 1 Most Important ☐ 2 ☐ 3 ☐ 4 ☐ 5 Least Important

4. What category is most important for us to consider as we develop our plans?

☐ Community Space

☐ Architecture / Urban Design / Public Art

☐ Density

☐ Traffic / Parking

☐ Accessibility / Connectivity

5. Is there anything else about the neighbourhood you would like to share with us?

FIGURE 6. Response Form on Project Website

FIGURE 7. Photos from the City Workshops

14 CHOICE PROPERTIES LIMITED PARTNERSHIP: 2280 DUNDAS STREET WEST - PLANNING RATIONALE

PROPOSAL TIMELINE

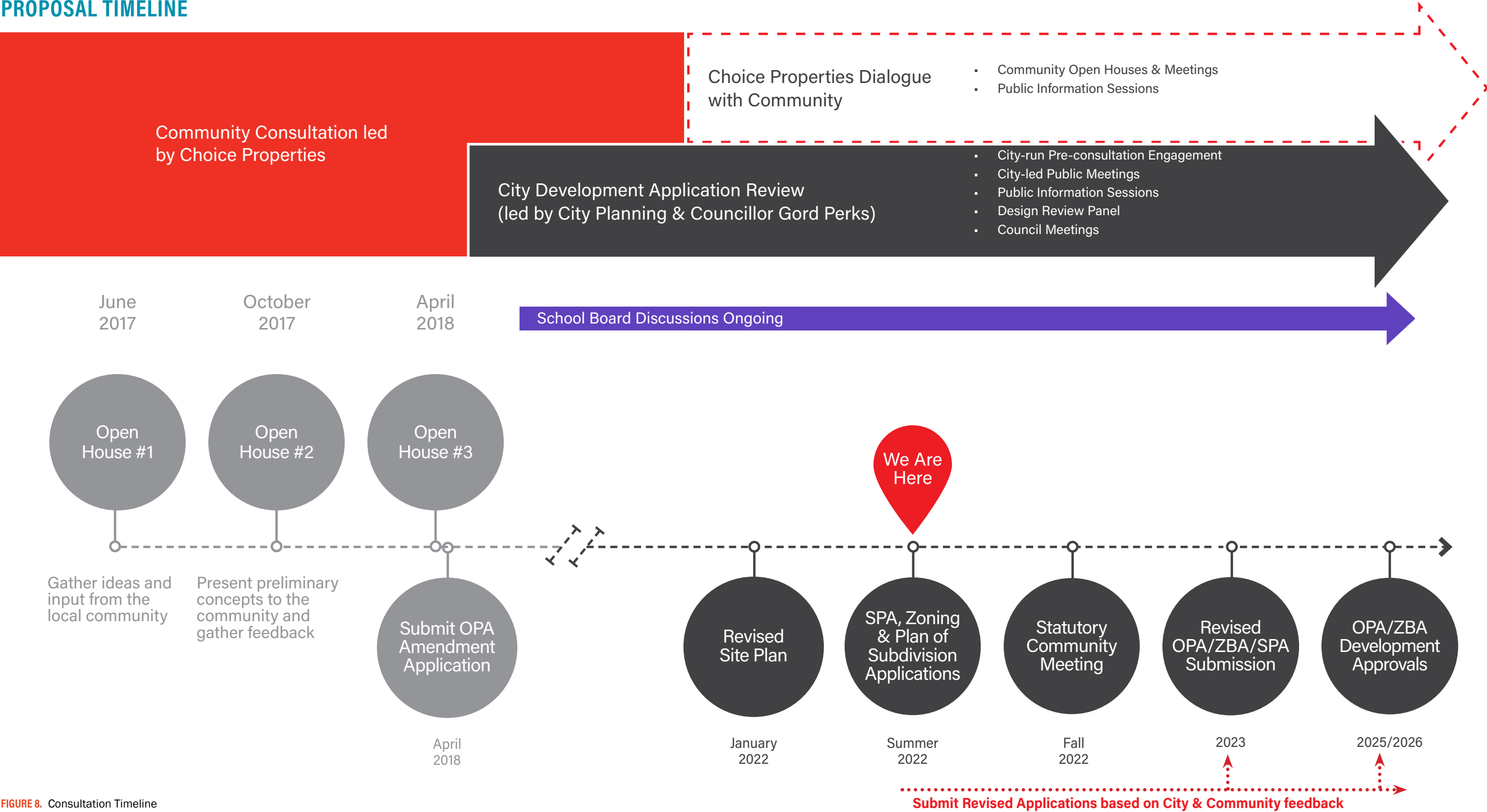


FIGURE 8. Consultation Timeline



ARTISTIC RENDERING: VIEW LOOKING SOUTHEAST OVER THE PROPOSED PARK



02

THE SITE & SURROUNDING CONTEXT

THE SUBJECT LANDS

The Subject Lands consist of several properties owned by Choice Properties Limited Partnership. These properties are known municipally as 2238, 2252, 2264, 2280, 2288, 2290 Dundas St W, and 104-105 Ritchie St. The total combined area of these properties is 43,942 square metres (4.4ha).

The Subject Lands have approximately 165 metres of frontage along Dundas St W. The frontage is animated at the south end of the Subject Lands with the small-scale retailers in the existing medical building, but there is little animation elsewhere along the Dundas St W frontage due to the entry and exit to the surface parking lot.

The Subject Lands were most recently developed in 1968. Since that time, they have consisted of low-density retail and surface parking. The site includes an 11,037 square metre facility occupied by Loblaws and the LCBO (as well as a large component formerly occupied by Zellers and now functioning as the Community Ideas Centre), and a smaller 803 square metre facility, half of which is vacant and half of which is occupied by Kal Tire. There is also a standalone retail building at 2264 Dundas St W occupied by Pizza Nova.

At the southwest corner of the Subject Lands, at 2252 Dundas St W there is a 3-storey residential building that contains 8-rental units. These units are further described in the Housing Issues Report, prepared by Urban Strategies Inc. 2238 Dundas St W is a 3-storey medical building with multiple retail storefronts at grade and office above (total GFA of 4207 square metres).

All vehicular access to the Subject Lands occurs from Dundas St W. There is very poor porosity through the Subject Lands, as there are no streets connecting to the neighbourhood to the south, the TCDSB site effectively blocks access to and from Bloor St W, and the rail corridor prevents east-west movement. There are two pedestrian connections to the neighbourhood to the south (one at Ritchie Avenue and one near Herman Avenue), but the Subject Lands cannot be easily traversed by pedestrians or cyclists because there are few sidewalks through the large surface parking lot. A network of internal drive aisles is the only mechanism in place to organize vehicular transportation.



FIGURE 9. Map of the Existing Sites



Property Line



Retail on the site is set back from the street edge



The existing building at 2238 Dundas St W provides a mix of office and retail uses



Current site access is car oriented and leaves a large gap in the street edge



The current retail and parking on the site do not support sustainability or neighbourhood connectivity

HISTORY OF THE SITE

INDIGENOUS HISTORY

This section of the report includes Excerpts from ERA Architects Cultural Heritage Evaluation Report. It was written from a non-Indigenous perspective, based on available written records. It does not claim to reflect or represent the entirety of the rich history of Indigenous Peoples in this area.

The Subject Property is located in the area now known as Toronto/ Tkaronto, Ontario, on the ancestral and contemporary territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat communities, and it is now home to many diverse First Nations, Inuit and Métis Peoples from across Turtle Island. Toronto is within the Great Lakes region which encompasses much of Ontario, New York State, Ohio, Michigan, and Wisconsin, and is part of the lands protected by the “Dish With One Spoon” wampum, an agreement between the Haudenosaunee and Anishinaabe and other allied First Nations

to peaceably share resources of territories in the vast regions of the Great Lakes, to care for the waters and their ecosystems, and to ensure all living things are able to sustain their lives. This treaty is still relevant to many First Nations across Turtle Island. Toronto is also on treaty land referred to as the second “Toronto Purchase” Treaty (Treaty 13), negotiated with the Mississaugas of the Credit in 1805. It encompasses the territory between Ashbridges Bay and Etobicoke Creek, and north from Lake Ontario to King Township.

Toronto’s history extends back thousands of years to the retreat of the Laurentide Ice Sheet, prompting the creation of Lake Iroquois. Along with the lakes, a dynamic network of waterways offered a rich natural environment which supported Indigenous lifeways and incubated cultural practices sustaining multiple communities since time immemorial.

In proximity to the Subject Property is the Humber River watershed, an historically important and ancient Indigenous travel route that linked Lake Ontario to the Upper Great Lakes Country via the Holland River and Lake Simcoe. Archaeological sites found in the Humber River Valley and on the adjacent lands reveal a long history of activity by Indigenous Peoples. The north-south route along the Humber River was known as the Carrying Place Trail or “Cobechenonk” to the Mississaugas of the Credit, which translates to “leave the canoes and go back” or “portage”. This inland passage facilitated the crossing of what is now southern Ontario and marked the Humber River Valley as a major geographic area for trade and exchange of information. The Humber was designated as a Canadian Heritage River in 1999.

Dundas Street is part of a network of ancient Indigenous trail and trade routes, its curve following the ridge of high ground from Garrison Creek to Bloor Street. Trails typically followed high ground, ravines, streams, and paths for ease of climbing.



FIGURE 11. 1936 photograph showing Dundas St W south from Bloor St W (City of Toronto Archives)



FIGURE 12. View of Dundas West from Roncesvalle with the site highlighted in pink, in 1984

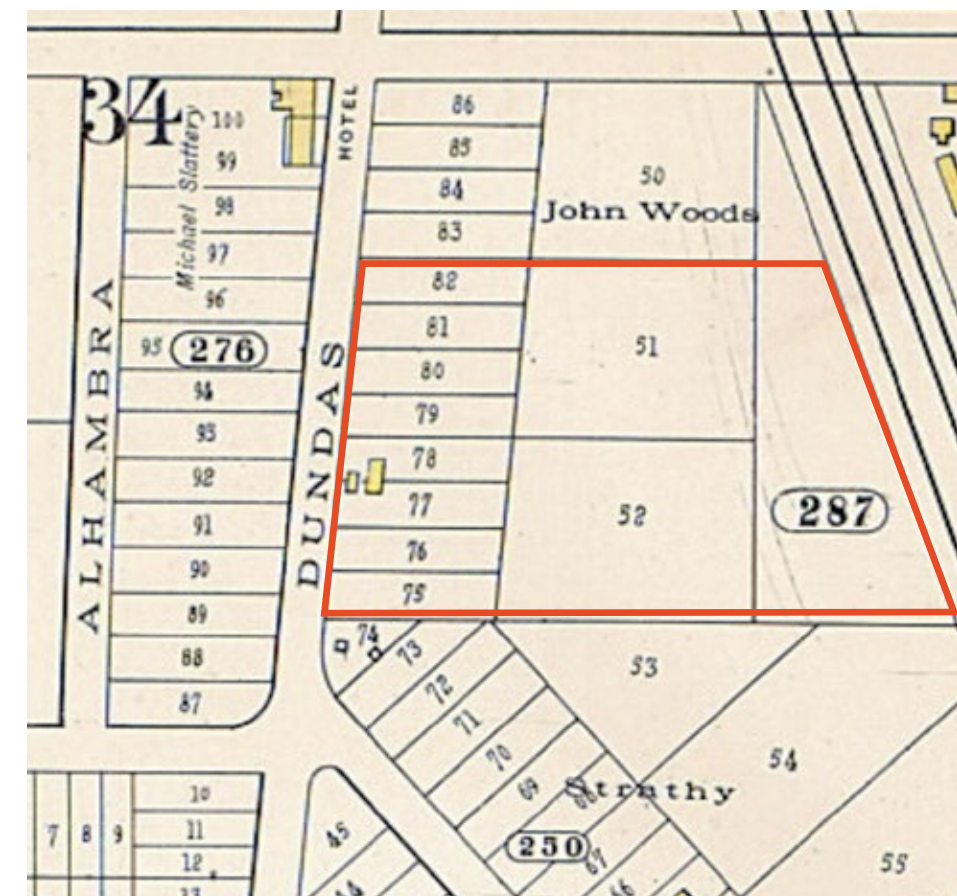


FIGURE 10. Goad’s Map from 1884. The Subject Lands have been subdivided into building lots, which remain almost entirely vacant.

POST-CONTACT HISTORY

The 2280 Dundas St W Subject Lands have been undergoing a slow evolution from a purely industrial site to a more mixed-use character since the site was first developed at the turn of the Twentieth Century. In the 1960s, the Subject Lands took their current form as a car-oriented, low-density shopping center that sets itself apart from the surrounding community. The Proposed Development seeks to integrate the site into the community while increasing its mixed-use offerings to support livability, diversity, affordability, and employment for the local community and the broader city.

The Subject Lands were originally situated in the Village of Brockton, which was a 40 hectare area granted to British military officer James Brock in 1812, and officially incorporated as a village in 1881 and then annexed by the City of Toronto in 1884. Over the ensuing decades, the properties abutting the Canadian Pacific Railway and Grand Trunk Railway to the east and west took on an industrial character. In 1910, R. Laidlaw Lumber Co. opened a factory on the Subject Lands, and constructed several buildings over the following decades. The buildings were located on the southwesterly portion of the Subject Lands, near Dundas Street. In the 1940s and 1950s there was a significant amount of outdoor lumber storage at the south end of the Subject Lands. In the late 1950s the Laidlaw buildings were demolished.

In 1959, the Subject Lands began their evolution from an industrial area to a commercial strip when a standalone retail building (the current Loblaws building) with associated surface parking was constructed. By 1962, construction had begun on the next phase of the retail plaza and by 1964 the building that was previously occupied by Zellers (now the Idea Centre) was complete, in addition to the current Kal Tire building. The Subject Lands have remained essentially unchanged since then, with no significant development or alterations taking place.

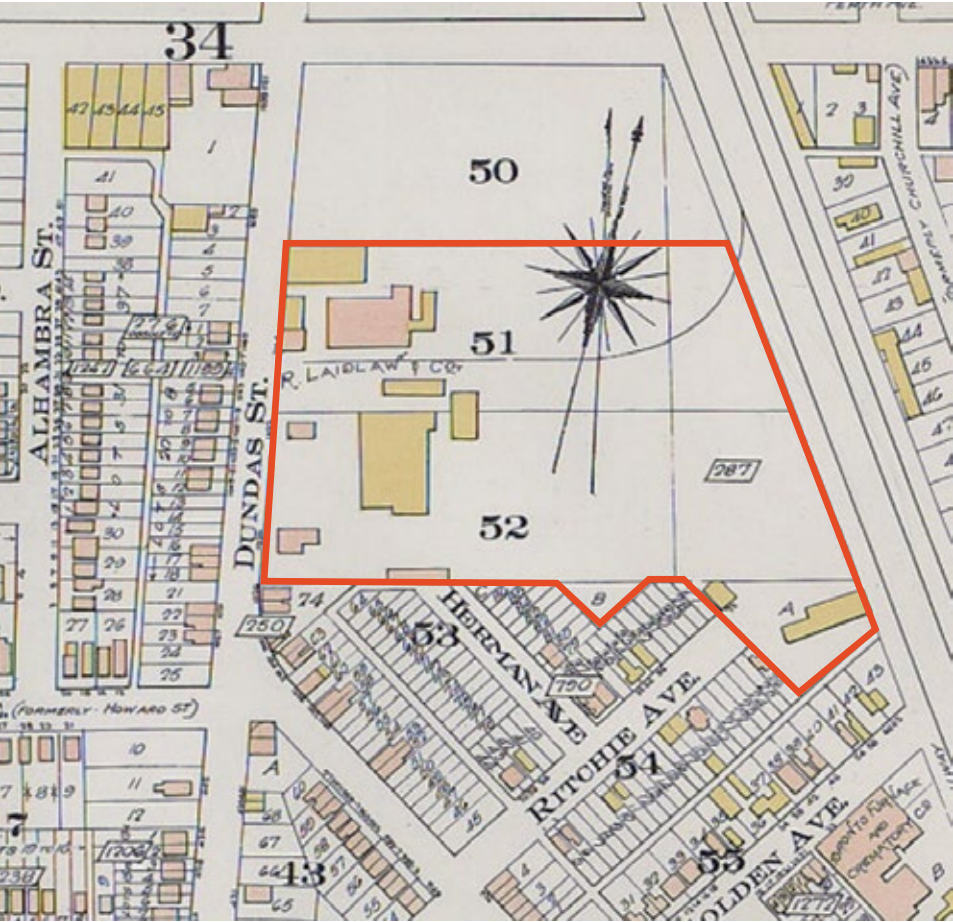


FIGURE 13. By 1910, the R. Laidlaw & Co. lumber company own the Subject Lands, and had constructed several industrial-type buildings. Herman and Ritchie Aves. had also begun to be developed with houses.



FIGURE 14. The earliest available aerial photograph of the Subject Lands, from 1947, shows R. Laidlaw & Co.'s railway siding to the north of the lumber yard, adjacent to Bloor St. W on the existing school site.



FIGURE 15. By 1969, the West Park Vocational School and outdoor athletic field had been constructed on the former industrial lands fronting Bloor St. W. Little has been demolished. Little has changed on the Subject Lands since this photograph was taken in 1969.

IMMEDIATE AND SURROUNDING CONTEXT

THE BLOOR/DUNDAS INTERSECTION

The Subject Lands lie at the meeting point of three Avenues and the nexus of 5 vibrant Toronto neighbourhoods: the Junction Triangle, the Ritchie-Herman-Golden-Silver neighbourhood, Roncesvalles Village, High Park, and West Bend.

Despite the significance of this location, the site remains disconnected from its context. The 2280 Dundas St W Subject Lands sit at the edges of each of the 5 neighbourhoods, but are not connected to them and do not provide a unifying community focal point. The intersection as a whole is also noticeably absent of quality public realm, attractive buildings, active uses along the streets, and places for recreation and shared community experiences.

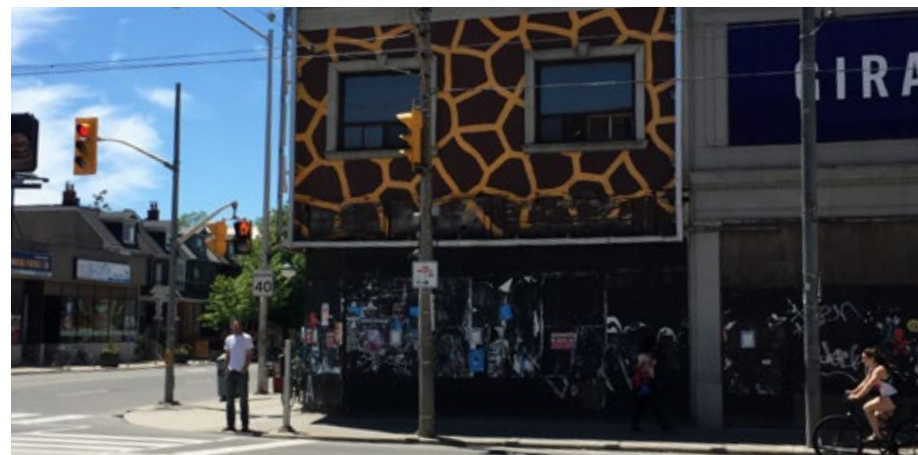
The Bloor/Dundas corner itself is an important but underperforming intersection. The building in the northwest corner (the “Giraffe” development site) is currently vacant but has recently received approval from the OLT for a 27-storey building.

On the northeast corner is the Crossways, a large development with two residential towers and a podium with a mix of retail, commercial, and community service uses. However, the Crossways retail uses are internalized, rather than addressing the public realm directly.

On the southeast corner, the Bishop Marrocco/Thomas Merton School site is an important community use, but the building itself does not provide active frontages to the streets.

On the southwest corner, the mixed-use building does have active retail uses wrapping the corner, but the building itself is awkwardly designed and does not contribute the vibrancy of the corner.

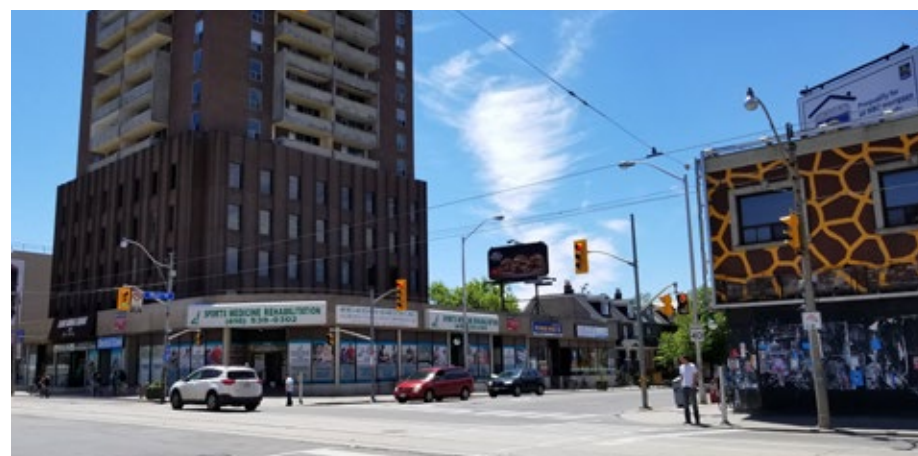
Overall, the public realm at the intersection needs improvement. There are generous sidewalks on all but the northwest corner, but there is a marked absence of street trees, street furniture, or building design elements that would establish the corner as welcoming to the public or signaling its importance as the hub at the centre of several neighbourhoods.



The approved development site on the northwest corner



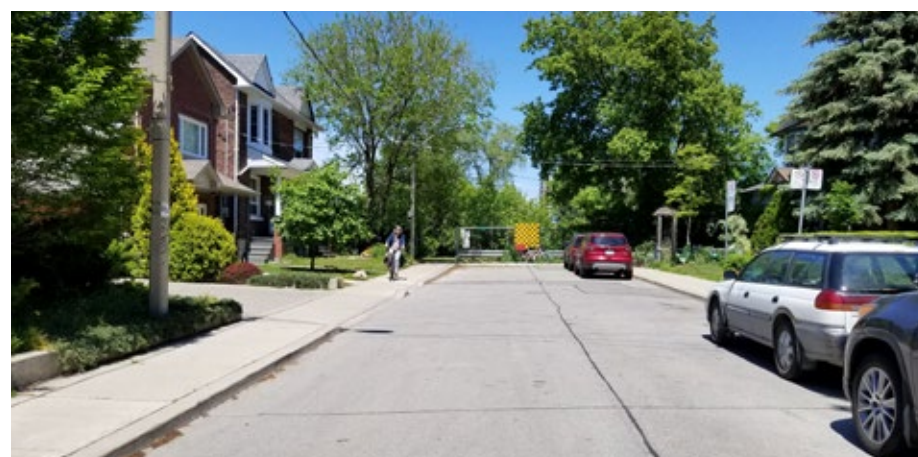
Bishop Marrocco/Thomas Merton School



The southwest corner



The streetscape in front of the Crossways



The Ritchie-Herman-Golden-Silver neighbourhood



Existing and new development at the northeast corner of Bloor and Dundas

SITE CONTEXT

The area around the Subject Lands consists of a mix of uses, predominantly commercial and residential, surrounded by low-rise neighbourhoods.

NORTH

Directly north of the Subject Lands is the Bishop Marrocco/Thomas Merton Catholic School, a TCDSB secondary school held on a long-term lease with the TDSB. The school is an important community use, but the building itself does not provide active frontages to the streets. Beyond the school site is Bloor St W. On the north side of Bloor is the Crossways, a large development with two residential towers and a podium with a mix of retail, commercial, and community service uses. However, the Crossways retail uses are internalized, rather than addressing the public realm directly.

SOUTH

The area to the south of the Subject Lands consists primarily of residential streets within the Ritchie-Herman-Golden-Silver neighbourhood and a small local park. There are commercial uses along Dundas St W and Roncesvalles Avenue, and office and light industrial uses along the western edge of the GO rail corridor.

EAST

To the immediate east of the Subject Lands is the GO Kitchener rail corridor. Beyond the corridor is the West Toronto Railpath, industrial and commercial uses along Sterling Road, and to the north a residential neighbourhood which is undergoing significant redevelopment. There is also significant change expected across numerous major development sites between the Subject Lands and the proposed Bloor-Lansdowne SmartTrack station.

WEST

To the west of the Subject Lands is Dundas St W, just north of where it meets Roncesvalles Ave. On the west side of Dundas St W is a strip of low-rise retail with residential uses above, and to the north the Dundas West TTC station and storage tracks and a low-rise residential neighbourhood. The northern portion of the Roncesvalles Village residential neighbourhood extends west of Dundas Street West to High Park.

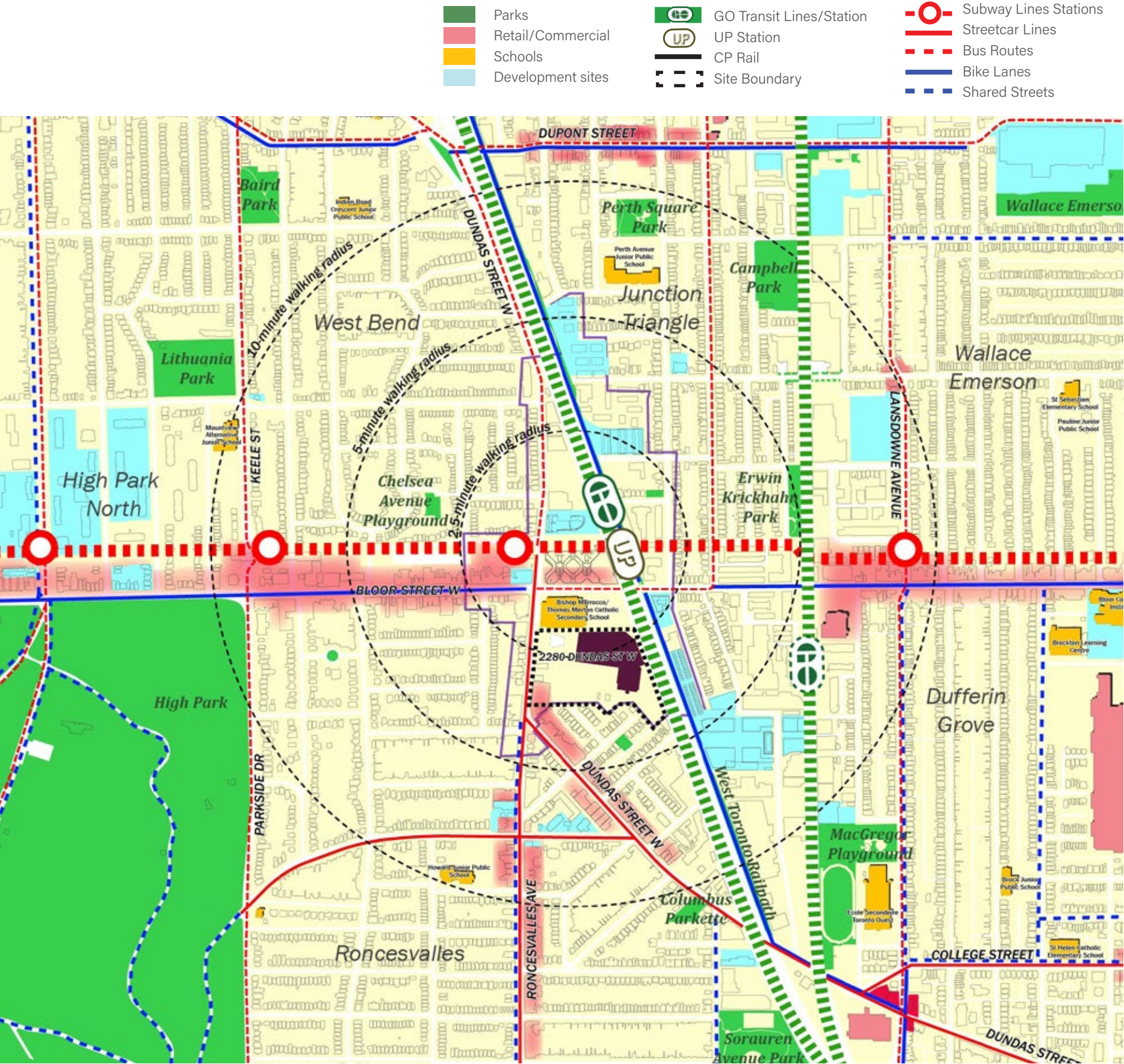


FIGURE 16. Map of the surrounding context.

RECENT DEVELOPMENT ACTIVITY

The area west of Downtown Toronto is undergoing rapid growth and renewal both in terms of the residential communities and the introduction of new businesses and jobs. The west-end is seeing substantial residential and employment growth along the rail corridor, and at key intersections along the Bloor Line 2 subway. Much of this change is being absorbed largely in response to the Official Plan designations and the existing and planned transit infrastructure, as well as the mixed-use nature of these areas, which support opportunities for live/work/play/shop. Through Metrolinx's GO Expansion Project, new higher-order transit stops are planned for each of these west-end clusters. The presence of two MTSAs, the confluence of four higher order transit lines in addition to local streetcar and bus service, and the ongoing intensification of the Bloor corridor all create an opportunity for the major transformation of the 2280 Dundas St W Subject Lands and the realization of significant city building benefits.

There has been moderate development activity in the area surrounding the Subject Lands in recent years. This activity has included built and proposed projects with primarily residential and employment uses. In total there has been approximately 1.5 million square metres of development built and proposed in the area, consisting of the following:

- Approximately 630,000 square metres GFA Mixed Use
- Nearly 500,000 square metres GFA Residential
- Less than 7,000 square metres GFA Industrial
- Slightly more than 1,000 GFA Commercial

The majority of the built and Proposed Development has included buildings of 12 storeys or fewer, though 10 projects include taller buildings of 15 to 47 storeys.

① 158 Sterling Rd	⑦ 1319 Bloor Street West
② 201 Sterling Rd	⑧ 1540 Bloor West
③ 1439 Bloor Street West	⑨ 421 Roncesvalle Ave.
④ 1425 Bloor Street West	⑩ 6 Howard Park Ave.
⑤ 1405 Bloor Street West	⑪ 77 Wade
⑥ 221 Sterling Road	



FIGURE 17. Map of major development activity west of Downtown Toronto in relation to land use, major arterials and transit infrastructure.

A search on the City of Toronto’s on-line Development Applications database was conducted to evaluate the level of development activity within and surrounding the Demographic Study Area. The database provides the description and status of development applications. As of April 2022, four major mixed use or residential development applications consisting of multiple buildings each were listed, as illustrated on page 24.

Other applications include industrial, smaller scale residential, and commercial development applications. Most significant development applications are located on or near higher order transit.

This information suggests that the area is transforming rapidly and new development is primarily in the form of taller buildings.

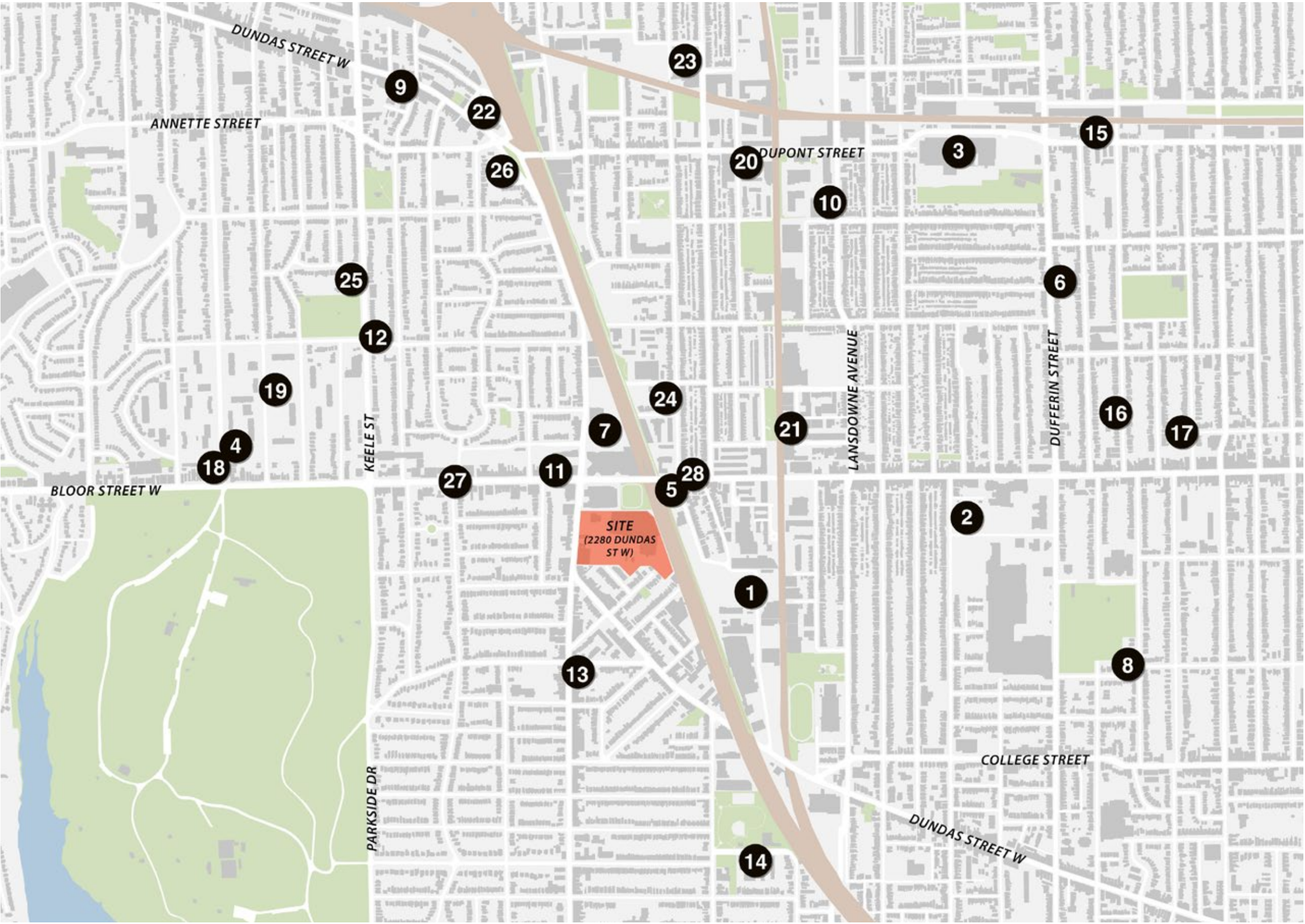


FIGURE 18. Map of the recent development activity.

#	Address	Use	Height	FSI	GFA	Units	Application Type	Status
1	158 Sterling Road	Residential	Up to 17	3.6	130,000	717	Rezoning, SPA	Under review
2	90 Croatia Street	Mixed Use	up to 37	5.5	167,219	2162	OPA, Rezoning , Subdivision, SPA	OMB Appeal, SPA and Subdivison under review
3	1245 Dupont Street	Mixed Use	Up to 42	5.4	263,919	3266	OPA, Rezoning	Approved; under construction
4	35 High Park Ave	Mixed Use	Up to 35	4.3	55,759	764 proposed + 968 existing	OPA, Rezoning, SPA, Subdivision	OMB Appeal; SPA and Subdivision under review
5	1439 Bloor St W	Mixed Use	14	4.0	11,737	170	SPA	Under Review
6	1183 Dufferin Street	Residential	3	1.5	1,307	14	OPA, Rezoning, SPA, Condo Approval	Approved, Under Construction
7	2376 Dundas Street West	Mixed Use	8, 24	4.2	25,212	361	Rezoning, SPA	Approved, Under Construction; SPA under review
8	110 Havelock Street	Residential	2.5			8	OPA - converting rental units to freehold ownership	OPA under review
9	2803 Dundas street West	Mixed Use	7	5.0	8,645	109	Rezoning, SPA, Condo Approval	Built
10	830 Lansdowne Avenue	Residential	26, 26	3.4	45,343	592	SPA x3	Phass I & II approved through MV & SPA, Phase III SPA under review
11	1552 Bloor Street West	Mixed Use	5	2.9	1,115	11	SPA	Under Review
12	148 Glenlake Avenue	Residential	4	1.5	693	5	SPA	Under Review
13	421 Roncesvalles Avenue	Commercial	7	4.8	2,129	0	Rezoning; SPA	OMB Appeal; SPA under review
14	35 Wabash Ave	Residential	4	2.6	6,832	60	SPA, Condo Approval, Rezoning	Closed, and OMB appeal for Rezoning
15	1120 Dupont Street	Industrial	6	5.0	6,824	0	SPA	Refused
16	52 Bartlett Ave	Residential	3	2.4	2,985	17	Rezoning, SPA, Condo Approval	Closed
17	40 Westmoreland Ave	Residential within church				16	Rezoning, OPA, SPA, Minor Variance, Condo Approval	Approved 2016
18	12 High Park Avenue	Mixed Use - non-residential	3	1.7	5,888	0	Rezoning, SPA	SPA, Rezoning under review (no new units)
19	111 Pacific Ave	Residential	33	4.41 (existing and proposed)	104,186 (existing and proposed)	689 proposed + 750 existing	Rezoning, SPA, Subdivision	Under Review
20	299 Campbell Avenue	Mixed Use	12	9.0	22,687	235	OPA, Rezoning, SPA	Approved, Under Construction
21	57 Wade	Office and Retail	7	3.9	13,695	0	Rezoning; SPA	Approved, Under Construction; NOAC issued for SPA
22	2720 Dundas Street West	Mixed Use	9	6.6	13,397	150	Rezoning, SPA	OMB Approved, NOAC Issues for SPA
23	386 Symington Avenue	Residential	17	4.0	31,235	375	OPA, Rezoning, SPA	OMB Appeal, SPA Under Review
24	170 Perth Avenue	Mixed Use/ Industrial	3	0.7	1,578	0	SPA	Under Review
25	200 Keele Street	Residential	4	2.2	8,179	52	SPA	Under review
26	2639 Dundas Street West	Residential	8	4.5	8,227	109	SPA	Under review
27	1632 Bloor St W	Mixed Use	6	2.5	1,574	0	SPA	Under Review
28	1423 Bloor St W	Mixed Use	18	7.25	15,169.00	204	Rezoning, SPA, Subdivision	Under Review
29	1319 Bloor St W	Mixed Use	31	6.23	61,638	825	Rezoning, SPA, Subdivision	Under Review
30	1405 Bloor St W	Mixed Use	18	5.35	21,384	296	OPA, Rezoning, Condo Approval	Under Review
31	72 Perth Ave	Residential	9	5.28	9,608	108	Rezoning, SPA	Council Approved Rezoning, SPA under review

MAJOR DEVELOPMENT PROPOSALS SURROUNDING THE SUBJECT LANDS

1. 158 Sterling Road

Residential
SPA and POS
Status: Approved

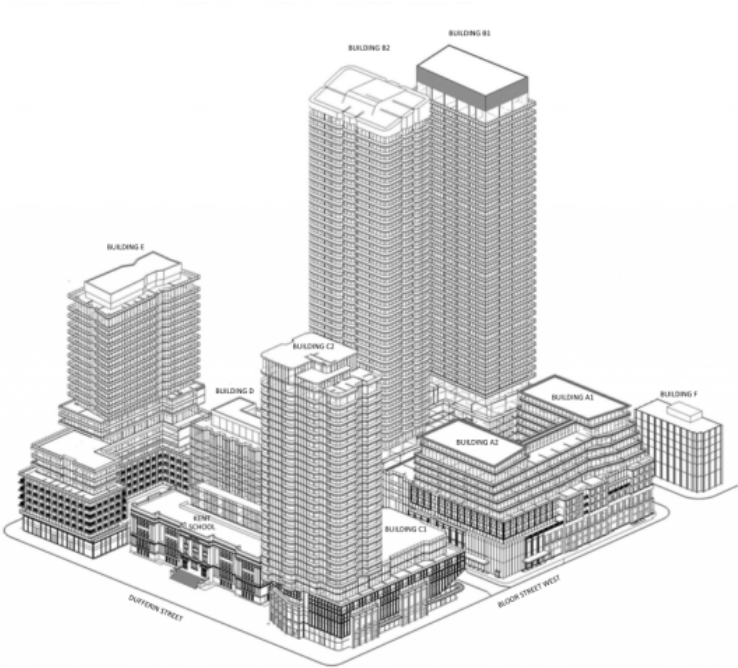
A redevelopment with multiple buildings up to 17 storeys. The application proposes 717 residential units, for a total of 130,000 m2 of GFA with an FSI of 3.6.



2. 90 Croatia Street

Mixed Use
SPA and POS
Status: Approved by Council

A total of 171,007 m2 GFA is proposed with 2,219 residential units and roughly 23,500 m2 of non-residential GFA. Proposed building heights would range from 6 to 47 storeys and the site would have an FSI of 5.7.



3. 1245 Dupont Street

Mixed Use
OPA and Rezoning
Status: Approved

An application with 7 towers ranging in height from 18 to 35 storeys. A land swap with the City is proposed, and the Wallace Emerson Community Centre currently located at 1260 Dufferin Street would be relocated and rebuilt to have frontage on Dupont Street. The application proposes 2,846 residential units, including 150 affordable units, and would have an FSI of 3.2. In total, the proposal would have 242,800 m2 of GFA, and 29,400 m2 of non-residential GFA.



4. 1319 Bloor Street West

Mixed Use
OPA, DPOS and Rezoning
Status: Council Approved

A development proposal with two buildings whose heights range from 27 to 31 storeys. A total of 799 units are proposed, or 59,238 m2 of GFA, and the site would have an FSI of 6.1. The development also includes a public park, community space, and an integrated transit station for the Bloor-Landsdown SmartTrack station.



RESPONDING TO TRANSIT

THE SITE'S POSITION WITHIN THE CITY & REGION

The 2280 Dundas St W Subject Lands occupy a strategic location in the region and the city. They are located along key transit corridors that connect Toronto's downtown to Barrie, Pearson Airport, and Kitchener-Waterloo. They are also located at the greatest confluence of transit services in Toronto outside of Union Station:

- 3 rail corridors – GO Kitchener, GO Barrie, and Union Pearson Express;
- 1 subway line – TTC Line 2
- 2 streetcar lines – Lines 504 King and 505 Dundas
- Local bus service – Routes 40 Junction-Dundas West and 168 Symington

Today, the subject lands do not support the transit-oriented development goals of the Growth Plan for the Greater Golden Horseshoe (2020) or Toronto's Official Plan. The Subject Lands have the potential to support regional growth objectives by delivering a major transit-oriented development in Toronto's west end.

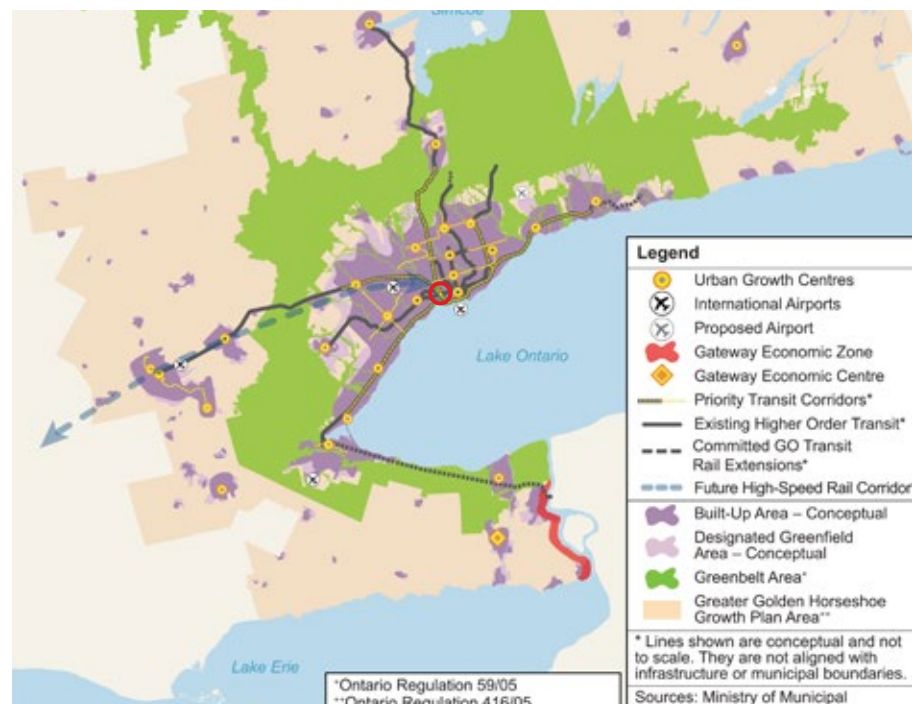


FIGURE 19. Schedule 5- Transit Map



○ Site Location

* Travel times are high-level estimates and do not reflect actual anticipated travel times. For new infrastructure, specific travel time information is not yet available. Assumed infrastructure includes: existing services/infrastructure continue; RER/new stations programs fully implemented; and HSR fully implemented.

FIGURE 20. Regional Greater Toronto Area Context Transit Map

UNDERSTANDING GROWTH ALONG THE BLOOR SUBWAY CORRIDOR

The downtown-west segment of the Line 2 corridor stretches for approximately 4 km from Bathurst Station in the east to Keele Station in the west, encompassing a total of 7 TTC subway stations. Despite being served by major subway transit infrastructure, for many years this part of Bloor Street saw little development activity. Recently, several significant mixed-use developments (Mirvish Village, Bloor and Dufferin, and Bloor and Landsdowne) that introduce significant yet appropriate built forms and density along the corridor to respond to the transit imperative.

Provincial policies outlined in the Growth Plan, which are described in more detail in Section 6 of this Planning Rationale, prescribe specific density targets to be achieved within Major Transit Station Areas (MTSAs), or an approximate 500-800 metre radius around higher-order transit stations.

The City has also set its own minimum density targets specific to each MTSA, which exceed the provincial minimums in the case of the Subject Lands. Given these policy directives, and the City’s ongoing intent to protect Neighbourhoods from the impacts of development, there is an increased pressure for the limited number of large sites that can be redeveloped along the Bloor-Danforth corridor to add new density and housing.

Looking at the development potential along Bloor St W between Bathurst St and Keele St provides a broader contextual understanding for this segment of the Line 2 corridor. Much of Bloor Street and the Avenues that extend from it, will not experience intensification. Where change may occur, it will mostly be in the form of mid-rise, main street intensification, as evidenced by many of the active development applications along the corridor. The

implication is that there are limited opportunities to achieve provincial and municipal density targets along the corridor, and opportunity sites such as 2280 Dundas St W are important sites for accommodating transit-supportive density.

The Subject lands, located within the Dundas West and Bloor GO MTSAs, represent one of the key large sites along the Bloor-Danforth corridor outside of the downtown core that can accommodate significant growth and density. The map below illustrates the larger mixed-use areas along the Bloor-Danforth corridor outside of the downtown core that represent the primary points of intensification and growth potential within MTSAs.

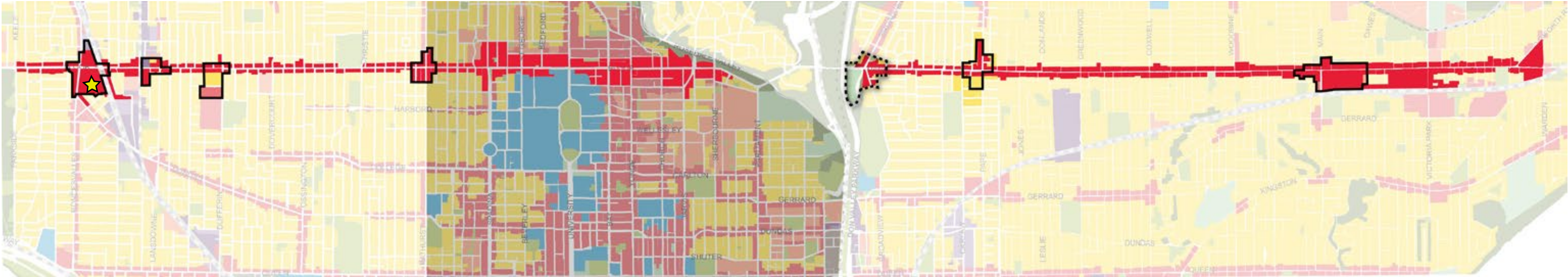


FIGURE 21. Local Transit Context- Bloor Street Corridor

★ Site Location

DUNDAS-BLOOR-LANSDOWNE NODE

One of Toronto’s key future districts, referred to here as the Dundas-Bloor-Lansdowne Node, provides important local and regional transit destinations and connections. It is at the confluence of the TTC’s Line 2 (at Dundas West station), GO Transit’s Kitchener line and Barrie line, and the Union-Pearson Express line (at Bloor Station). In addition, there are also the 504 and 505 streetcar lines and local bus service at Dundas West Station. The Bloor GO Station will be upgraded as part of the GO expansion project, providing access to all day, 2-way, 15-minute service along the Kitchener Go corridor. The Bloor-Lansdowne SmartTrack station is also planned for this area for all day, 2-way, 15-minute service to Barrie.

Legend

- Site Boundary
- Bus Routes
- Cycle Tracks
- On-street Shared Cycling Connections
- Bike share
- GO Train Station
- GO Train Platform
- West Toronto Railpath
- Union Pearson Express
- Station with Elevators (Bikes Permitted)
- Mobility Hub**
 - Primary Zone
 - Secondary Zone

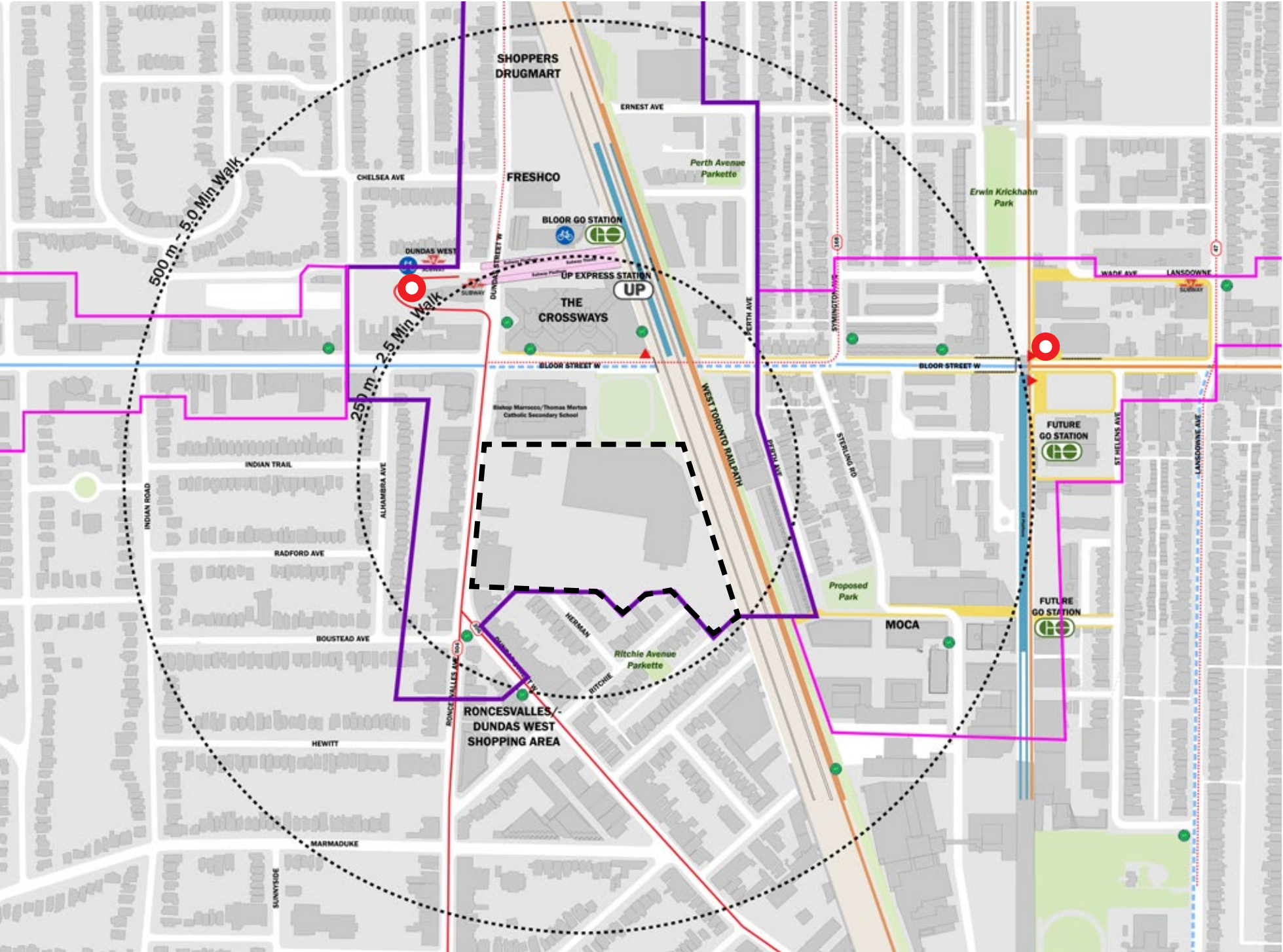


FIGURE 22. Transit Connections



ARTISTIC RENDERING: VIEW LOOKING SOUTHEAST OVER THE PROPOSED PARK



03

**THE PROPOSED
DEVELOPMENT**

FOUR COMMUNITY BUILDING PRIORITIES



SUSTAINABILITY AND RESILIENCE

Choice Properties Limited Partnership is committed to creating healthy, sustainable communities.

The Proposed Development has been designed to achieve and exceed contemporary sustainability standards and meets the Toronto Green Standard V4. In particular, the detailed design of the Proposal will prioritize energy efficiency by utilizing 30% glazing, will utilize low-carbon building materials, and will explore the potential for ground source heat exchange systems to reduce energy consumption on site. The Proposal will also prioritize a strong connection to nature through a range of natural elements that will be incorporated and explored through architectural, landscape, and engineering design such as a large 4,400m² public park and other landscape and biophilic elements (18.73% open space coverage) creating a very permeable neighbourhood that can absorb and filter rainwater and reduce heat island effects.

The new buildings will also make efficient use of existing municipal resources, as well as a compact and transit-oriented development form that will prioritize active transportation and transit usage, and help promote a more sustainable modal shift away from private automobile use, providing space for electric and shared vehicles, charging stations, and other traffic demand management (TDM) measures. The TDM measures and enhanced pedestrian and cycling connections to encourage low-impact travel modes and active transportation. The development will encourage active transportation by incorporating generous and accessible sidewalks and pathways throughout the Subject Lands, as well as large bicycle parking facilities. The active transportation infrastructure is expected to reduce the on-site demand for parking and automobile trips.



VIBRANCY AND THE ECONOMY

The Proposal envisions a complete community where residents and visitors will interact, live, work, shop, socialize, and recreate.

The existing site conditions are heavily focused on surface parking, creating a large gap in the otherwise consistent street wall to the south and potentially unsafe pedestrian movements. The proposed development will repair the eastern edge of the street and provide a consistent streetwall with predominantly retail uses. The new frontage will consist of new retail units including a Loblaws, creating a cohesive, two-sided retail main street experience. Retail uses also lead back from Dundas St W, drawing visitors into the site and creating active nodes that border on and spill into the new public park and other open spaces. The proposed development will deliver a new, U-shaped public street that will improve mobility within and through the site and employ a complete street framework to ensure safety and ease of movement for all users. Street trees, plantings, and other landscaping features will improve the new network of streets and open spaces creating an inviting atmosphere for current and future community members who work, live, or shop on or near the site. The mix of uses will allow residents and employees to meet many of their daily needs on site.

The Proposal also includes a series of landscaped open spaces that will greatly expand the open space network in this neighbourhood. The new park and open spaces will create new neighbourhood focal points and will be designed with multiple uses in mind, with materials and features to suit. The development's green areas and retail spaces will be accessible to the neighbourhood via a new road connection at Ritchie Ave and a pedestrian connection at Herman Ave. The Proposed Ritchie Garden will be a shared open space that will help to maintain appropriate built form relationships while formalizing and enhancing a key outdoor amenity space that does not currently benefit from intentional design.



COMMUNITY AND INCLUSIVITY

Inclusivity and community life are priorities of the Proposed Development, and as such it will provide a diverse range of housing, in terms of tenure type, unit size, typology, and price.

The development will provide affordable housing, three purpose-built rental towers, and market units in a variety of sizes (including townhouses) to provide a range of housing options. The development contributes 1,923 new dwelling units including 23% 2-bedroom units and 15% 3-bedroom units, and 735 rental units. This will result in a new neighbourhood for people at all stages of life, supporting the long-term health and vibrancy of the community as a whole.

The retail-focused base buildings are also knitted together with a unified open space and public realm fabric, resulting in a ground plane condition throughout the site that invites use by the wider community. The new 4,400 square metre public park will provide an invaluable outdoor amenity for the surrounding neighbourhoods as well as those who will live and work on the site in the future. The new public park will be safe and animated, incorporating a high-quality design including seating, a sun deck, ample trees, and other landscaping elements. All building edges around the park will be animated with active uses at grade including commercial uses with patios, residential amenity areas, and townhouses. The central location of the park and connections through it will improve the porosity of the site, allowing for numerous paths through the Proposed Development. The diversity of residential and employment uses, connected by a cohesive landscape framework and co-located with transit access, will create a neighbourhood that is appealing to all members of the community and vibrant at all times of the day.

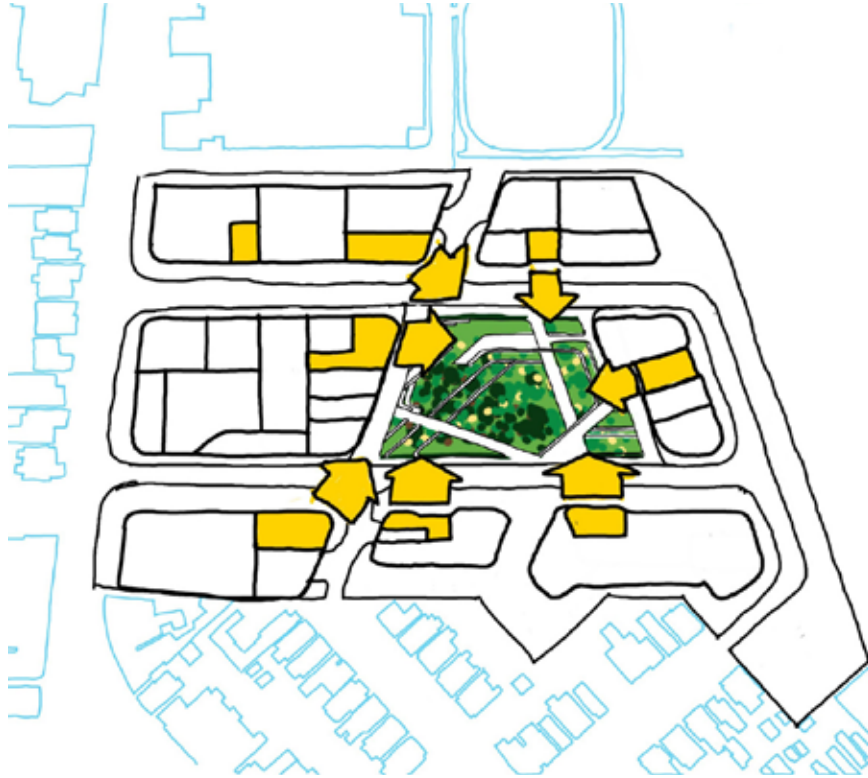


TRANSIT-SUPPORTIVE DEVELOPMENT

Providing for growth while supporting and connecting to the existing neighbourhood is a fundamental principle of the Proposed Development. This proposal will help achieve provincial targets while directing density to an appropriate site, contribute to transit-orientated intensification in an appropriate built form, and introduce new opportunities for people to live and work in close proximity.

The Subject Lands are located within two MTSA's which are intended to accommodate growth to achieve provincial targets regarding people and jobs per hectare. This proposal will help achieve provincial targets while directing residential density to an appropriate site, contribute to transit-orientated intensification in an appropriate built form, and introduce new opportunities for people to live and work in close proximity. The proposed development responds to transit by orienting the residential intensification toward the north end of the site and provides an appropriate transition to mid-rise built form at the south end of the site, limiting the visual impacts on the existing neighbourhood. The Proposal also provides appropriately-scaled podiums and streetwalls throughout the site and minimizes shadow impacts through tower orientation and spacing. The project aims to revive a key intersection and create a new community hub that supports the City's transit and density targets while also providing much-needed housing options, including affordable and rental units, and a range of employment spaces that will meet the needs of Toronto's diverse and growing economy. The Proposal envisions a coordinated land use arrangement, with the Subject Lands providing necessary, transit-supportive intensification without causing inappropriate impacts on the surrounding context. This land use strategy will offer enhanced connectivity between the housing on site and the wider region, which will support the viability of the transit system.

SIX STRUCTURING MOVES



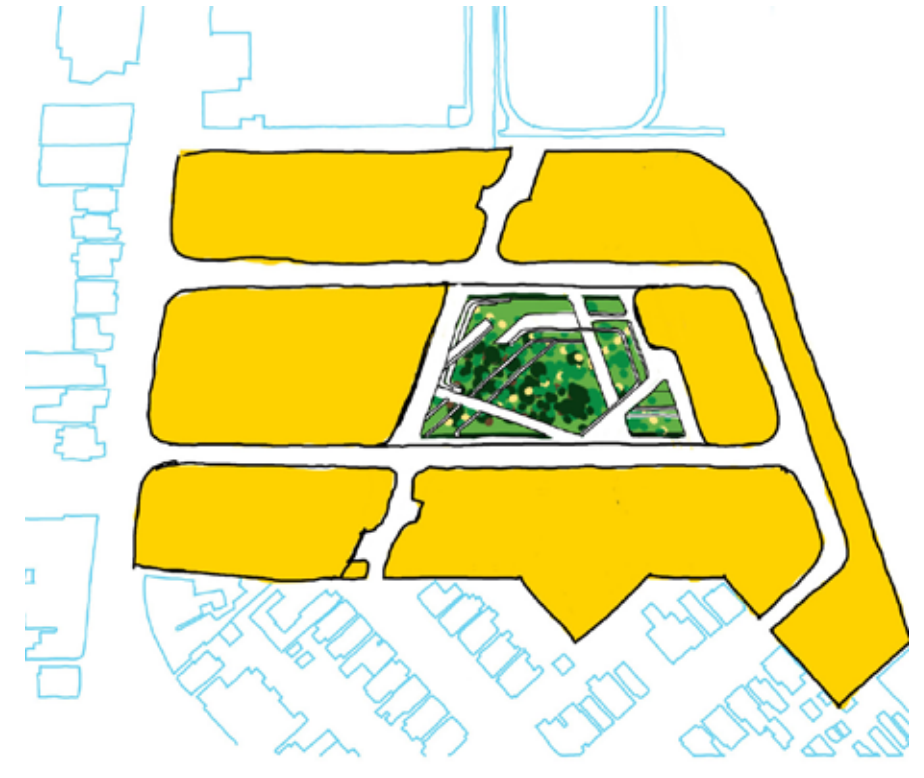
1 STRONG COMMUNITY FOCUS

The design of buildings and open spaces is coordinated to encourage vibrant community life in shared areas that are pleasant, accessible, and welcoming.



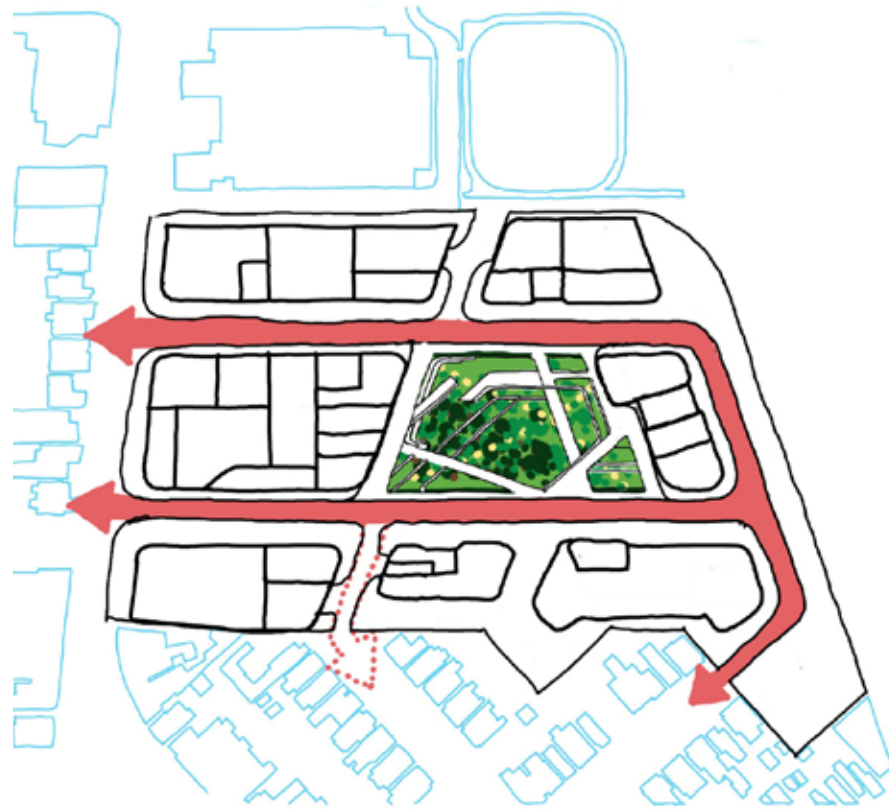
2 OPEN SPACE

A network of open spaces connects the surrounding community with the large 4,400 square metre public park at the heart of the Proposed Development, providing critical outdoor amenity in this rapidly intensifying area.



3 FINE-GRAINED BLOCK PATTERN

Paired with a human-scaled ground floor design, the Proposed Development's fine-grained block pattern creates interest and activation throughout the site, especially where Dundas St W will provide a main street retail condition.



4 CIRCULATION

The proposed network of public streets and pathways supports the safe, comfortable movement of all users, helping to introduce what has been an inaccessible site into the surrounding urban fabric.



5 HEIGHT DISTRIBUTION

The distribution of building heights provides appropriate intensification given the site's location while also respecting surrounding neighbourhoods and having regard for sunlight and views.



6 MIXED-USE PROGRAM

The proposed mix of land uses supports the achievement of a complete community where residents can meet most of their daily needs on site and without the use of a car.

THE PROPOSED DEVELOPMENT

The Proposed Development will redevelop the site to support mixed-use, transit-oriented intensification while achieving a range of city building and urban design objectives. The Proposal includes seven mixed-use and residential buildings (including five residential towers) on four development blocks. It will offer both ownership and rental housing options, and will be anchored around a new community public park and public street system.

The redevelopment proposes a total gross floor area of 151,895 square metres comprised of 135,274 square metres of residential and 16,621 square metres of non-residential uses (including 9,025 square metres of retail and 7,596 square metres of office). The Proposed Development includes approximately 1,923 residential units in a range of unit sizes, and includes 735 rental units within 3 rental buidlings. The proposal includes a large 4,400 square metre public park and a series of other open spaces around the site. A new u-shaped public street system will provide connections to the neighbourhood, including a vehicular connection at Ritchie Ave and a pedestrian connection at Herman Ave.

DEVELOPMENT STATISTICS

GFA		
RESIDENTIAL APARTMENTS GFA	131,731 m²	87%
RESIDENTIAL TOWNHOUSES GFA	3,543 m²	2%
TOTAL RESIDENTIAL GFA	135,274 m²	89%
RETAIL GFA	9,025 m²	6%
OFFICE GFA	7,596 m²	5%
TOTAL NON RESIDENTIAL GFA	16,621 m²	11%
TOTAL DEVELOPMENT GFA	151,895 m²	100%
TOTAL INDOOR AMENITIES	3,846 m²	
TOTAL RESIDENTIAL UNITS	1,923	
SITE AREA STATISTICS		
GROSS SITE AREA	43,942 m²	
NEW PUBLIC RIGHT OF WAY	11,532 m²	
RIGHT OF WAY WIDENINGS	459 m²	
PARKLAND	4,400 m²	
NET DEVELOPMENT AREA	27,551 m²	



FIGURE 23. Artistic Rendering: Aerial Looking northeast to the proposed development and surrounding context included approved development applications



- - Existing Site Boundary
 - - - Proposed Site Boundary

FIGURE 24. Site Content Plan

LAND USE AND BUILT FORM

The Proposed Development is divided into six blocks, four of which will include new buildings (the “development blocks”). In total, the Proposed Development consists of a mix of office (5% of total GFA), retail (5.9%), and residential uses (89.1%), and provides 18.73% park and open space site coverage.

North Zone

The North Zone includes two primarily residential buildings. Building 1 includes 566 units and features two residential towers of 22 and 32 storeys, situated atop an eight-storey mixed-use base building, with step backs above the fifth floor. Building 2 includes 379 units and features a six-storey base building (stepped back above the fourth floor) and a residential tower of 38 storeys. Building 1 includes 566 residential units and Building 2 includes 379 residential units for a total of 945 units.

Centre Zone

The Centre Zone features the public park, retail and office, and two residential towers. Building 3 features retail uses at grade and a grocery store on the second storey. Building 3 also includes office uses in the base building from levels 3 to 6, and a purpose-built rental tower that reaches a height of 24-storeys, totaling 220 units. At 4,400 square metres, the new public park satisfies the Proposal’s parkland requirement and will offer the community a significant new park space at the heart of the development. Building 4 contains a single residential purpose-built rental building featuring a six-storey base building and a 28-storey tower, providing a total of 323 residential units.

South Zone

The South Zone consists of three mid-rise buildings—Buildings 5, 6, and 7—ranging primarily from seven to ten storeys with the upper floors stepped back, and with some building components as low as one storey. A total of 387 residential units are provided between the three buildings. Building 5, which includes retail at grade and fronts on Dundas St W, is proposed as purpose-built rental and will include 177 residential units. Building 6 and Building 7 are both residential at grade, front onto the public park, and back onto the Neighbourhood to the south. The South Zone also features two open spaces—the Ritchie Garden and Railway Walk—which are described further below and do not include any buildings.

	Storeys	Residential Units	Non-Residential GFA (m2)	Tenure Type
North Zone (Block 1)				
Building 1	22 / 32	566	1,948	Condo
Building 2	38	379	N/A	Condo
Centre Zone (Block 2 - 4)				
Building 3	24	220	13,834	Rental
Building 4	28	323	N/A	Rental
South Zone (Block 5 & 6)				
Building 5	10	177	1,277	Rental
Building 6	6	69	N/A	Condo
Building 7	8	141	N/A	Condo

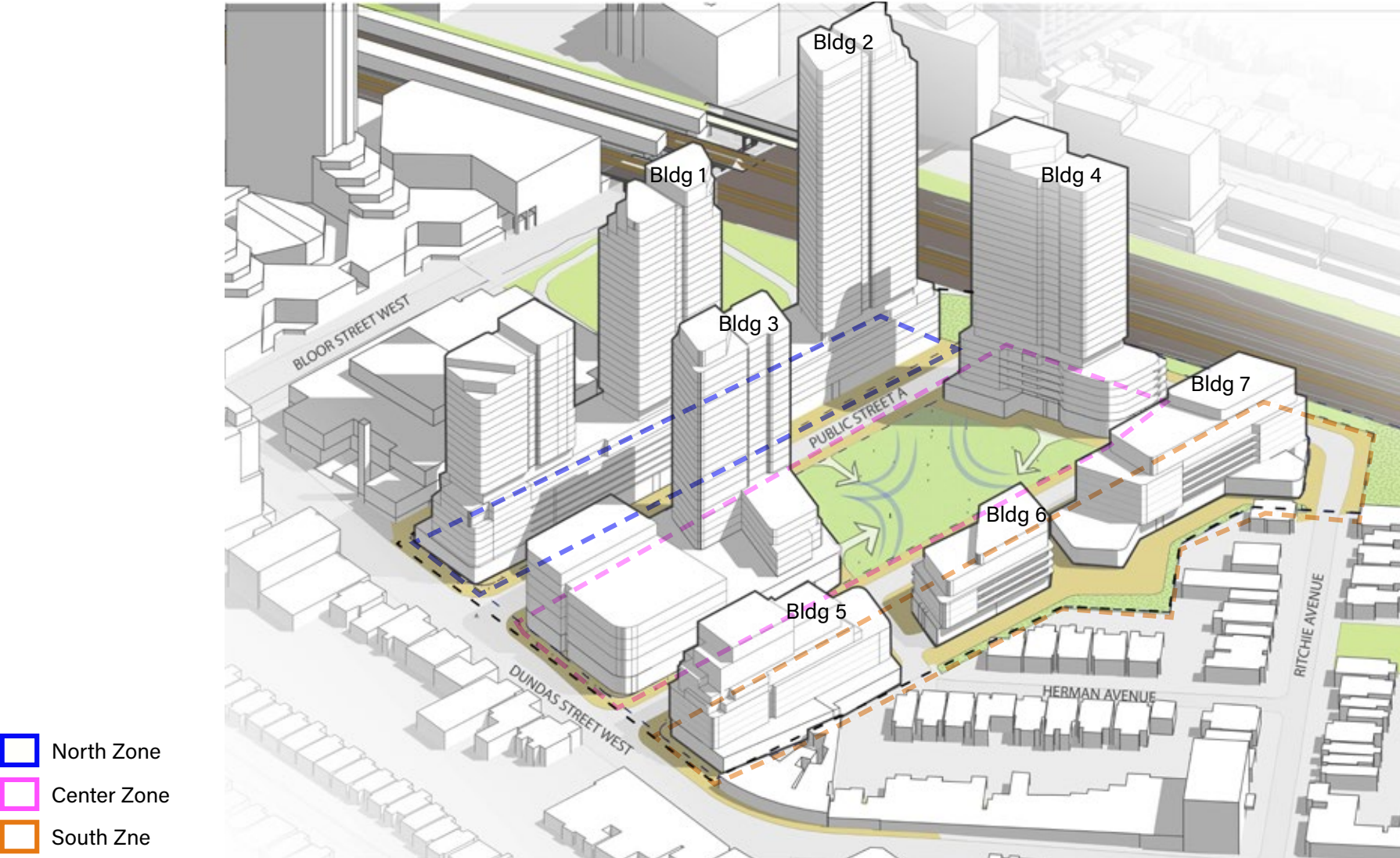


FIGURE 25. Zones

PUBLIC REALM

Public Park

The Proposed Development includes a new 4,400 square metre public park—the Community Green—at the heart of the site. This new, multi-purpose public park will include seating, a sun deck, a flexible lawn, and significant tree plantings. The Community Green will be connected to a broader network of open spaces across the site, allowing for easy and comfortable pedestrian movement throughout the Subject Lands.

Open Spaces

In addition to the park, other open spaces include:

- the South Garden Walk, which runs along the southern boundary of the Subject Lands, offering a quiet garden oasis to residents and visitors, and visually buffering the development from the neighbourhood to the South;
- the Railway Walk, which runs along the rail corridor and will integrate the rail corridor crashwall into the surrounding landscape using a sculpted embankment; and
- the Ritchie Garden, a vacant area in the southeast corner of the site that is currently used as an informal dog area and will see significant landscape improvements as part of the Proposal.

Together the proposed park and open spaces provide 18.73% site coverage.

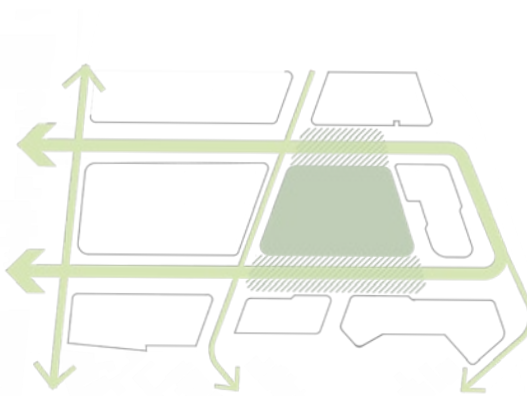
Public Street System

The Proposed Development will front onto a new U-shaped public street (referred to as Street A and Street B) which will be conveyed to the City as part of the redevelopment. The right-of-way is designed to meet the City DIPS standard for an 18.5 metre right-of-way and will include street trees and lay-by parking. For the portions of the street in front of the park, unique pavers will be used in the road area to prioritize pedestrian safety. In addition to the street trees within the public right-of-way, additional trees will be planted on the north side of Street A and the south side of Street B to allow for a double row of trees and additional sidewalk space. The development will also feature a significantly enhanced pedestrian realm and a widened Dundas Street West, which will be improved with new street trees and improved sidewalk conditions.



FIGURE 26. Public Realm Plan

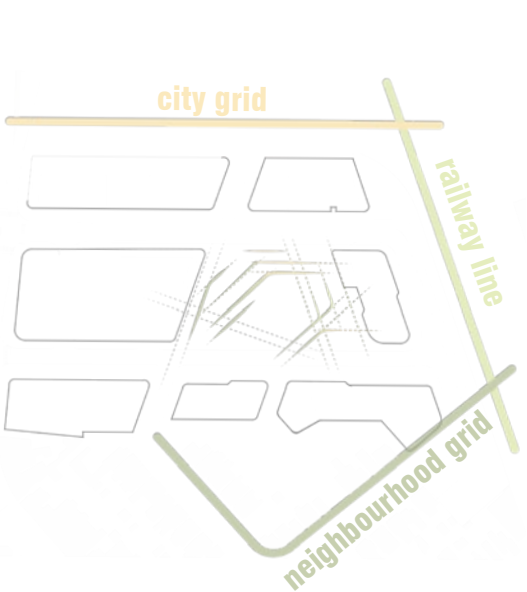
FIVE PUBLIC REALM MOVES



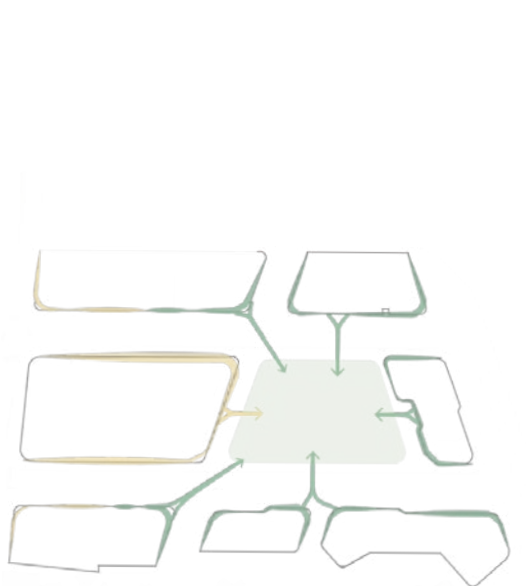
At the heart of the Proposed Development, the new park is envisioned to reach out to the streetscape and connect to a wider pedestrian network along Street A and Street B as well as to Dundas St W.



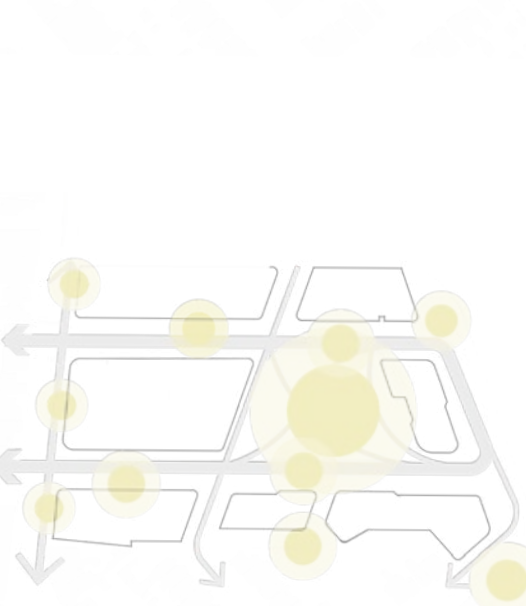
New trees will create a continuous canopy throughout the development to provide green space and a comfortable micro-climate. A double row of trees along Street A and Street B will create a promenade condition, while new plantings along the Railway Walk and South Garden Walk will create a soft backdrop to the neighbourhood.



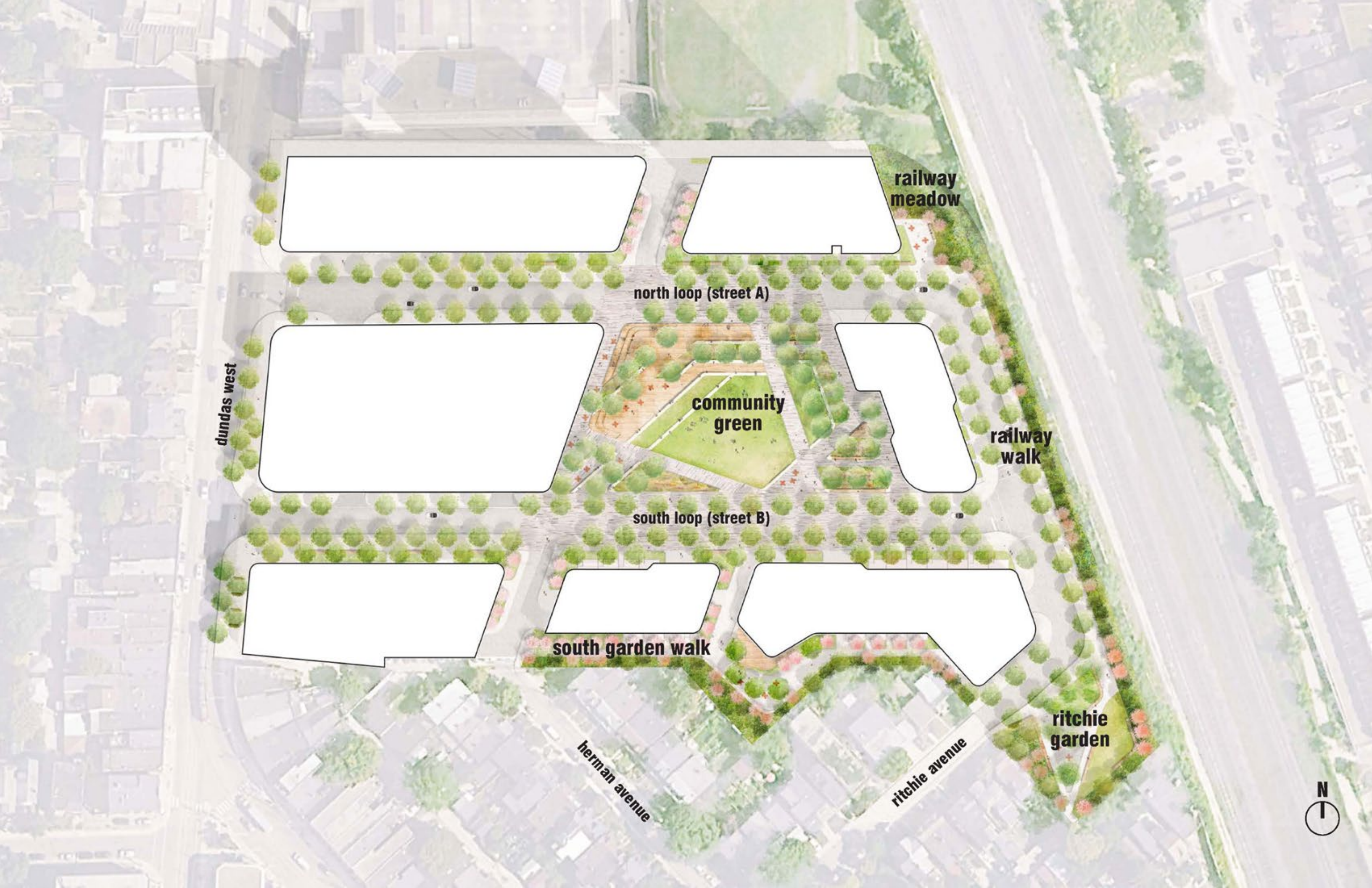
Drawing on inspirations of the city grid, railway line, and unique neighbourhood grid, the design creates multi-scalar spaces that are informed by these prominent geometries.



Influenced by the building ground floor, the design of the Community Green responds to the site edges to create spaces that are related in programs and scale. The west edge of the park is highly active and responds to the small scale retail, commercial, and food & beverage opportunities, while the east, north, and south edges are passive, with landscaped garden spaces responding to the adjacent residential uses.



A range of connected multi-scalar open spaces, including intimately scaled gardens, flexible lawns, seating nodes, garden walks, and terraces will support a range of programming for the development and broader community.



dundas west

north loop (street A)

railway
meadow

community
green

railway
walk

south loop (street B)

south garden walk

ritchie
garden

herman avenue

ritchie avenue





ARTISTIC RENDERING: VIEW LOOKING SOUTH THROUGH THE PROPOSED PARK

STREETS AND BLOCKS

The Proposed Development includes a street and block pattern that will provide efficient movement into and through the Subject Lands while introducing a neighbourhood-like circulation network that frames the development and supports active transportation. The circulation network includes two connected public streets that, along with the new public park, create four development blocks. Street A, in the northern portion of the Subject Lands, is an east-west connection from Dundas Street West to the interior of the site, where it curves south and meets Street B before connecting to Ritchie Ave. A new signalized intersection will be introduced at Dundas Street West and Street A, allowing for safe and orderly vehicular movements northbound and southbound, as well as a new mid-block pedestrian crossing on what is today a very long urban block along a busy corridor. Street B, in the southern portion of the Subject Lands, provides additional east-west connection, improving the site's permeability and helping to frame and support the new public park and proposed buildings. Street B will not have a signalized intersection where it meets Dundas St W and will therefore be a secondary connection.

- Existing Site Boundary
- Proposed Site Boundary
-  Intersection (street lights)
-  Stop Sign
-  Arterial Road
-  Primary Connection
-  Secondary Connection
-  Development Blocks
-  ROW Widening (DUNDAS)

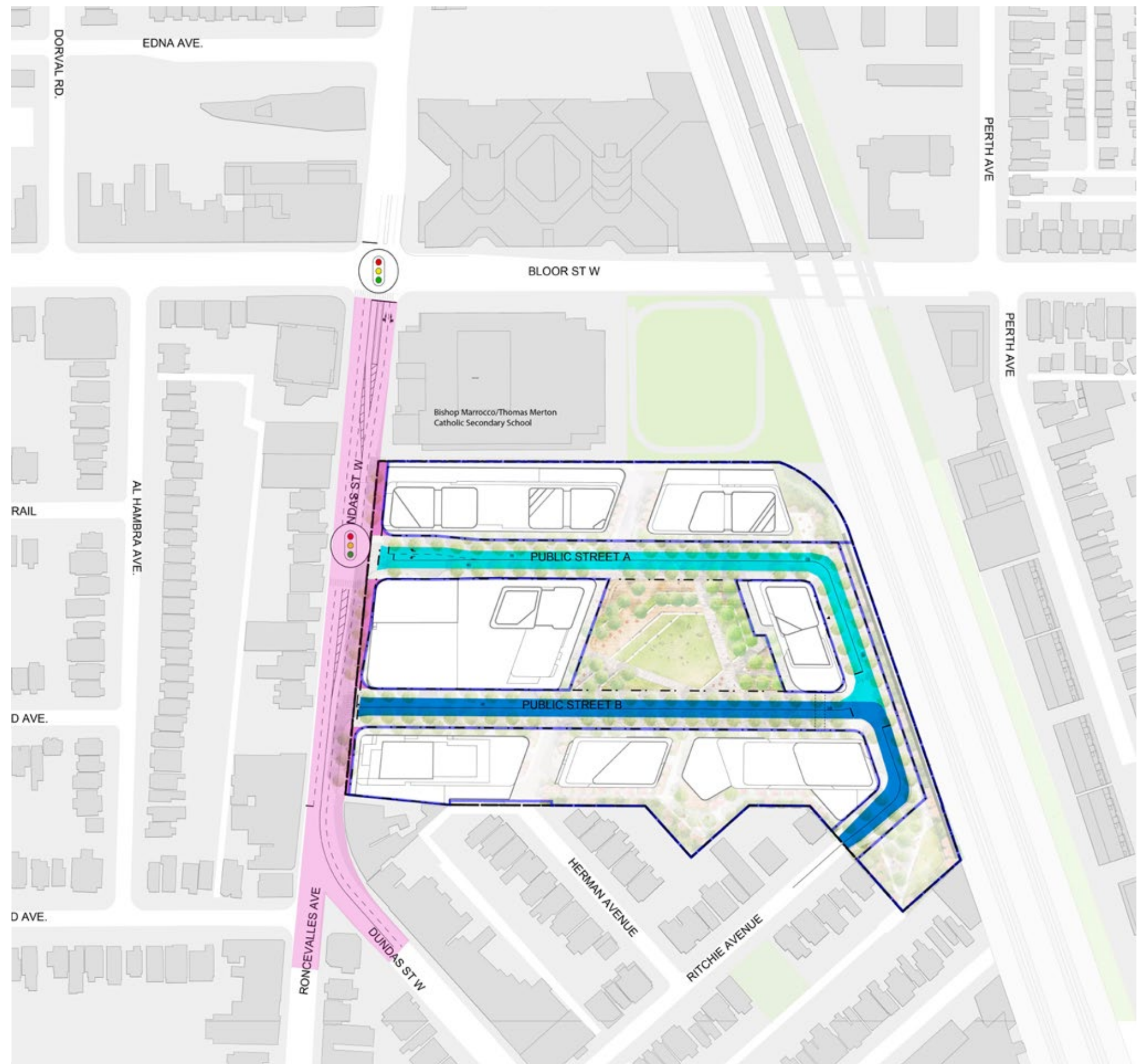


FIGURE 27. Street Network & Blocks

COMMUNITY CONNECTIONS

The existing conditions on the Subject Lands are dominated by hardscaped surface parking and drive aisles that do not support safe, comfortable movement for cyclists or pedestrians. The Proposed Development is designed to help existing and new community members connect into and through the site as easily and as enjoyably as possible. The pedestrian and cycling network is extensive, fluid, and interconnected, providing many key movement axes with their own branches that all converge at the large central park.

The new public roads take a complete streets approach, allowing for a more prominent and extensive active transportation network where users can safely choose between many routes and different connection types. The main axes will draw pedestrians generally through the centre of the site, where the intersections of the routes will create lively nodes within the site. The range of conditions within the movement network will also create an pleasant pedestrian experience.











- Proposed Site Boundary
-  Bike Lobby Entrance at Grade
-  GO Train Station
-  Union Pearson Express
-  Bike Share
-  West Toronto Railpath
-  On-street Shared Cycling
-  Cycle Tracks
-  Main Nodes
-  Pedestrian Connections
-  ROW Widening (DUNDAS)



FIGURE 28. Map of proposed pedestrian connections to and through the Subject Lands.

GROUND FLOOR ANIMATION

The Proposed Development has been designed to promote pedestrian movement to and through the site. The replacement of the existing buildings on-site allows for new connections to be created, including a new public street system with generous sidewalks. The proposed sidewalk and boulevard treatments will further enhance the pedestrian experience and support connectivity throughout the site. The existing sidewalk on Dundas St W will also be widened to further promote pedestrian circulation and active community life. Each tower building and mid-rise building has a residential lobby at grade. Residential lobbies will front onto the new public streets, and not onto Dundas St W.

The retail uses on site, and their design and placement, are another way of creating an animated ground floor. Buildings 1, 3, and 5—the buildings with frontage on Dundas St W—all have retail at grade (and in the case of Building 3, on the second floor too). These retail uses will animate the frontage of Dundas St W, extending the Roncesvalles main street character north towards Bloor St W. These retail spaces also extend back from Dundas St W, drawing visitors into the site and tying into the proposed open space network. The Proposed Development further animates the ground floor by providing retail spaces along the new public streets and the western edge of the new public park.

The principal entrance to the grocery store will be located at the centre of Block 2 with a shared entrance to the pharmacy. Escalators will bring shoppers up to the grocery store on the second level. Block 2 will also feature a collection of micro-retail spaces at grade to further animate the south loop (Street B) in particular. Including office uses in the base building of Building 3 also helps ensure that the site remains animated throughout the day.

- - - Proposed Site Boundary
- Railway Crashwall
- Retail
- High Rise
- Residential Lobby
- Townhomes
- Amenity
- Office
- Loading/Service

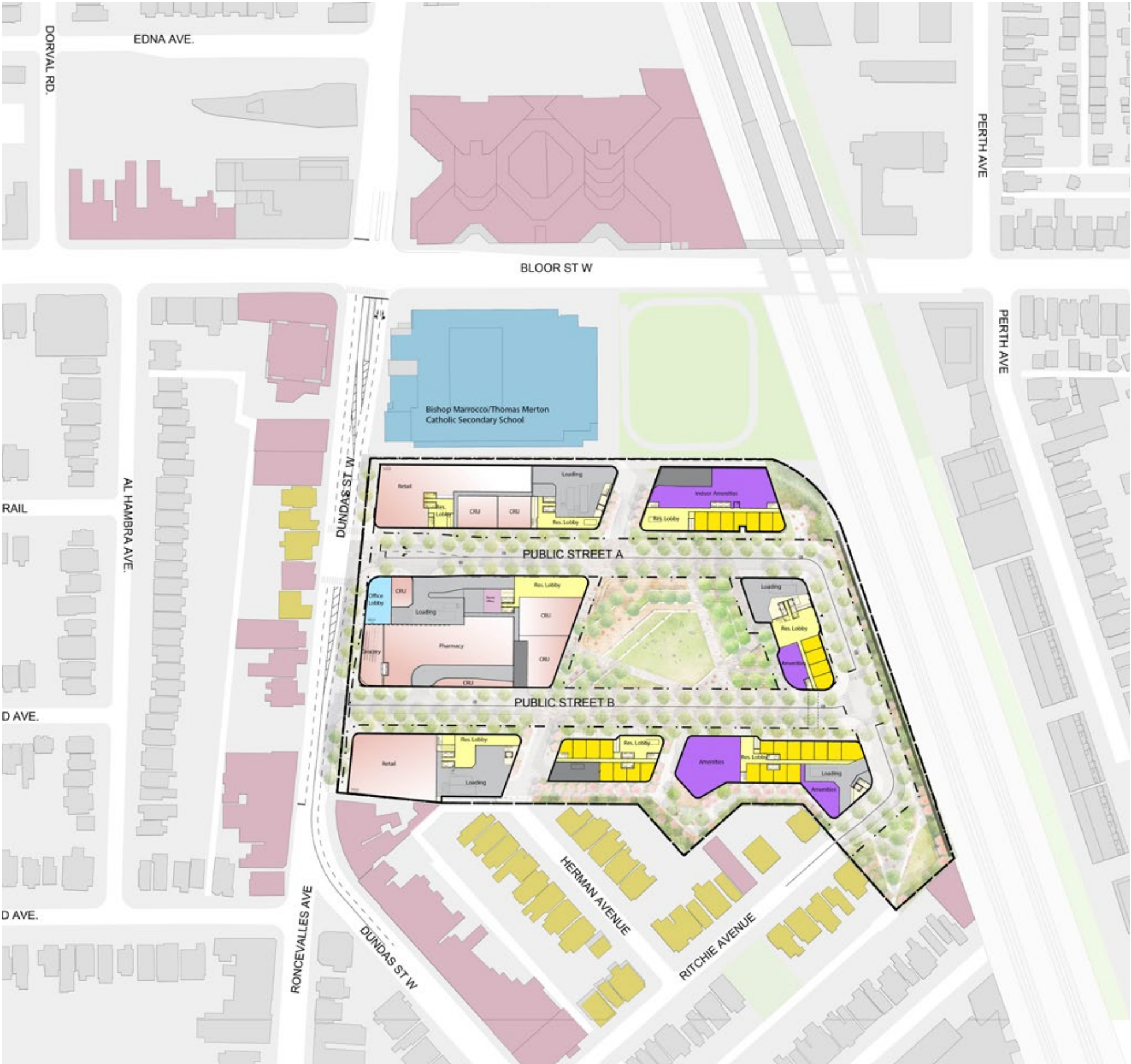


FIGURE 29. Ground Floor Animation In the Surrounding Context

EMPLOYMENT

The Proposed Development includes 16,621 square metres of non-residential GFA to support employment in the community. The non-residential GFA is broken down into 9,025 square metres of retail GFA that will contribute to the site’s vibrancy at all times of day, and 7,596 square metres of office GFA that will replace and expand the existing office uses on the Subject Lands.

There will be range of micro, small, and medium scale retailers, as well as the anchors tenants: Loblaws and a pharmacy. These retail uses will create and maintain local jobs, enliven the public realm, and contribute to a complete community. The phasing strategy, described more below, ensures that a grocery store will always remain operational on site.

The new Loblaws store will have a lobby entrance off of Dundas St W where escalators will carry shoppers to and from the second floor. The new pharmacy will have an entrance on Street B near Dundas St W. Smaller retail spaces front onto the interior of the Proposed Development, creating vibrant nodes along Street A and on the western edge of the park. Widened sidewalks and high-quality landscaping will support the retail uses at grade and contribute to an enhanced streetscape.

The existing medical offices at 2238 Dundas St W currently provide services and employment opportunities. The Proposal replaces and expands the office GFA on site in the podium of Building 3 (levels 3 to 6), which will be developed in the first phase of construction, minimizing the disruption to employment uses on site.

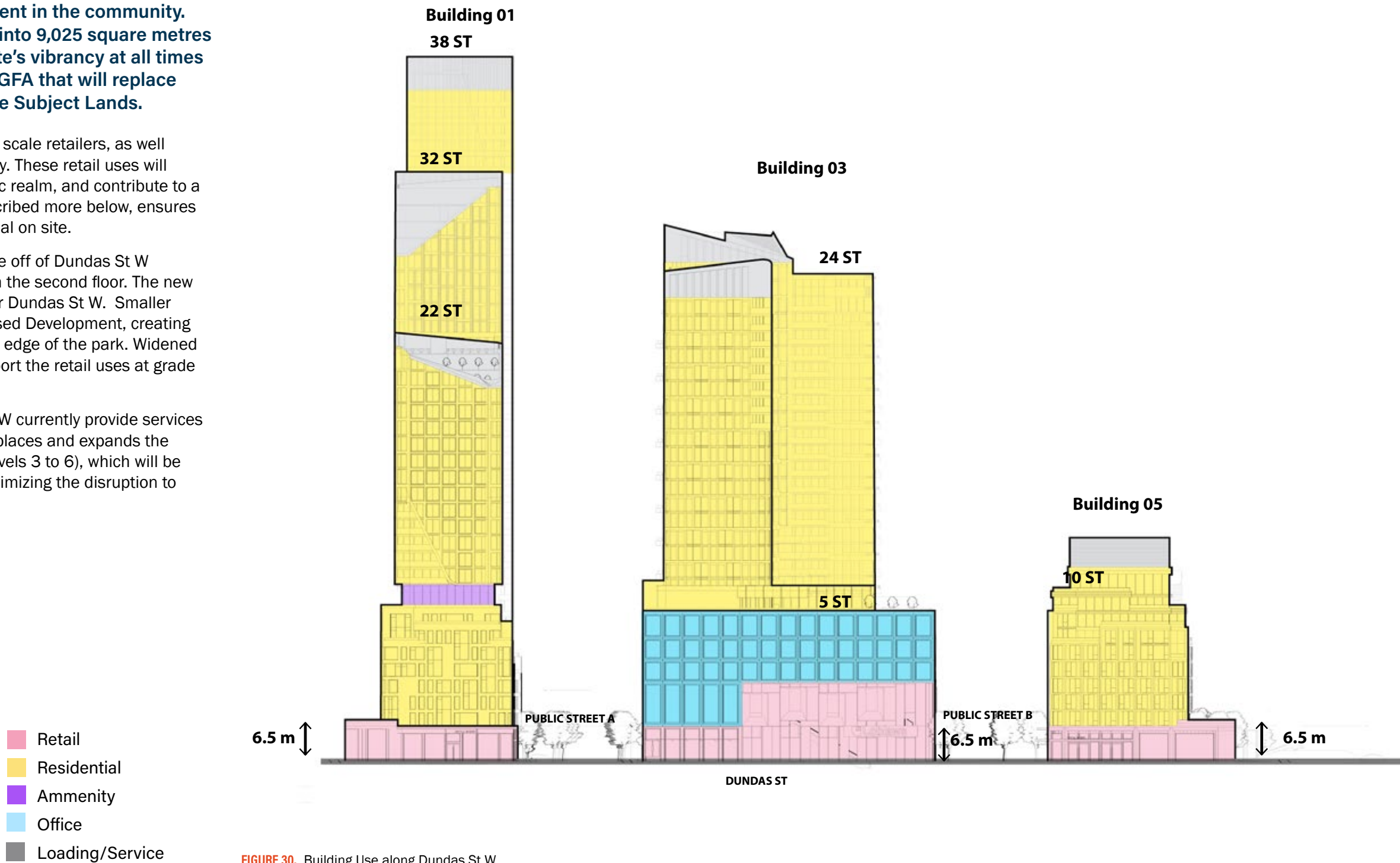


FIGURE 30. Building Use along Dundas St W

PARKING AND LOADING

The Proposed Development includes 655 parking spaces within a three-level underground parking garage under Block 1, Block 2, and Block 5. Block 4 (a rental building) will not have underground parking and instead will be connected to Block 5 via a pedestrian tunnel under the public street. Of the 655 parking spots, 238 are allocated to residents and 106 are for residential visitors, while 264 spaces will be allocated to the retail and office uses. Vehicular points of access to the underground parking are shown in Figure 27, all off of the new public streets, and not from Dundas St W, limiting traffic impacts on the surrounding street network.

The Proposed Development provides 2,243 bicycle parking spaces, of which 276 are short-term and 1,967 are long-term. Indoor bicycle parking areas are provided in the underground parking garages, with additional long-term and short term bicycle parking spaces provided at-grade. The bicycle parking provided on site will help reduce demand for automobile trips, further mitigating the potential traffic impacts of the Proposal on the surrounding street network.

Loading, like parking, is consolidated on the development blocks. Block 1 shares the loading of Buildings 1 and 2, which is accessed off a drive aisle from Street A. Block 2 proposes shared ground floor loading for the retail uses at grade and the office use(s). Given the prominence of the revitalized grocery store and the need to accommodate larger delivery trucks, a robust loading and servicing area is provided at the second level, accessed from parking ramps extending from Street A and Street B. This consolidated 2nd level loading area, includes three loading spaces, consisting of one Type ‘A’ and two Type ‘B’ spaces, and will accommodate the primary loading requirements for the grocery store. Block 4 proposes one Type ‘G’ loading space at grade, and internal to the building. Block 5 shares the loading of Buildings 5, 6 and 7, with the parking and loading entrances off of the drive aisle extending from Street B. Building 7 has a separate loading area off of the Ritchie Avenue extension. In addition to the above, each block proposes Type ‘C’ loading spaces in the below grade parking area at level P1.



FIGURE 31. Parking & Loading network

DRAFT PLAN OF SUBDIVISION

The Plan of Subdivision will prepare the Site for redevelopment by establishing 11 development blocks, a public street system, a public park, road widening blocks, and other open spaces that will allow for the orderly development of the Subject Lands. The blocks as illustrated and described in the Subdivision Concept Plan and Draft Plan of Subdivision, are described further below. Specifically, the proposed Draft Plan of Subdivision will establish:

- Four (4) Mixed use development blocks
- A new public street system with an 18.5 metre right-of-way that will be conveyed to the City as a Public Street;
- A 4,400 square metre new public park (Block 3) to be dedicated to the City.

Block	Land Use	Area (ha)	Area (m2)
1	Mixed Use (Future Development)	0.8022	8,022.20
2	Mixed Use (Future Development)	0.5623	5,623.97
3	Public Park	0.4401	4,401.37
4	Mixed Use (Future Development)	0.1762	1,762.91
5	Mixed Use (Future Development)	0.9742	9,742.49
6	Private Open Space	0.2304	2,304.21
7	Public Street	1.153	11,531.95
8	ROW Widening (Dundas)	0.007	70.84
9	ROW Widening (Dundas)	0.020	206.28
10	ROW Widening (Dundas)	0.018	181.96
11	Lane ROW Widening (Herman)	0.009	95.89
Total	4.394	43,942.07	

TABLE 1. Table showing block areas

The proposed Draft Plan of Subdivision implements the proposed development. The Plan of Subdivision will prepare the Site for redevelopment by establishing 11 blocks allowing for the orderly development of the Site, which are outlined below in more detail, and summarized in the Table 1. The Draft Plan of Subdivision includes:

- **Block 1:** A consolidated 8,022 square metre mixed-use development block, situated at the north of the Subject Lands. The existing retail uses will be completely removed from the block in order to facilitate the Proposed Development. Block 1 will be redeveloped with three residential towers situated on top of two podiums, with one shared parking garage. The most westerly building will include retail uses at grade, while the easterly building will have residential uses at grade.
- **Block 2:** A consolidated 5,624 square metre mixed-use development block, situated at the centre of the Subject Lands. The existing retail uses will be completely removed from the block in order to facilitate the Proposed Development. Block 1 will be redeveloped with a residential tower situated on top of a podium with underground parking. The base building includes retail uses at grade, a grocery storey on the second level and office space on levels 3 to 5.
- **Block 3:** a 4,440 square metre public park block that features direct frontage onto Dundas St W, and satisfies the required parkland dedication amount for the Proposed Development. The proposed park will link with the new public sidewalks from Dundas St W along the new public street. The configuration of the future public park will be determined through discussions with the City.
- **Block 5:** A consolidated 9,742 square metre mixed-use development block, situated at the south of the Subject Lands. The existing residential and office uses will be completely removed from the block in order to facilitate the Proposed Development. Block 5 will be redeveloped with three residential buildings situated on top of a shared underground parking garage. The most westerly building will include retail uses at grade, while the easterly buildings will have residential uses at grade fronting onto the public park, and the private open space to the south.
- **Block 6:** a private open space system that is adjacent to the rail corridor. This area is presently used for Loblaws loading, surface parking and an open space. This open space will include the required crash wall but will be improved with trees and landscaping. At the south end the open space will have a dog area.

- **Block 7:** a new public street system with a 18.5 metre right-of-way and a minimum pedestrian clearway of 2.1 metres. This conveyance will provide public access to the proposed development blocks and the new public park. The public street is also proposed to connect to Ritchie Street at the south end of the subject lands. The Public Street will also facilitate safe and comfortable cyclist and pedestrian movement through the Site, as it will be designed as a woonerf-type street. This street will allow vehicle access to loading, servicing and underground parking for each development block. Proposed landscape improvements will integrate the public realm, transforming the existing parking lots into a pedestrian-friendly thoroughfare with generous public sidewalks that connect to the new dynamic large central park area. BA Group prepared a Functional Design of the new proposed Public Street. The Functional Design drawings demonstrate the functional road design at full build-out. See the report titled Urban Transportation Considerations Report with its supporting the Functional Road Design prepared by BA Group.
- **Blocks 8 to 11:** blocks 8 to 11 are proposed right-of-way widenings along Dundas St W (Blocks 8, 9 and 10) and a proposed laneway widening at the end of Herman Avenue (Block 11). While the widenings along Dundas St W are not required by the Official Plan, they will allow for an improved pedestrian experience along with busy frontage of Dundas St W with a minimum pedestrian clearway of 3.0 metres.

The Proposed Development is appropriate for the site and represents good planning. The Proposed Development is consistent with the Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe, and generally conforms with the City of Toronto Official Plan. An Official Plan Amendment and Zoning Bylaw Amendment are required to implement the unique development proposal. The Draft Plan of Subdivision will create and consolidate the various blocks across the Site, thereby facilitating the necessary conditions to support the redevelopment of the Site, while preparing the lands for potential future part lot control applications, which may be required to facilitate the ownership and/or lease tenures of individual buildings or building components across the lands.

ARTISTIC RENDERING: VIEW LOOKING WEST FROM DUNDAS STREET





04

THE PLANNING FRAMEWORK

- 4.1 The Planning Act (1990)
- 4.2 Provincial Policy Statement(2020)
- 4.3 The Growth Plan for the Greater Golden Horseshoe (2017)
- 4.4 City of Toronto Official Plan (2006)
- 4.5 Site and Area Specific Policy 335
- 4.6 Zoning By-Law
- 4.7 Growing Up Design Guidelines
- 4.8 Tall Building Guidelines
- 4.9 Pet Friendly Guidelines

PLANNING ACT (1990)

PURPOSES OF THE ACT (SECTION 1.1)

The *Planning Act* establishes the overall regulatory framework for land use planning in Ontario. The purposes of the Act (Section 1.1) are:

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

Section 51 establishes the authority for plan of subdivision approvals and assigns approval authority with the municipality if the land is located in a single tier municipality.

Subsection 51(24) of the Planning Act R.S.O 1990, c.P.13 defines the specific criteria that should be addressed when considering a draft plan of subdivision, including the impact on matters of provincial interest, suitability of land, and conformity to the Official Plan. This section will address how the Draft Plan of Subdivision addresses the criteria set out in s.51(24), and conforms to the Planning Act.

Section 51(24)(a) states that regard will be had to “the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2.”

PROVINCIAL INTEREST (SECTION 2)

The relevant matters of Provincial Interest to the proposed development include:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) the minimization of waste;

- (h) the orderly development of safe and healthy communities;
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) (the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the co-ordination of planning activities of public bodies;
- (n) the resolution of planning conflicts involving public and private interests;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - i. is well-designed
 - ii. encourages a sense of place, and
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Act integrates matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions shall be consistent with the Provincial Policy Statement when decision makers exercise their planning authority or provide advice on planning matters.

The Proposed Development has regard to the matters of provincial interests described in Section 2 of the Planning Act. In particular, the

Proposed Development:

- Has no impact on adjacent heritage resources;
- Intensifies an underutilized site in an area with exceptional access to existing transit service, including higher-order transit subway service accessed via Dundas Street W TTC station, GO and Union Pearson Express, and surface transit streetcar and bus routes at Dundas West Station and travelling along Dundas St W and Roncesvalles;
- Promotes the efficient use and conservation of energy and water through an array of design elements with embedded sustainability features within the park, landscaped open space and in the design of the proposed new buildings;
- Ensures the adequate provision of services to support the proposed development;
- Minimizes waste;
- Contributes to the creation of a complete mixed use community that is safe and healthy for those who live, work and visit the area. The design will meet the needs of those with accessibility issues;
- Delivers a well-designed built form that is responsive to the surrounding context;
- Provides 1,923 residential units in a variety of sizes and tenures including rental and affordable, to meet the needs of a wide range of households;
- Includes on-site important retail, office and service jobs that help support the local and regional economy;
- Consolidates existing curb cuts and vehicle entry points to deliver a substantially improved pedestrian experience, while ensuring convenient vehicular and service access is maintained; and
- Creates a safe, accessible and vibrant public park, open space system, and new pedestrian routes, and provides views of downtown, all of which contribute to an improved sense of place.

The following sections will address the additional criteria provided in Section 51(24) and for which consideration of a draft plan of

subdivision shall have regard. The Proposal has regard for Section 51(24)(b-m) as detailed below.

Section 51(24)(b) – *Whether the proposed subdivision is in the public interest.*

The proposed subdivision is in the public interest and is not premature. The application will allow for further subdivision of the Property in the future, depending on tenure and ultimate ownership of the individual building and building components. The development will appropriately intensify underutilized lands that are within 150m of higher-order transit, while delivering a mix of significant office, retail space and residential uses, a new 4,400 square metre public park, and a range of public realm improvements including new private open spaces, indoor and outdoor amenity areas, and a pedestrian network around the site. The Proposal will deliver new residential units in a range of sizes and tenures and will provide a significant retail space through the revitalized food store that will continue to represent a focal point and important destination for the surrounding community, while retaining service jobs on site.

Section 51(24)(c) – *The proposed subdivision's conformity to the Official Plan.*

Under the City of Toronto Official Plan (the “Official Plan”), the Property is designated Mixed Use Areas, and is also subject to s a Site and Area specific Policy (SASP 335). The Proposed Development conforms to the Official Plan and will achieve the goals, vision, and policies of the Plan. As directed in the Official Plan, the Proposal will deliver transit-supportive intensification, a livable public realm, and contextually appropriate built form. The Proposed Development generally conforms with the development criteria set out in the Official Plan, however an Official Plan amendment (OPA) is required to amend SASP 335 to allow for additional heights and densities. The Proposed Development creates a new public park, activates the public realm, enhances and expands landscape areas, integrates parking below-grade and internalizes loading and servicing areas to the extent possible. The proposed public park, and open space system will create a compelling and animated public realm that will provide significant benefit to the surrounding community.

Section 51(24)(d) – *The suitability of the land for the purposes for which it is to be subdivided.*

The land is suitable for its intended purposes, which will include residential, parks and open space and a variety of non-residential uses. This proposal is compatible with uses in the surrounding area and reflects the City’s policy intentions for the site, which is designated Mixed Use Areas and is compatible with the surrounding employment uses. The proposed development will increase the amount of office uses on site, while also providing retail uses and introducing new residential uses. The proposed employment uses in the base building of Block 2 will support the PMTSA and the retail uses will maintain the area’s active retail character.

The Draft Plan of Subdivision creates the necessary Mixed Use Blocks to deliver a mix of uses on the Site, while also preparing the lands for a potential future part lot control and/or severance applications, which may be required to facilitate different ownership and lease tenures across the lands, in particular to accommodate needs of the food store in Block 2.

As outlined elsewhere in this Planning Rationale Report, the Proposed Development generally conforms with the Official Plan Mixed Use Areas designation, and the proposed amendment to SASP 335 is appropriate and represents good planning. Moreover, the Proposed Development is compatible with uses in the surrounding area and intensifies an underutilized site that is located within close proximity to a higher order transit station, while providing appropriate transition in scale to the adjacent neighbourhoods to the south and east of the Site.

Section 51(24)(d)(i) – *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing.*

The proposed development provides 1,923 residential units in a variety of sizes and tenures, including market, rental and affordable, to meet the needs of a wide range of households. There are 8 affordable rental units on site, which will be demolished to facilitate the proposed development. The 8 units will be replaced in an early phase of the development.

Section 51(24)(e) – the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.

The Subject Lands have good access to Dundas St W and Bloor St W, both of which are major vehicular routes within the city and region.

The application will improve the existing public road network with the conveyance of a new Public Street system and an extension to Ritchie Street. A Transportation Considerations Report has been prepared by BA

Group in support of this application. According to this report, the new site-related vehicular traffic that will be generated by the Proposed Development will have a negligible impact on the surrounding road network, and can be appropriately accommodated by the new proposed public streets and the existing vehicular infrastructure in the area.

The Proposal also includes a potential new traffic signal on Dundas St W which is located at an appropriate distance from the Bloor St W intersection to the north, and to the existing signal where Dundas St W meets Roncesvalles Avenue. The new signal will provide a direct connection into the Site and will ensure a greater level of safety for all transportation users, while also improving vehicle access into and around the Site. Moreover, the Proposed Development will provide improved sidewalks along Dundas St W and reduces the number of driveway curb cuts to improve the pedestrian safety at the Site. Finally, the Proposed Development’s application of transportation demand measures (TDM) will assist in minimizing the need for vehicle travel to and from the Site and help to increase the attractiveness of non-automobile transportation options for future residents, employees, and visitors.

Section 51(24)(f) – *The dimensions and shapes of the proposed lots.*

The Draft Plan of Subdivision incorporates 11 blocks with appropriate dimensions and shapes. The dimensions and shapes of the proposed blocks respond to the planned uses and built form of the blocks, open space areas, and a public park to support the Proposed Development. The proposed blocks are illustrated on the Subdivision Concept Plan and the Draft Plan of Subdivision.

Section 51(24)(g) – *The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.*

The Property is subject to the following easements:

- Easement CA690184, 2290 Dundas Street W;
- EasementWc127264,2288 Dundas Street W.

Section 51(24)(i) – The adequacy of utilities and municipal services.

A Functional Servicing and Stormwater Management Report has been prepared by Counterpoint Engineering in support of the proposed development. This report presents a servicing strategy that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design, that will be further refined through the detailed design phases of the project. The report finds that the Proposed Development can be serviced by existing sanitary, storm, and watermain infrastructure within and adjacent to the Site, with further analysis needed to confirm the overall impacts on existing infrastructure.

ADD MORE INFO?

Section 51(24)(j) – The adequacy of school sites.

A comprehensive community services and facilities analysis has been submitted in support of this application. This report concluded that, based on capacity and utilization rates provided by TDSB and TDCSB, there is existing capacity to accommodate additional students at several schools in the area around the Subject Lands.

Section 51(24)(k) – The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.

The proposal includes the conveyance of a public street system within the Subject Lands. The area of the ~18.5 metre right-of-way is 1.15 hectares (11,532 square metres).

The proposal also includes a dedication of 4,400 square metre public parkland at the centre of the Site, meeting the current parkland dedication requirements according to Chapter 415 of the Toronto Municipal Code. The application also includes other public realm improvements including numerous open spaces throughout the Subject Lands.

Section 51(24)(l) – The extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy.

The draft plan of subdivision supports the optimization of the available supply, means of supplying, efficient use, and conservation of energy. The proposed mix of uses and intensification of an underutilized site within close proximity to higher-order transit will create new live-work opportunities, while reducing the need for private vehicle trips to and from the Site. Additionally, the proposed new streets, park and public realm enhancements will support the use of transit and active transportation.

Energy conservation strategies were explored in the Energy Strategy Report submitted in support of this application. This Report identified a number of opportunities that will continue to be explored by the project team as detailed project planning continues. Furthermore, The redevelopment will be required to comply with the City’s Toronto Green Standard for efficient use and conservation of energy through the Site Plan Approval process.

Section 51(24)(m) – The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land.

Site Plan Application have been submitted for each Block to provide technical details on features such as building designs, site access and servicing, parking and loading areas, and landscaping. A Site Plan Agreement(s) would be obtained and registered on Site.

Summary Opinion

The Proposal has regard to the matters of provincial interests described in Section 2 of the Planning Act. The proposed Draft Plan of Subdivision also meets the criteria provided in Section 51(24) of the Planning Act, as described above. The Draft Plan of Subdivision accounts for the adequate provision and sufficient consideration of all of the matters listed in 51(24) including the suitability of the land for the purposes for which it is to be subdivided, the adequacy of the public street network and municipal services and the dedication of land for public purposes, among other matters.

PLANNING ACT SUMMARY OPINION:

The Proposed Development meets the purpose of the Planning Act outlined in Section 1 and has regard to the provincial interests in and other appropriate policies described on the following pages. The Proposal has regard to the matters of provincial interests described in Section 2 of the Planning Act such as where to locate growth, providing a full range of housing options, making efficient use of transportation infrastructure, and conforming to the Provincial Policy Statement. The proposed Draft Plan of Subdivision also meets the criteria provided in Section 51(24) of the Planning Act, as described above. The Draft Plan of Subdivision accounts for the adequate provision and sufficient consideration of all of the matters listed in 51(24) including the suitability of the land for the purposes for which it is to be subdivided, the adequacy of the public street network and municipal services and the dedication of land for public purposes, among other matters.

PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (“PPS”), enacted in April 2014, provides policy direction on matters of provincial interest related to land use planning and development. The PPS outlines the vision for Ontario’s Land Use Planning System conceiving “strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.” Efficient land use planning and development plays a critical role in ensuring sustainability, fostering economic growth, and building liveable, healthy, and resilient communities while simultaneously protecting the environment and preserving public safety.

In facilitating intensification, presenting a compact and mixed use built form, and providing housing for all ages, the Proposed Development is representative of the land use patterns supported by the PPS. The Proposed Development is consistent with the entire PPS and specific policies of the PPS are described below.

SECTION 1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

The PPS outlines eight objectives for sustaining healthy, liveable, and safe communities including:

- The promotion of “efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term” (Policy 1.1.1a);
- The accommodation of “an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs” (Policy 1.1.1b);
- The promotion of “the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs” (Policy 1.1.1e); and
- Ensuring that “necessary infrastructure and public service facilities are or will be available to meet current and projected needs” (Policy 1.1.1g).

Policies 1.1.3.1 and 1.1.3.2 state that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, minimize air quality and climate change impacts, support transit, and include a range of

uses and opportunities for redevelopment and intensification.

The PPS directs planning authorities to outline sufficient locations and facilitate opportunities for intensification and redevelopment where this can be accommodated. As part of this direction, planning authorities should consider existing building stock or areas, such as brownfield sites, as well as the availability of adequate existing or planned infrastructure and public service facilities that is required to accommodate anticipated needs. (Policy 1.1.3.3).

Policy 1.1.3.5 states that planning authorities shall determine and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. Yet, this policy also notes that where provincial targets are created, the provincial target shall be the minimum target for affected areas. Therefore, the density targets found in the Growth Plan for the Greater Golden Horseshoe represent minimum targets.

The Proposed Development seeks to create a mixed-use community hub in an area identified for intensification, with a range of employment uses, a diverse offering of housing types and tenures, an enhanced public realm, and a large central park. In doing so, the Proposed Development contributes to the longevity of a healthy, liveable, and safe community, directly responding to the objectives identified in the PPS (Policy 1.1.1). The Proposed Development is consistent with PPS policy 1.1.3.2 in that it that promotes the efficient use of land and infrastructure, specifically existing and planned transit infrastructure.

SECTION 1.3 EMPLOYMENT

The PPS directs planning authorities to promote economic development and competitiveness by providing a mix and range of uses including institutional and employment uses (1.3.1.a); providing opportunities for a diversified economic base, including a range and choice of sites (1.3.1.b); identifying strategic sites for investment (1.3.1.c); encouraging mixed-use development that is compact and incorporates compatible employment uses (1.3.1.d); and providing sufficient infrastructure to meet current and projected needs (1.3.1.e).

The Proposal is a consistent with the PPS policies that promote economic uses in compact mixed-use development to support livable communities. The proposed 7,596 square metres of office and 9,025 square metres of retail, which collectively could provide approximately 700 jobs on site, are located in an area with existing infrastructure and will support a range of economic activities at a site that is well connected through local and regional transit.

SECTION 1.4 HOUSING

The PPS directs planning authorities to provide for an appropriate mix and range of housing options in order to meet projected requirements. To do so, planning authorities shall maintain the ability to meet residential growth for a minimum of 15 years through intensification and redevelopment, and maintain land with servicing capability sufficient for a 3-year supply of residential units (1.4.1).

Section 1.4.3 illustrates the methods whereby planning authorities can ensure this appropriate range and mix of housing options. This section states that planning authorities shall provide for an appropriate mix and range of housing densities and options to meet projected affordable and market-based needs by:

- Implementing minimum targets for the provision of affordable housing that aligns with applicable housing and homelessness plans;
- permitting all housing options required to meet the needs of current and future residents as well as all types of residential intensification;
- directing new housing development to areas with appropriate levels of public service facilities and infrastructure;
- promoting densities for new housing that use land, infrastructure, public service facilities, and resources efficiently and support the use of active transportation and transit;
- prioritizing intensification and requiring transit supportive development;
- establishing development standards for residential intensification, redevelopment, and new residential development to facilitate compact form and minimize the cost of housing (1.4.3)

The Proposed Development is consistent with Section 1.4.3 of the PPS. As directed by the PPS, the Proposed Development will support residential intensification on an urban site that is located near higher-order transit and extensive public infrastructure. The Proposed Development will also result in an expansion to the Toronto region’s housing supply, accommodating a total of 1,923 residential units in a compact and transit-oriented building form, and in a range of unit sizes and tenures, including rental and affordable rental. The development will expand the range of housing options and tenures and will contribute to residential intensification on a site identified for growth by the City of Toronto Official Plan and that is supported by both soft and hard infrastructure, existing and planned public transit, site servicing, and community services. Furthermore, the Proposed Development facilitates the efficient use of an underutilized property well served by surrounding infrastructure, public service facilities, and public transit that can effectively accommodate the proposed

residential and employment density.

SASP 335, which does not include intensification targets in the form of jobs and people per hectare, and that limits the height of development to primarily mid-rise buildings, is not consistent with Section 1.4 of the PPS.

SECTION 1.5 PUBLIC SPACES, RECREATION, PARKS, TRAILS, AND OPEN SPACE

Policy 1.5.1 directs that healthy, active communities should be promoted by planning public streets, spaces, and facilities to be safe, facilitate active transportation, meet the needs of pedestrians, and foster social interaction. It also directs for the provision of publicly accessible settings for recreation including parklands, public spaces, facilities, trails, open space areas, and water-based resources (1.5.1.b).

The Proposed Development represents an opportunity to increase and significantly improve the quality of the public realm and create new open spaces for the public. The Proposed Development includes a significant contribution to the health of the community with a new 4,400 square metre public park that is highly accessible to the neighbourhood at the south end of the Subject Lands and by enhancing the public realm along street frontages. Creating a new public street network will increase connectivity to main streets and transit and improve access to the park for surrounding residential areas and new community members. The Proposed Development is designed to prioritize the needs of pedestrians, including those with mobility challenges, facilitating interactions between active transportation and public transit.

SECTION 1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Section 1.6 directs for the efficient provision of public service facilities and infrastructure to accommodate projected needs and prepare for climate change impacts (1.6.1). Planning authorities should promote green infrastructure (1.6.2) and, before developing new infrastructure and public service facilities, existing infrastructure should be optimized and adaptive reuse should be considered (1.6.3). Infrastructure and public service facilities should be strategically located to ensure effective delivery of services (1.6.4). Where appropriate, public service facilities should be co-located in community hubs (1.6.5).

Section 1.6.7 of the PPS requires the provision of transportation systems that are safe, energy efficient, able to address projected needs, and facilitate the movement of people and goods (1.6.7.1). Transportation demand management strategies should be used to make efficient use of existing and planned infrastructure (1.6.7.2). A land use pattern, mix of uses, and density should be promoted to support the use of transit and active transportation and minimize the length and number of vehicle trips. (1.6.7.4).

Section 1.6.9 of the PPS directs planning authorities to plan for the appropriate design, separation, or buffering of sensitive land uses and rail facilities in accordance with Section 1.2.6. The policies in Section 1.2.6 seek to protect against adverse effects on sensitive land uses or major facilities (such as rail facilities) that arise from the encroachment of these uses on each other.

The Proposed Development is located in an area that features extensive existing transit infrastructure connections and public service facilities. Intensification of the underutilized site is highly appropriate and will optimize the use of this existing infrastructure and ensure its financial viability over the long term. As a compact, transit-oriented development, the Proposed Development will deliver higher densities and a broader mix of land uses and housing forms, and support the use of nearby transit and cycling infrastructure.

The Proposed Development converts a large, low-density, hardscaped site dominated by surface parking into an efficient urban form that provides for green infrastructure such as a new public park and open space system while also introducing significant new housing supply in close proximity to multiple forms of higher order transit. The Proposed Development achieves the PPS directives of Section 1.6 by expanding and promoting the use of transit and improving accessibility. Improvements to Dundas West TTC Station, significantly increased frequency on the Kitchener and Barrie rail corridors through the GO Expansion initiative, and the proposed Bloor-Lansdowne SmartTrack Station present a significant city building opportunity to create a vibrant new transit-oriented community.

Furthermore, the Proposed Development creates a pedestrian-oriented environment and significantly improves the public realm through the creation of animated, pedestrian-scaled streetwalls along Dundas Street and along internal public streets. The Proposed Development protects public health and safety by appropriately responding to the adjacent rail corridor by using setbacks, a crash wall and berm, and the strategic location of ground floor uses to create vertical separation of sensitive uses.

SECTION 1.7 LONG-TERM ECONOMIC PROSPERITY

Section 1.7 states that long-term economic prosperity should be supported by encouraging residential uses to provide necessary housing supply and a range of housing options (1.7.1b); optimizing the availability and use of land, resources, infrastructure, and public services (1.7.1.c); maintaining and where possible, improving the vitality and viability of main streets (1.7.1d); and providing for an efficient, cost-effective, reliable, multi-modal transportation system that is connected to nearby systems and accommodates projected needs for the movement of goods and people (1.7.1g).

The Proposed Development is consistent with the Long-Term Economic Prosperity policies in Section 1.7 of the PPS. The Proposed Development will enhance the vitality and viability of Dundas St W by offering a range of housing options and increased retail opportunities in a compact urban form, adjacent to multiple forms of higher order transit.

The Proposed Development will increase the supply of housing within the city, providing a diverse range of housing forms and tenures that can meet the needs of the market and the local workforce. The redevelopment will support population growth within close proximity to higher order transit and will revitalize and replace the existing grocery store with a new modernized grocery store with internalized loading. The long-term leases typical for grocery store tenants will in turn enhance and secure the long vitality and economic prosperity of the area. The proposed design of the buildings and the public realm will help to encourage a sense of place and respond to the quality of the surrounding context and streetscapes.

SECTION 1.8 ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

Section 1.8.1 directs that planning authorities shall support energy efficiency and conservation, improved air quality and reduced greenhouse gas emissions through land use and development patterns that promote compact form and a structure of nodes and corridors (1.8.1.a), promote the use of transit and active transportation between different uses (1.8.1.b), focus employment on sites that are well served by transit (1.8.1.c), ensure freight-intensive uses are well served by highways and other facilities (1.8.1.d), encourage development that is transit-supportive to shorten commutes (1.8.1.e), promote design that maximizes energy conservation and efficiency (1.8.1.f), and where feasible, maximize vegetation within settlement areas (1.8.1.g).

The Proposed Development represents transit-oriented development, with densities and built form that strengthen the Dundas West area as a compact high-density urban node within the city. The Proposed Development will support growth within close proximity to higher-order transit and promote transit use and active mobility. Given its adjacency and connectivity to transit infrastructure, the Proposed Development will also increase the number of residents with convenient transit access to major employment centres, helping to decrease commuting times and reduce automobile dependency. The Proposed Development also improves pedestrian and cyclist connectivity through the site. Moreover, the improved pedestrian routes along the new streets and walkways will promote walkability and use of transit. The project will meet Tier 1 of Version 4 of the Toronto Green Standard, which serves to support energy conservation. An Energy Strategy Report has been submitted as part of this application, which outlines considerations for energy conservation at the detailed design stage. Transportation Demand Management measures will also be employed to reduce automobile trips.

SECTION 2.6: CULTURAL HERITAGE & ARCHAEOLOGY

Section 2.6 of the PPS directs that significant built heritage resources shall be conserved, and that development on lands adjacent to protected heritage properties is permitted provided that the proposed site alteration has been evaluated and satisfactorily demonstrates that the heritage attributes of the protected heritage property will be conserved.

The Proposed Development appropriately responds to this context, while advancing a massing strategy that responds to and transitions in scale to the surrounding buildings. The Heritage Impact Assessment which has been submitted as part of this application outlines in more detail the various heritage considerations and design responses that are proposed.

SECTION 4.0 IMPLEMENTATION & INTERPRETATION

Policy 4.6 states that “the official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans”. Policy 4.6 goes on to state that:

“Official plans shall identify provincial interests and set out appropriate land use designations and policies. ... In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan”

While the Subject Lands are appropriately designated in the Toronto Official Plan as Mixed Use Areas, which is a designation that is to accommodate intensification, SASP 335, which does not include any density targets and limits the built form to primarily mid-rise, does not help to achieve the policies contained in the 2020 PPS. Furthermore, SASP 335 does not integrate land use planning with transportation planning and therefore does not promote the use of public transit. Accordingly, the proposed Official Plan amendment, which amends SASP 335, will help to bring the site and area specific policies in line with provincial policy direction for this important site that will facilitate improved transit connectivity and optimizing existing and planned transit investments.

SUMMARY PROVINCIAL POLICY STATEMENT OPINION

The Subject Lands are located in two Major Transit Station Areas per the Growth Plan; provincial policy direction identifies the Subject Lands as an appropriate location for intensification and redevelopment, and where a range of residential types and tenures should be provided to meet the current and future needs of the population.

The Proposed Development is well-suited to its location given the access to existing and planned higher order transit, infrastructure and public facilities. The Proposed Development is consistent with and supports the relevant policies of the Provincial Policy Statement (2020). In particular, the Proposed Development provides appropriate intensification along an identified intensification corridor and benefits from a level of transit connectivity that is unrivaled outside of the downtown core. The Proposed Development represents an efficient use of land and is an example of intensification with a compact urban form that creates a range and mix of land uses including residential, retail, and community uses.

The Proposed Development proposes new housing uses at an important transit node, and will promote the use of public

transit by supporting commuter journeys not reliant on the automobile. The Proposed Development will create an animated, pedestrian-scaled streetwall along Dundas Street West and along new proposed public streets. The Proposed Development is consistent with the PPS, and as discussed in Section 6.4 of this Planning Rationale, with the Official Plan Mixed Use Areas designation.

SASP 335 does not integrate land use planning with transportation planning matters, it does not promote improved transit connections, does not include intensification targets in the form of jobs and people per hectare, and it limits the height of development to mid-rise buildings. SASP 335 renders the achievement of a transit-supportive development on the Subject Lands unattainable, and as such makes the achievement of PPS policies unattainable. Therefore, it is our opinion that SASP 335 is not consistent with the 2020 Provincial Policy Statement.

Furthermore, the in-force zoning (discussed in Section 4.6 of this Planning Rationale), which limits the permitted heights to 9.0-13.0m and does not permit non-residential uses on the majority of the Subject Lands, also renders the achievement of a transit-supportive development on the Subject Lands unattainable, and as such makes the achievement of PPS policies unattainable. Therefore, it is our opinion that the in-force zoning is not consistent with the 2020 Provincial Policy Statement.

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The 2019 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is a provincial plan that directs how regional growth in the Greater Golden Horseshoe should be managed until 2041. The Growth Plan was amended in 2020 and includes policies addressing transportation, infrastructure, land use planning, urban form, housing, climate change, and natural heritage protection on a regional scale, with an overarching goal to maintain the region’s economic competitiveness.

One of the objectives of the Growth Plan is to reduce urban sprawl, and to this end it carries forward many of the policies in the PPS while providing more direction on where intensification should be focused. Relevant sections of the Growth Plan are outlined below and are used to analyze the proposed development. This analysis ultimately concludes that the proposed development supports the policies of the Growth Plan.

SECTION 1.2 VISION AND PRINCIPLES

Section 1.2 sets out the vision and principles for the Growth Plan for the Greater Golden Horseshoe (GGH), which includes principles such as the building of complete communities, planning for intensification and higher densities, incorporating climate change planning and planning for resilience, and making optimal use of infrastructure and public service facilities. The Growth Plan is intended to guide decisions on future growth in order to curb sprawl, maintain a healthy natural environment, and foster the Greater Golden Horseshoe’s economic competitiveness.

The Proposed Development adheres to these principles by intensifying an underutilized site within a strategic growth area that is well served by existing infrastructure and transit. The Proposed Development would also deliver a mix of housing options and a mix of uses and open space areas which would contribute to the achievement of complete communities.

SECTION 2.1 WHERE AND HOW TO GROW – CONTEXT

Section 2.1 outlines the need to coordinate growth planning in the Region in order to improve quality of life and build healthy communities. Growth is to be accommodated in complete communities through a mix of jobs, services and a full range of housing. In order to achieve complete communities, the Growth Plan establishes density targets and, in the effort, to align transit with growth, directs intensification to major transit station areas and other strategic growth areas. To address issues of housing affordability, the Plan provides direction to plan for a mix and range of housing options, including higher density housing options that can accommodate various household sizes in locations with transit access and other amenities.

The Proposed Development will contribute to the growth of employment and housing options on a site that is within two Major Transit Station Areas. The proposed development will therefore support the Growth Plan’s policy direction in strategically intensifying these growth areas. The application proposes a mix of uses to contribute to the continuing evolution of the Bloor and Dundas West node as a complete mixed-use community. The 1,923 residential units proposed for this development include a range of unit sizes and tenures to meet the needs of a wide range of households and incomes.

SECTION 2.2.1 MANAGING GROWTH

In planning and managing growth in the GGH, the Growth Plan establishes minimum targets within planned horizons to meet the forecasted population and employment for each municipality within the delineated built-up area. Section 2.2.1 outlines how development will accommodate future population and employment growth. The Growth Plan directs the vast majority of growth to settlement areas (2.2.1.2a), and more specifically, to strategic growth areas and locations with existing or planned transit (2.2.1.2c). Upper and single-tier municipalities are directed to undertake integrated planning which will optimize infrastructure along transit and transportation corridors through a more compact built form (2.2.1.3c). Such planning will support the achievement of complete communities with a diverse mix of land uses

(2.2.1.4a); incorporate a mix of housing options (2.2.1.4.c); expand access to a range of transportation options (2.2.1.4d.i); expand access to public service facilities (2.2.1.4.d.ii) as well as safe, publicly accessible open spaces and parks (2.2.1.4.d.iii) and food options (2.2.1.4.d.iv); ensure the development of a vibrant public realm including public open spaces and high quality compact built form (2.2.1.4e); and mitigate climate change impacts, build resilience and reduce greenhouse gas emissions (2.2.1.4f).

The proposed development will intensify a site with a mix of uses and access to food options, in an existing built-up area that is currently well served by transit. It will also introduce residential, employment and retail uses on the Subject Lands in a compact built form that will support the achievement of complete communities. The proposed public realm improvements include a new 4,400 square metre public park, a new street system with ample sidewalks, and additional open spaces that will help create a vibrant and attractive pedestrian environment while facilitating pedestrian access to adjacent areas including higher-order transit.

2.2.2 DELINEATED BUILT-UP AREAS

Section 2.2.2 provides more detailed policy regarding intensification, directing all municipalities within the Greater Golden Horseshoe to develop a strategy to achieve the minimum intensification target by identifying strategic growth areas and recognizing them as a key focus for development (2.2.2.3.a); identifying the appropriate type and scale of development (2.2.2.3.b); encouraging intensification throughout the delineated built-up area (2.2.2.3.c); and ensuring that land is zoned and development is designed in a manner that supports the achievement of complete communities (2.2.2.3.d).

The Proposal will provide an appropriate level of intensification in an area within two MTSA’s. To support the achievement of complete communities, the proposed design includes a range of uses, enhancements to the public realm, active transportation options and improvements to pedestrian connectivity. The proposed development will help achieve the Growth Plan’s intensification policy objectives.

SECTION 2.2.4 TRANSIT CORRIDORS

AND STATION AREAS

The Growth Plan (2019) establishes minimum density targets for Major Transit Station Areas (MTSAs). The Site is located within the Dundas West TTC Station MTSA and the Bloor GO Station MTSA. For MTSAs served by subways, the minimum density target is 200 residents and jobs combined per hectare. For MTSAs served by the GO Transit rail network, the minimum density target is 150 residents and jobs combined per hectare. Policy 2.2.4.1 of the Growth Plan states that “planning will be prioritized for Major Transit Station Areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.” Schedule 5 of the Plan identifies priority transit corridors.

Policy 2.2.4.2 details that single-tier municipalities “will delineate

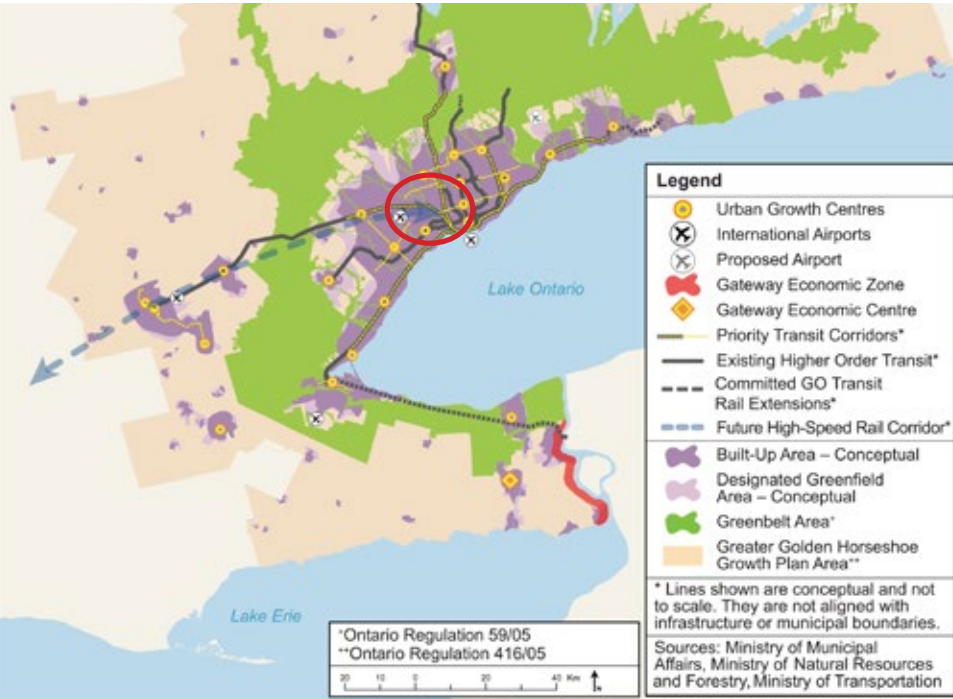


FIGURE 32. Schedule 5 of the Growth Plan identifies that the Subject Lands are located along a “Priority Transit Corridors”.

the boundaries of Major Transit Station Areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.”

As stated in policy 2.2.4.6, “within Major Transit Station Areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets of this Plan will be prohibited.” The Plan indicates that Major Transit Station Areas should be planned to support transit, to achieve multi-modal access to stations through connections to local and regional transit services and infrastructure to support active transportation (2.2.4.8). Further, development within Major Transit Station Areas will be supported by a mix of uses and alternative development standards such as reduced parking standards (2.2.4.9). Moreover, lands adjacent to frequent transit should be planned so that they are transit-supportive, encourage active transportation, and incorporate a variety of uses and activities (2.2.4.10).

In order to bring the Official Plan into conformity with the Growth Plan, the City is, through a Municipal Comprehensive Review (MCR), identifying PMTSAs along the priority corridors and supporting corresponding appropriate densities and built form. As part of its 2022 Municipal Comprehensive Review (MCR) process, the City of Toronto has delineated draft MTSA boundaries for the purpose of consultation . The MCR process established proposed minimum density targets for people and jobs per hectare within MTSAs. The Bloor GO and Dundas West MTSAs both have minimum targets of 300 people and jobs per hectare. Furthermore, the specific policies in SASP 654, permit a minimum density of 2.0 persons per hectare. The PMTSA policies and boundaries will be brought back to Council before July 1, 2022 (the MCR deadline set by the Province) for final adoption, and will then will be forwarded to the Minster for approval. Until the City’s PMTSA delineations are finally approved by the Minister, site-specific applications, such as this one, for lands within draft PMTSAs, should conform to (or not conflict with) the policies in the Growth Plan and help meet the appropriate minimum density targets.

The Proposed Development, as implemented by the draft OPA and draft , provide an appropriate level and form of intensification that recognizes that the Subject Lands are part of an intensification corridor and two existing MTSAs, and supports the level of planned and existing transit service as well as the Provincial Transit Supportive guidelines which have been established by the Government of Ontario. The Proposed Development, draft OPA, and draft ZBA are in conformity with Section 2.2.4 of the Growth Plan. This is in contrast to the existing City policy documents (SASP 335 and the supporting 2009 Avenue Study) which do not adequately recognize or support the redevelopment of this key site within two MTSAs.

Conversely, it is our opinion that SASP 335 is not in conformity with Policy 2.2.4.3 of the Growth Plan as it does not permit an appropriate level of intensification of a major underutilized site in the form of jobs and people per hectare, nor does it allow for an appropriate built form that can demonstrably achieve the identified density targets within the MTSA. Furthermore, the in-force zoning, which was not updated when SASP 335 was approved, limits the permitted heights to 9.0-13.0m, restricts the density to 1.0 times, limits non-residential uses on the majority of the Subject Lands, and therefore, does not conform with policy 2.2.4.6 of the Growth Plan, as it primarily permits low-rise residential uses that would adversely impact minimum density targets. Therefore, it is our opinion that SASP 335 and the in-force zoning are not consistent with Section 2.2.4 of the Growth Plan.

SECTION 2.2.5 EMPLOYMENT

Section 2.2.5 directs for the promotion of economic development and competitiveness in the GGH by increasing employment densities and making more efficient use of existing and underutilized employment areas (2.2.5.1.a); ensuring sufficient land is available to accommodate forecasted employment growth (2.2.5.1.b); planning to improve the connection of employment areas with transit (2.2.5.1.c); and integrating and aligning economic and land use planning goals and strategies to retain and attract investment and employment (2.2.5.1.d). The Plan indicates that retail and office uses should be located to support active transportation and existing

and planned transit (2.2.5.3). In addition, the Plan states that: “In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated” (2.2.5.4).

The Proposed Development includes approximately 16,621 square metres of non-residential GFA. Existing office GFA will be replaced and exceeded in the podium of Building 3. The existing Loblaws will be replaced, with frontage on Dundas St W, maintaining this key retail use in a strategic location. New retail uses such as the proposed pharmacy, restaurant uses, and micro retail spaces will further activate the streetscape, draw visitors into the site, and provide convenient options for new and existing residents.

The Proposed Development will eliminate approximately 450 surface parking spaces that dominate the Subject Lands, and replace them with underground parking, incorporating substantial on-site bicycle parking at-grade and in a significant bicycle parking hub located below grade. Given the existing and planned transit in the area in addition to the bike networks surrounding the site, a low traffic generating target has been set for residents, visitors and workers.

SECTION 2.2.6 HOUSING

The Growth Plan promotes complete communities and directs municipalities to plan to accommodate forecasted growth, achieve the minimum intensification and density targets, consider the range and mix of housing options and densities, and diversify the overall housing stock (2.2.6.2). In particular, policy 2.6.2.3 requires multi-unit residential developments to incorporate “a mix of unit sizes to accommodate a diverse range of household sizes and incomes”.

A critical component of the proposed development is the provision of accessible and affordable housing as part of a new mixed-use community. Appealing to a broader array of residents will support the creation of a complete community and will help ensure that the development can be realized within a shorter term. The development will create approximately 1,923 new residential units including 23% 2-bedroom units and 15% 3-bedroom units. All residential buildings will offer a mix of unit types that meet the needs of a wide target market and will integrate high quality amenity spaces for residents. Specific housing options under consideration include rental apartment

buildings, condominiums, affordable rental, and/or affordable ownership. As the planning stages of the development proposal proceed, the integration of affordable housing and 8 rental replacement units will continue to be reviewed with City staff.

These housing options will help meet the needs of a range of households of different incomes and sizes, help achieve the MTSA density targets, and support the creation of a more complete community.

SECTION 3.2 INFRASTRUCTURE TO SUPPORT GROWTH

Section 3.2.1 directs infrastructure planning, land-use planning and infrastructure investment to be integrated in order to facilitate intensification and higher-density development in strategic growth areas (3.2.2.1). Priorities for the Region include connectivity between a variety of transportation modes, decreased reliance on the automobile, increased use of active transportation and transit, and adoption of a complete streets approach (3.2.2). Policies regarding the movement of people also emphasize the need to encourage transit use and integrate transit service across municipal boundaries (3.2.3.2, 3.2.3.3). Transit capacity will be increased to serve areas with higher residential and employment densities, and those identified as strategic growth areas (3.2.3.2).

The Proposal will intensify an underutilized site that is located within two MTSAs, helping to ensure the efficient use of infrastructure in an area intended for growth. The proposed development includes a network of new public streets that will improve mobility through the site for all users, especially pedestrians and cyclists. The new public park and additional landscaped space will further improve pedestrian connectivity in the area, providing safe and pleasant routes to and through the Subject Lands. By developing both employment and residential uses, the proposed development will increase opportunities to live and work in close proximity in order to discourage trips by automobile and reduce greenhouse gas emissions. Transportation Demand Management measures will also be employed to reduce automobile trips.

SECTION 5 IMPLEMENTATION AND INTERPRETATION

Section 5.2.4 - Growth Forecasts & Section 5.2.5 - Targets

Policy 5.2.4.6 states that “outside of a municipal comprehensive review, the forecasts in Schedule 3 cannot be applied on a site-specific scale as the basis for approving or refusing proposals for development that would otherwise conform with all the policies of this Plan.” Policy 5.2.5.1 states that “the minimum intensification and density targets in this Plan, including any alternative targets that have been permitted by the Minister, are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan.” Policy 5.2.5.6 states that “In planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.” Policy 5.2.5.8 states that “The identification of strategic growth areas, delineated built-up areas, and designated greenfield areas are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes.

The Subject Lands are located within two MTSAs, which each have a minimum density target of 200 residents and jobs combined per hectare. The built form and height restrictions in the SASP 335, and Zoning By-law 569-2013 adversely affect and limit the achievement of density on this site in a manner that is not consistent with the PPS. Therefore, municipal policies currently limit the achievement of minimum density targets and the direction for intensification and transit supportive mixed-use development in two MTSAs. The draft Official Plan Amendment and Zoning By-law Amendment provided sought in these applications will bring the relevant Official Plan policies and in-force zoning by-law into conformity with the Growth Plan (2019) by allowing for sufficient heights and densities while maintaining appropriate built form transitions and high-quality urban design.

GROWTH PLAN PLANNING OPINION:

The primary objective of the Growth Plan 2019 is to accommodate anticipated growth for the region in a sustainable and efficient manner. The Plan focuses on intensification and the creation of complete communities within strategic growth areas including MTSA. Growth Plan policies reinforce transit-supportive densities by establishing minimum density targets for MTSA. The revised Growth Plan 2019 further emphasizes the need to ease housing prices by ensuring a sufficient housing supply is available to 2041.

The Subject Lands are currently located within two MTSA, abut a third, and will abut a fourth MTSA with the construction of the Bloor-Lansdowne SmartTrack Station. These MTSA have proposed minimum density targets of 250-300 residents and jobs per hectare. The Subject Lands are designated as Mixed Use Areas and are located along two Avenues—areas identified as intensification corridors as per the City of Toronto's Official Plan (see Section 6.4).

The proposed development conforms with the Growth Plan, providing an appropriate level and form of intensification and supporting the efficient use of existing and planned transit services and infrastructure.

The Proposed Development supports the provincial direction by incorporating key components of a complete community such as retail and residential uses and a new public park. It will encourage transit use by locating these uses within two MTSA. By focusing additional residential and retail uses in a built-up area within 500m of an existing subway station, regional rail station, and airport connection, the Proposed Development is consistent with and supports the policies of the Growth Plan,

and in particular Policies in Section 2.2.4. Transit Corridors and Station Areas. Further, the Proposed Development is compatible with the surrounding context, makes efficient use of existing and planned infrastructure in the area, and will enhance the public realm by creating a network of new streets, a new park, and new landscaped open spaces. Therefore, the Proposed Development conforms to the Growth Plan.

The SASP 335 policies and Zoning By-law regulations applicable to the Subject Lands do not conform to the Growth Plan and in particular Section 2.2.4 as they limit height and density on the Subject Lands. Furthermore, the in-force zoning, which limits the permitted heights to 9.0-13.0m and does not permit non-residential uses on the majority of the Subject Lands, does not conform with policy 2.2.4.6 of the Growth Plan. SASP 335 does not acknowledge that the Subject Lands are within two MTSA. The Official Plan policies and the in-force zoning applicable to the Subject Lands do not conform to the Growth Plan.

CITY OF TORONTO OFFICIAL PLAN (2006)

The Official Plan for the City of Toronto (“the Official Plan”) was adopted by Toronto City Council in November 2002. The Minister of Municipal Affairs and Housing approved the Plan, in part, with modifications. On July 6, 2006 the Ontario Municipal Board (OMB) issued an Order which brought the majority of the Official Plan into force, with further approval for the Official Plan provided by the OMB in June 2015. The Official Plan is updated and amended regularly, and was most recently consolidated in February 2019. Following the 2019 Official Plan consolidation, the MMAH approved Official Plan Amendments 479 and 480. OPA 479 addresses new policies for the public realm and OPA 480 addresses policies for the built form and building type policies. These new policies are reviewed in this Planning Rationale, per the April 2021 office consolidation. The relevant Official Plan policies are described below.

The City of Toronto Official Plan (“Official Plan”) is the primary planning tool used to guide growth and development in the City. It identifies that future development will be in the form of infill and redevelopment, and must fit in, respect, and improve the character of the surrounding area. The Official Plan states that development should be located, organized and massed to be compatible with the existing and planned context.

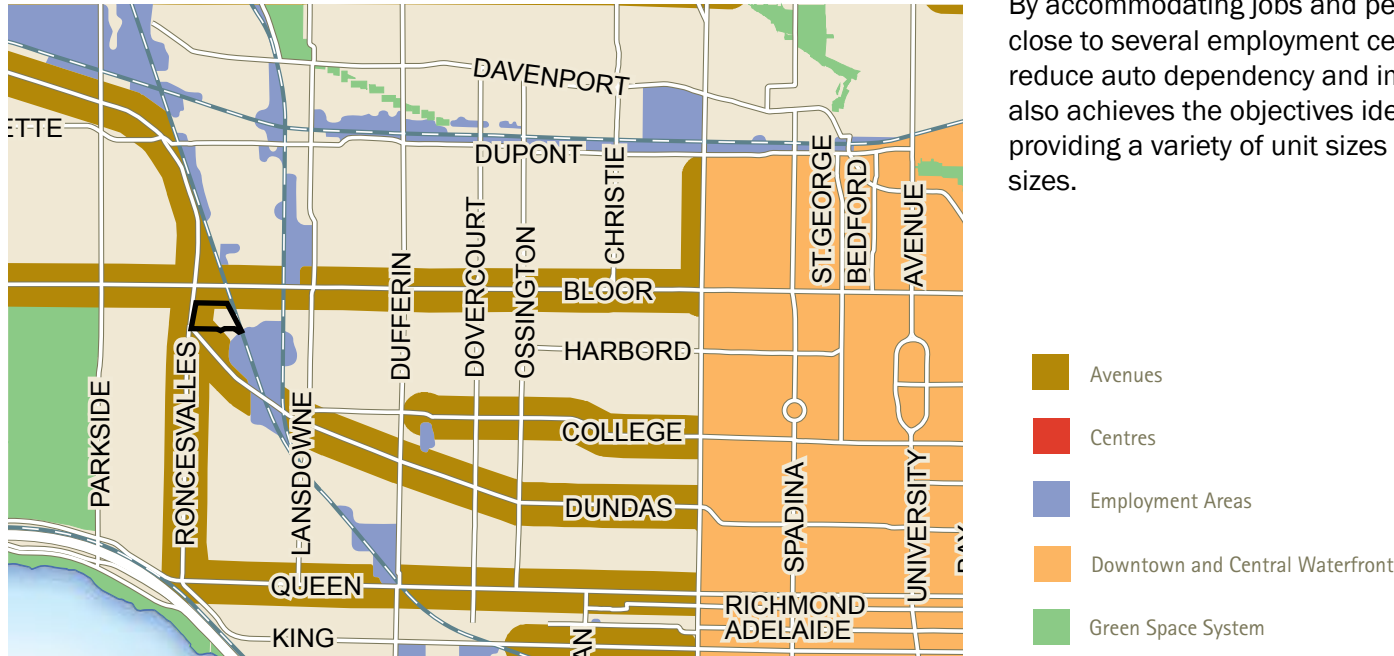


FIGURE 33. Map 2 of the City of Toronto Official Plan.

CHAPTER 2: SHAPING THE CITY

Chapter 2 of the Official Plan introduces Toronto’s urban structure and outlines how and where growth should occur across the city. The integration of land use and transportation planning is presented as a central objective for how the city should be developed. The foreword notes that population growth is needed to support economic growth and social development in the city and broader region.

2.1 – BUILDING A MORE LIVABLE URBAN REGION

Policy 2.1.1 outlines the City’s overall approach to growth management, including focusing growth into a pattern of compact centres, mobility hubs and corridors linked to transit; making better use of existing urban infrastructure; reducing auto dependency and improving air quality; improving water conservation and stormwater management; providing a full range of housing types; and increasing the supply of housing in mixed use environments.

The Proposed Development helps achieve this overarching framework by increasing the supply of housing in a mixed-use area. Ease of access to local services, amenities, and transit will help ensure their efficient use. By accommodating jobs and people in an area well-served by transit and close to several employment centres, the proposed development will also reduce auto dependency and improve air quality. The proposed housing also achieves the objectives identified in this section of the Official Plan by providing a variety of unit sizes and tenures to suit different households sizes.

2.2 – STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

Section 2.2 provides policies which seek to achieve transit supportive communities by directing growth to strategic areas of the City including the City’s Avenues, Employment Districts, Centres and the Downtown (2.2.2). Growth is directed to these areas in order to use land and infrastructure efficiently, create density around transit, increase the tax base, reduce commuting distances through mixed-use development and housing close to workplaces, offer affordable housing opportunities, and reduce greenhouse gases. Policy 2.2.4 requires that “new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities.”

The Proposed Development is consistent with the policy objectives of Section 2.2. It directs job and population growth to an area that is well served by existing higher order and surface transit and municipal infrastructure, and locates a revitalized grocery store in close proximity to transit, reducing the need for vehicle use. The proposed mix of uses will provide opportunities for residents to live close to places of work and will encourage active transportation for local trips. The proposed public park, open spaces, enhanced streetscape, and at-grade commercial space will help to facilitate social interaction and provide economic benefits within the area.

2.2.3 Avenues: Reurbanizing Arterial Corridors

Section 2.2.3 provides policy direction for the City’s Avenues, areas where reurbanization is directed to provide more housing and employment options, to enhance the public realm and streetscape, and to improve transit service. Reurbanization on Avenues is promoted through a framework for change determined in an Avenue Study (2.2.3.1). Avenues are developed in incremental transformations reflective of the Avenue Study’s vision and implementation plan. Avenues are intended to be main streets serving as meeting places for nearby neighbours as well as residents of the greater community.

In 2008 and 2009, the City undertook a visioning exercise and resultant Avenue Study for this area entitled the Bloor-Dundas Avenue Study (the Avenue Study). The Study process consisted of three phases: research, design alternatives, and synthesis / final report. Community engagement occurred in each phase. The final report, dated September 2009, provides key findings from the process, recommendations, urban design guidelines and associated implementation strategies. On December 4, 2009, the City

of Toronto adopted Amendment No. 100 and passed Zoning By-law No. 1222-2009 to implement a number of the recommendations from the Bloor-Dundas Avenue Study.

During the Study seven principles of development were identified in consultation with the community to help create a vibrant mixed-use neighbourhood:

- 1. Be a community with its own neighbourhood character;
- 2. Achieve harmonious integration with the neighbourhood to the south;
- 3. Include a public space or park that is inviting and commodious, to serve as a gathering / recreational space for the local and wider community;
- 4. Be based on a framework for development that is appropriate so that it is “defensible”;
- 5. Include a mix of uses for living, working, shopping and recreation in the appropriate locations;
- 6. Integrate community uses; and
- 7. Be model of sustainable development.

As part of the Avenue Study eight Opportunity Sites were identified with input from the community as having development potential in the short to medium-term. The Subject Lands were identified as Opportunity Site 8. For many of the Opportunity Sites, site-specific zoning by-law amendments were passed to implement the Avenue Study’s intentions. However, the zoning was not updated for Opportunity Site 8. Instead, the final staff report recommended an Official Plan Amendment containing a Site and Area Specific Policy of the Official Plan—SASP 335 (described below in section 4.5).

The Proposed Development, while different in scale than the demonstration plans in the Avenue Study, provides an appropriate degree of development that will increase the population in an area well served by surface transit and rapid transit stations and will not adversely impact the adjacent neighbourhood. There is a significant opportunity for tall buildings that are stepped back from Dundas Street that takes advantage of the Development Site’s excellent accessibility to public transit with no adverse impacts on the surrounding neighbourhood. Like the 2009 Avenue Study, the proposed mixed-use development includes mid-rise base buildings along Dundas Street West, a park, and a strong pedestrian environment, and achieves many of the planning objectives set out through the 2008 visioning exercise and 2009 Avenue study.

Furthermore, through the OMB decision for 2376 Dundas Street west, it was determined that the 2009 Bloor-Dundas Avenue Study and its implementing zoning did not take into consideration the appropriate intensification levels given the site’s access to local and regional higher-order transit, calling certain aspects of the Study and its implementing planning policy measures, into question. Moreover, since the 2009 Avenue Study exercise, the following key changes in policy direction and further transit improvements have occurred, the combined effect of which requires further consideration of the appropriate density for the Development Site and the broader MTSA area.

- Union Pearson Express, includes a stop at Bloor-Dundas West
- Dundas Station connectivity improvements
- The 2017 and 2019 Growth Plans have required a minimum density target of 200 people and jobs per hectare within MTSA served by subways
- The OMB Decision for 2376 Dundas St W (2014) - “a site with this level of immediate access to higher order transit should be considered as appropriate for significant development”
- GO Expansion work underway to provide all-day, two-way service on the Barrie and Kitchener GO lines
- Proposed Bloor-Lansdowne SmartTrack station

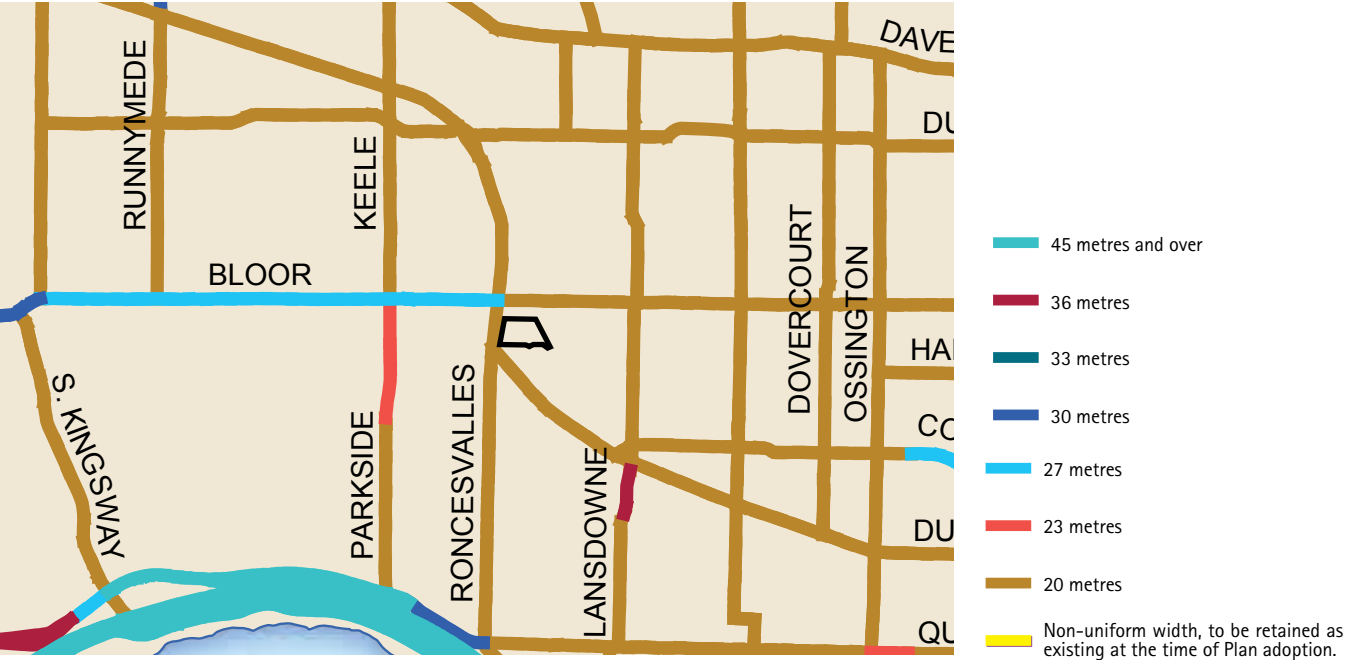


FIGURE 34. Map 3 of the City of Toronto Official Plan showing the right-of-ways of major streets in Toronto.

2.4 – BRINGING THE CITY TOGETHER: A PROGRESSIVE AGENDA OF TRANSPORTATION CHANGE

Policies within Section 2.4 aim to support the integration of transportation and land use planning. Map 4 of the Official Plan illustrates the extent of the existing and planned higher-order transit network. The policies describe the importance of making more efficient use of available infrastructure, reducing automobile dependency, and enhancing opportunities for walking, cycling and transit use.

Policy 2.4.7 speaks to the establishment of minimum density requirements, maximum parking requirements, and limiting surface parking for sites in areas well-served by transit. The City has also recently set further minimum density targets for the Subject Lands through the definition of the Bloor GO and Dundas West MTSAs.

The Proposed Development conforms to the policies in Section 2.4 as it optimizes the use of a underutilized site that is well serviced by existing and planned higher-order transit and allows more people to make use of the existing municipal infrastructure and transit services available within the area. The Proposed Development provides for significant enhancements to the public realm, which will promote walking and improve the pedestrian experience. The proposed Zoning By-law Amendment includes a parking rate of 0.1 spaces for residents, 0.02 spaces for visitors and 3.0 spaces per 1000 square feet for the retail uses, which will support non-vehicular modes of travel and reduce auto dependency. A total of 2,087 parking spaces are required, and 655 spaces are proposed, including EV parking spaces. The provision of 2,243 bicycle parking spaces in high quality facilities will promote the use of cycling and active commuting.

The Proposed Development also conforms to policy 2.4.7 as it will support the achievement of the minimum density targets for the Bloor GO and Dundas West MTSAs by proposing 135,274 square metres of residential area along with 16,621 square metres of commercial space, and will dramatically reduce the amount of surface parking that is currently located on the Subject Lands today.

CHAPTER 3: BUILDING A SUCCESSFUL CITY

Chapter 3 of the Official Plan contains policies that shape the form of new development in Toronto, promoting a vibrant, beautiful, safe and inclusive city. This chapter recognizes the importance of strong urban design, and states that the City and the private sector should work together as partners in creating a great city and achieving Toronto’s architectural and urban design potential.

3.1 – THE BUILT ENVIRONMENT

The Official Plan stresses the need for high-quality urban design in order to protect and enhance existing blocks, neighbourhoods, and districts and provide high-quality architecture, landscape architecture, urban design, and environmentally sustainable design.

3.1.1 The Public Realm

Section 3.1.1 focuses on the design of an attractive, safe and accessible public realm, and in particular the role of development in enhancing and extending a high-quality public realm. Policy 3.1.1.1 states that the public realm comprises all public and private spaces that the public has access to, including streets, lanes, parks, open spaces and the parts of buildings that the public is invited into. Policy 3.1.1.2 identifies key objectives for the design of the public realm including providing a comfortable, attractive and vibrant setting for civic life; supporting active transportation and public transit use; contributing to the identity and character of the City’s neighbourhoods; and contributing to the City’s climate resilience.

Section 3.1.1 provides direction on the design of new and existing streets and sidewalks, which represent significant public spaces. Policy 3.1.1.6 states that new and existing streets will incorporate a complete streets approach and be designed to ensure the efficient and safe movement of

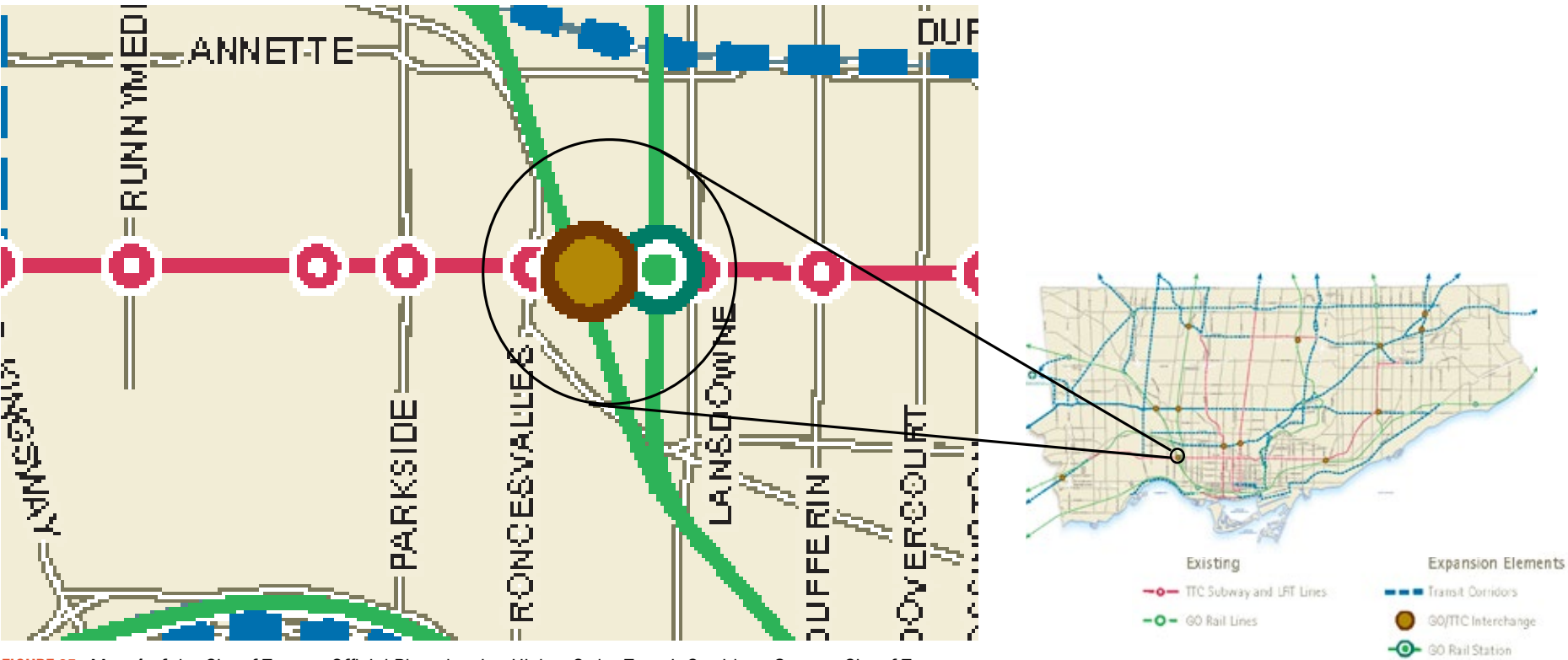


FIGURE 35. Map 4 of the City of Toronto Official Plan showing Higher Order Transit Corridors. Source: City of Toronto.

all road users. In addition, Policy 3.1.1.6 states that streets will provide a range of on-street and public realm enhancements including street trees, green infrastructure and utilities and services. Policy 3.1.1.13 states that sidewalks will be designed to provide a safe and attractive space for users of all ages and abilities by incorporating a range of design measures including a coordinated approach to landscaping, tree planting, street furniture and building setbacks.

Section 3.1.1 also contains policies relating to new parks and other publicly accessible open spaces. Policy 3.1.1.18 states that new parks and open spaces are to be designed to connect to existing open spaces or natural areas where possible, promote a comfortable microclimate, and to provide appropriate areas for a range of active and passive recreational uses. Policy 3.1.1.19 directs parks and open spaces to be visually prominent and accessible by situating them on public street frontages and by encouraging active uses within building faces adjacent to parks and open spaces.

The Proposed Development will significantly enhance the public realm. New public streets will improve mobility within the site and better connect the Subject Lands to their surrounding context. New and enhanced sidewalks with ample space for pedestrians and retail spillout will include extensive street tree plantings, seating, and other high-quality design features to create a pleasant and welcoming environment. A large central public park will form the green heart of the neighbourhood, providing much needed outdoor recreation space in an area seeing moderate growth. A network of open spaces will improve circulation throughout the site; provide buffer space between new buildings and the existing neighbourhood and rail corridor; and create a series of high-quality, publicly accessible outdoor areas that will serve new and existing residents, create opportunities for social connections, and formalize the neighbouring community’s established use of 104-105 Ritchie Ave as a dog area.

3.1.2 Built Form

Built form helps to define the edges of streets, parks, and open spaces and contributes to the comfort and safety of the public realm. Section 3.1.2 of the Official Plan sets out policies intended to ensure that new development fits within its existing and planned context and contributes to the overall quality of Toronto’s urban design.

Policy 3.1.2.1 states that new development will frame and support adjacent streets, parks and open spaces, by placing building entrances on prominent facades fronting on public streets, parks, or open spaces and directly accessible from the public sidewalk (3.1.2.1.c); providing ground floor uses, entrances, and windows that allow views from and access to adjacent streets, open spaces, and parks (3.1.2.1.d); and providing comfortable wind conditions at adjacent open spaces and at the street to preserve the utility of the public realm (3.1.2.1.f).

Policy 3.1.2.2 directs that development provide accessible open space where appropriate and to prioritize blocks that have access to direct sunlight and daylight. Policy 3.1.2.3 requires the provision of setbacks and separation distances to protect the privacy of adjacent buildings. Policy 3.1.2.4 directs development to locate and organize vehicle parking, access and ramps, loading, servicing and storage areas, and utilities to minimize their impact and to improve the safety and attractiveness of the public realm.

Section 3.1.2 of the Official Plan also contains policies related to building shape, scale, and massing. In particular, policy 3.1.2.5 requires that development provide access to direct sunlight and daylight on the public realm by providing streetwall heights and setbacks that fit harmoniously with the existing and planned context, and by stepping back building mass and reducing building footprints above the streetwall height. Policy 3.1.2.6 directs that development will be required to provide a good transition in scale between areas of different building heights or intensity of use, while Policy 3.1.2.8 requires that development adjacent to a park or open space be designed to provide a good transition in scale to support direct sunlight and daylight.

Policies 3.1.2.9 and 3.1.2.10 provide direction which promotes a thoughtful design for building facades that are visible from the public realm and development which promotes civic life and provides amenity for pedestrians. Specifically, Policy 3.1.2.10 outlines that new development should coordinate landscape improvements in setbacks, improve boulevards and sidewalks, and develop landscaped open spaces within the development site.

Policy 3.1.2.11 requires new development to provide high-quality indoor and outdoor shared amenity spaces to meet the needs of residents of all ages and abilities throughout the year. Moreover, according to Policy 3.1.2.13, outdoor amenity spaces should be located at or above-grade, away from servicing and loading areas, and should provide comfortable micro-climate conditions.

The proposed development is consistent with the applicable built form policies of the Official Plan. The Proposed Development designs and situates base buildings to frame the public realm in good proportion and aligns architectural design and uses at grade to support and activate the adjacent streets, park, and open spaces. The Proposal’s built form will support pedestrian comfort by providing building setbacks and considering wind impacts. A wind study has been carried out by SLR Consulting and is provided under separate cover.

The Proposed Development locates and organizes vehicle parking below grade with access from new public streets, not off of Dundas St W. Vehicular access, parking, ramps, and passenger drop off areas have been situated strategically across the site to minimize visual encroachment, maintain public safety, and support a pedestrian-oriented environment.

Building massing has been designed with consideration for shadow impacts, sunlight, and skyview, and has been coordinated with landscape design to provide views of the CN Tower and Toronto’s downtown skyline from the new public park at the centre of the Proposed Development. The Proposal’s massing substantially meets the City’s guidelines on separation distances, setbacks, and stepbacks, to support privacy between buildings. Proposed building heights allow for appropriate density on the site (given its large size and location within two MTSAs) while still providing an appropriate transition to the neighbourhood to the south.

Built form is further assessed in the Urban Design Analysis found in Section 8 of this report.

3.1.3 Tall Buildings

This section of the Official Plan provides further guidance on where tall buildings are desirable and how they can help define the city’s urban structure and reinforce areas of civic importance. Policy 3.1.3.8 outlines that the design of tall buildings should be designed to be of three parts, including a base building, tower, and top, that are integrated into a single whole. The base of a tall building should reinforce the pedestrian scale and street proportion and be lined with active uses at grade (3.1.3.9). The tower portion should reduce the visual impact on the public realm; limit shadow impacts and maximize sunlight and skyview; mitigate pedestrian level wind impacts; and ensure sufficient privacy and daylight for the interior spaces of the building (3.1.3.10). Policy 3.1.3.11 outlines a range of design strategies to achieve these goals, which include appropriate tower stepbacks, limiting

the size of tower floorplates, ensuring sufficient separation distances between towers, aligning towers to run parallel with the street network, and appropriately designing balconies to limit their shadow impact on the public realm. Policy 3.1.3.12 addresses the design of the tower’s top, which should integrate mechanical systems into the building design; contribute to the area’s skyline character and avoid excessive lighting.

The proposed massing approach concentrates new residential and employment density into taller buildings to allow for high quality, comfortable and usable public open space areas to be established throughout the Proposed Development. Base buildings will include a variety of retail uses to create an active and comfortable public realm along Dundas St W as well as the new internal public streets. The buildings step down in height from the north to the south and step up from Dundas Street eastwards towards the rail corridor to ensure appropriate transition. The location of the tallest buildings are positioned in such a way as to limit the shadow and overlook impacts on the Neighbourhoods to the south of the site.

The proposed tall buildings are in keeping with Official Plan policies regarding built form. The towers feature a defined base building and middle, and future resolution of the detailed design will ensure the provision of a defined top. The building massing has been designed to respond to City objectives for tall buildings. Tower floorplates are designed with a gross floor area of 750 square metres. The proposal includes generous separation distances, generally exceeding the desired separation distance of 25 metres.

3.2 THE HUMAN ENVIRONMENT

3.2.1 Housing

Section 3.2.1 of the Official Plan outlines the need for a full range of housing options to meet diverse housing needs in the City. Policy 3.2.1.1 emphasizes that a full range of housing options in terms of tenure, form and affordability is required in order to accommodate the current and future needs of residents. Policy 3.2.1.2 states that the existing housing stock will be maintained, improved and replenished, and that new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

A Housing Issues Report has been prepared under separate cover.

Policy 3.2.1.6 states that redevelopment that would have the effect of removing six or more rental housing units will not be permitted unless:

- At least the same number, size, and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application was made;
- For at least 10 years, rents for replacement units are capped at no more than the rate at first occupancy plus the Provincial Rent Increase Guideline; and
- An acceptable tenant relocation and assistance plan is put in place addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship.

At this stage, the applicant has committed to provide a full range of housing, in terms of type, tenure, size, and affordability on the site, including three (3) purpose built rental buildings—providing significant purpose-built rental housing representing 735 units. Furthermore, an affordable housing strategy will be developed for the Proposal that addresses the need to provide residential units as affordable rental housing. Lastly, the Proposed Development will include 3-bedroom units. According to the specifications of Policy 3.2.1.6, the existing eight rental units located within 2252 Dundas Street West will be replaced within the new development within one of the three rental buildings in early phases of the development. These commitments conform with the intent of the Official Plan policies related to affordable housing, and provide a basis for the replacement rental housing and tenant assistance and relocation program which will be developed through consultation with staff.

The Proposal will help meet housing needs in the Bloor and Dundas West node by intensifying an underutilized commercial site to deliver a mixed-use development that includes 1,923 new housing units. To support the Official Plan’s policy objectives, the Proposed Development offers a range of housing unit sizes, of which 41% are family-oriented two- and three-bedroom units. To ensure affordability of the proposed units, unit sizes have been optimized based on the market demand in the surrounding area.

3.2.2 Community Services and Facilities

Section 3.2.2 of the Official Plan contains policies related to the quality of life and overall well-being of Toronto residents. These policies are designed to ensure that an appropriate range of community services and facilities are provided in areas of major or incremental physical growth (3.2.2.1.c) and encourage the inclusion of community service facilities in significant private sector developments through development incentives and public initiatives (3.2.2.7).

The Proposed Development includes the provision of new community infrastructure space, including a new 4,400 square metre public park and a series of open spaces and a new public street system – totaling 11,532 square metres. The integration of additional community facilities on-site will be discussed with City staff through the application approvals process. A more detailed discussion regarding existing and proposed community facilities can be found in the Community Services and Facilities Study, which has been submitted as part of this application.

3.2.3 Parks and Open Spaces

Section 3.2.3 of the Official Plan recognizes the importance of parks and open spaces to the vitality of the City, and sets out a framework for creating new parkland through the development approvals process. Policy 3.2.3.1 explains that maintaining, enhancing, and expanding the parks and open space system requires the addition of new parks in growth areas (3.2.3.1.a); the design of high-quality parks and amenities to promote comfort, safety, accessibility, and year-round use (3.2.3.1.b); and expanding the system of open spaces and developing linkages between them (3.2.3.1.c). Policy 3.2.3.8 provides criteria for parkland that will be conveyed to the City, noting that land should be free of encumbrances unless otherwise approved by Council, should be visible and accessible from public streets, should be of a usable shape and topography, should be consolidated or linked with existing parks and open spaces, and should meet applicable provincial soil regulations.

According to Map 8B in the Official Plan, the Subject Lands fall into the lowest quintile of the City’s Local Parkland Provision with 0 to 0.42 hectares of local parkland per 1,000 people. Parkland acquisition is guided by By-law 1420-2007, which identifies the Subject Lands as a Parkland Acquisition Priority Area. Policy 3.2.3.4 outlines parkland dedication rates of 5% for residential development and 2% for non-residential development. Policy 3.2.3.5 establishes an alternative parkland dedication rate of 0.4 hectares per 300 units. For sites between one and five hectares in size, the parkland dedication will not exceed 15% of the developable site, net of any conveyances for public road purposes.

The Subject Lands are approximately 4.4 hectares in size, and subject to the 15% cap established in the Official Plan for residential uses, and a 2% cap for non-residential uses.

To meet the parkland requirement, the proposal provides a 4,400 square metre public park at the heart of the Proposed Development, with adjacent landscaping expanding the park’s sense of place and connecting it to the broader network of green, open spaces. This park will serve the larger community, providing a much-needed open space for those who live and work in the area. The new public park will have frontage on two new public streets. The proposed design and location of the park meets the criteria outlined in Policy 3.2.3.5, as it will be conveyed free of encumbrances and up to applicable soil quality standards; be visible and accessible from the adjacent streets and public realm; is rectangular in shape and of sufficient size to accommodate tree planting, paving and other design elements; and will be linked with the proposed publicly accessible open spaces that are envisioned along the southern and eastern edges of the Subject Lands, allowing for a continuous open space and landscaped setting as well as a continuous pedestrian pathway.

3.5 Toronto’s Economic Health

Section 3.5 of the Official Plan identifies how Toronto’s economic health can be sustained and strengthened. The Official Plan recommends a shift from “specialized single-use districts” to the “mixing of urban activities” in order to meet the changing economic conditions of the future and create a vibrant City.

3.5.1 Creating a Strong and Diverse Civic Economy

Section 3.5.1 states that the Official Plan will help create economic opportunities that direct growth and guide land use activity. Parts of this section are under appeal to the OLT and not currently in force.

Policy 3.5.1.1 directs that the City will provide for future employment needs by maintaining a strong and diverse economic base (3.5.1.1a); contributing to a broad range of stable full-time employment opportunities (3.5.1.1b); maintaining a healthy tax base (3.5.1.1c); attracting new and expanding employment clusters that are important to the city’s competitive advantage (3.5.1.1e); and providing incubation space for new start-up firms (3.5.1.1h).

Policy 3.5.1.2 directs that a multi-faceted approach to economic development will be pursued that stimulates transit-oriented office growth within walking distance of existing and approved and funded subway, light rapid transit, and GO stations in Employment Areas (3.5.1.2a); protects Employment Areas as stable places of businesses (3.5.1.1b); and provides appropriate locations and opportunities for new retail and service establishments (3.5.1.1c).

To help maintain a complete community, reduce the need for commuting, and increase the amount of travel by active transportation and transit, a balance of jobs and housing across the City will be pursued (3.5.1.3). New office development will be promoted in Mixed Use Areas and Regeneration Areas in the Downtown and Central Waterfront and/or within 500 metres of an existing or approved and funded subway, light rapid transit or GO station.

The application proposes employment uses (in the form of retail, commercial and office uses) in a Mixed Use Area that is within walking distance of the Dundas West TTC Subway Station as well as multiple streetcar routes and numerous existing and planned regional transit options. This application will increase the number of people who can walk, cycle, or use transit to commute and therefore reduce the number of vehicle trips. The proposed retail uses may encourage additional businesses to relocate to this area.

3.5.3 The Future of Retailing

Section 3.5.3 provides policies relating to the provision of retail within the City. While many of the policies apply to larger-scale retail sites or areas, several policies are relevant to the Proposed Development, given the main-street retail character that is present along Dundas St W, as well as the existing grocery store located on the Subject Lands. In particular, Policy 3.5.3.2 states that development applications that include retail uses are encouraged to provide retail in a form and type that is compatible with the existing and planned context, and in a more intensive format. Further, Policies 3.5.3.3 and 3.5.3.4 speak to the provision of street-related retail which promotes pedestrian use, limits traffic impacts, and features street-related retail that is adjacent to the public sidewalk. Policy 3.5.3.6 states that applications that propose to redevelop retail uses within Mixed Use Areas or Neighbourhoods will demonstrate the amount of retail replacement that is needed to serve the needs of the community.

The proposed development provides commercial uses totalling 16,621 square metres on Blocks 1, 2 and 5 fronting on Dundas St W and the proposed new public streets. The new and revitalized retail spaces will serve residents, visitors and employees in the broader Bloor and Dundas West node. The provision of commercial uses will help to animate the pedestrian realm and contribute to the extension of the fine-grained local commercial character which exists along Dundas St W and Roncesvalles, south of the Subject Lands. The proposed public park and open spaces will create a pleasant public realm that will further support the proposed retail uses and integrate with the surrounding context. The proposed commercial uses vary in size and character and include a new Loblaws grocery store, a pharmacy, and restaurant uses, and will serve the local and broader community. Other commercial spaces are modest in size and ancillary to the residential uses proposed, they are intended to serve local residents, visitors and employees. A Transportation Considerations Report has been prepared by BA Group, which includes a discussion of the parking strategy and TDM measures that are contemplated as part of the proposed development.

CHAPTER 4: LAND USE DESIGNATIONS

Chapter Four establishes the City’s land use designations, one of the Official Plan’s key implementation tools. These designations establish generalized uses across the City, as well as a range of criteria for new development. The Official Plan’s land use map (Map 18) designates the Subject Lands as Mixed Use Areas.

Section 4.5 Mixed Use Areas

The explanatory text for this section states that Mixed Use Areas are expected to accommodate most of the anticipated increase in retail, service commercial, and office employment, as well as the majority of new housing. The policies for Mixed Use Areas direct for a full range of land uses to be developed near transit to provide new jobs and homes for Toronto’s growing population. Development in Mixed Use Areas will create a balance of residential, commercial, industrial and open space uses to meet community needs and reduce automobile dependency (4.5.2.a).

In particular, new development in Mixed Use Areas is required to provide new jobs and homes for Toronto’s growing population on underutilized lands (4.5.1.2.b); locate and mass new buildings to limit shadow impacts on Neighbourhoods (4.5.2.d) and to frame the edge of streets with good proportion and maintain sunlight and comfortable wind conditions (4.5.2.e); provide an attractive, comfortable and safe pedestrian environment (4.5.2.f); have access to parks, schools, community centres, childcare and libraries (4.5.2.g); take advantage of nearby transit services (4.5.2.h); provide good site access and circulation and an adequate supply of parking (4.5.2.i); locate and screen service areas, ramps and garbage storage to minimize impacts (4.5.2.j); provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development (4.5.2.k); provide opportunities for energy conservation (4.5.1.l); and, provide opportunities for green infrastructure such as tree planting, green roofs and stormwater management systems (4.5.2.m).

The Subject Lands are designated as Mixed Use Areas. The Proposed Development addresses the applicable development criteria set out in Policy 4.5.2 by providing new housing and employment uses on an underutilized site within a Mixed Use Area with good access to higher order transit. The Proposed Development enhances the public realm on the site by locating and massing buildings to limit shadow impacts and wind, frame the street edges, and create an attractive and comfortable pedestrian environment. It also provides new streets that improve site circulation for all users, as well as a new public park and additional landscaped open spaces that are integrated with active retail and community uses at grade and provide opportunities for green infrastructure.

CHAPTER 5: IMPLEMENTATION

Chapter Five includes a range of implementation tools to be used to achieve the goals and objectives of the Official Plan’s policies. Policy 5.3.1.3 outlines the various considerations for amendments to the Official Plan. In particular, this policy states that amendments that are not consistent with the general intent of the Official Plan will be discouraged. Further, it states that development permitted by an amendment, will be compatible with its physical context, and will not impact nearby neighbourhoods in a manner that is contrary to the applicable Official Plan policies. Moreover, Policy 5.3.1.3 outlines that through the development review process, applications for site-specific amendments to the OP will be assessed within their planning context, to determine whether a broader review or the development of area-specific policies are appropriate for the implementation of development proposals.

The proposed Official Plan Amendment is consistent with the general intent of the Official Plan, is compatible with the adjacent physical context, and will not affect the nearby Neighbourhoods in a manner that is contrary to the policies of the Plan.

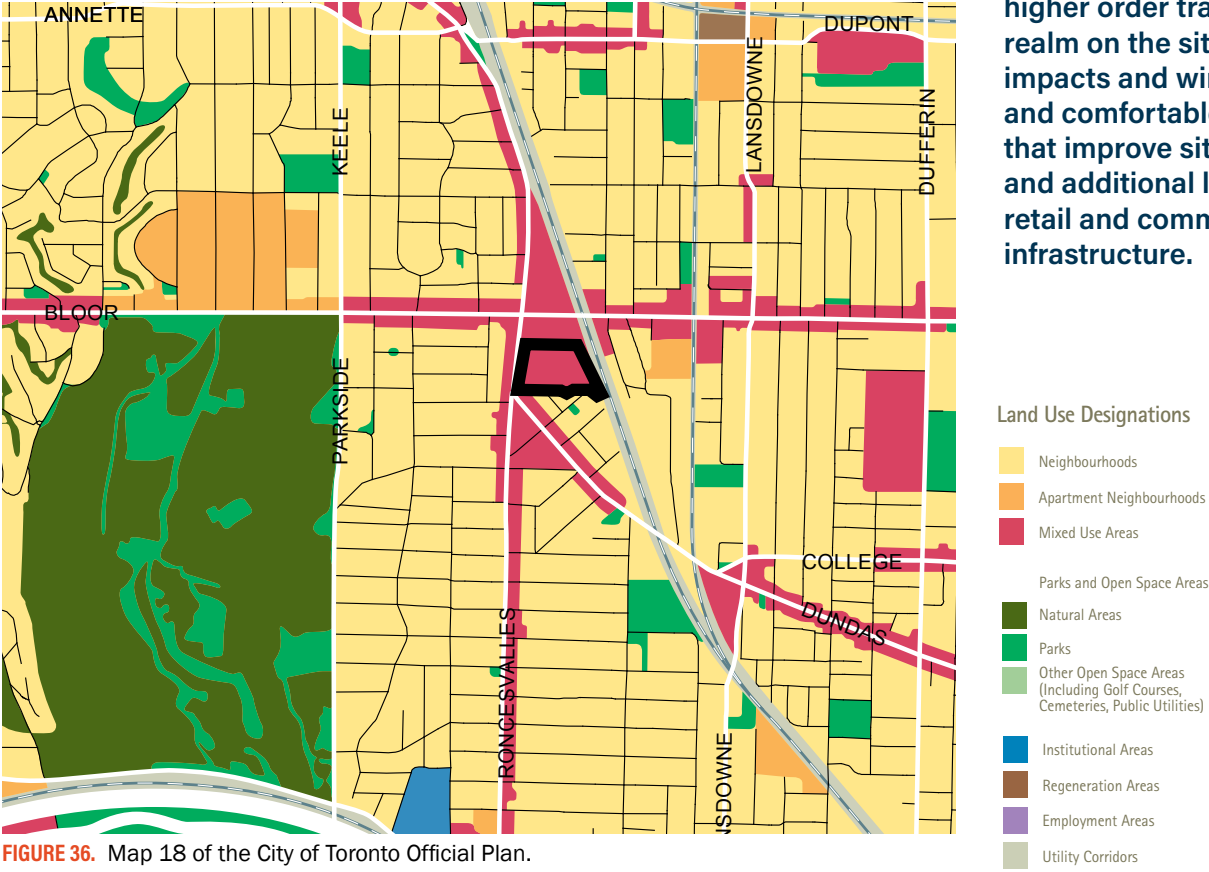


FIGURE 36. Map 18 of the City of Toronto Official Plan.

SITE AND AREA SPECIFIC POLICY 335

The lands known municipally as 2238 to 2290 Dundas Street West and 105 Ritchie Avenue are subject to Site and Area Specific Policy (SASP) No. 335. As described above, Council adopted SASP 335 in September 2009 to implement the recommendations of the Bloor-Dundas Avenue Study with respect to the Subject Lands or what the study referred to as Opportunity Site 8.

SASP 335 contains the following aspirational overview:


“Development will create a vibrant, sustainable mixed use neighbourhood providing a variety of employment and housing opportunities. New streets will integrate the lands with the surrounding urban fabric and emphasize pedestrian mobility, while a central public park will be the focal point for the neighbourhood. Built form and uses will be compatible with the surrounding context, recognizing that each frontage requires a different response.”

To achieve the above, SASP 335 seeks to guide the form and structure of development and its relationship to the local context through policy direction regarding public realm, built form and uses, sustainability, urban design guidelines, and implementation.

The Proposed Development reinforces the aspirational policy directives and generally conforms with the policy intentions of SASP 335 including the location of the park, integration with the surrounding street network, appropriate built form transition to the neighbourhood at the south edge of the site, and the connectivity and sustainability requirements. The key distinguishing component of this concept is that, unlike the 2009 Avenue Study, it appropriately provides height and densities to support the site’s immediate relationship to higher order transit as well as its location within two MTSA’s.

The SASP 335 policies and Zoning By-law regulations applicable to the Subject Lands are not consistent with the PPS 2020. They also do not conform to the Growth Plan, in particular Section 2.2.4, as they limit height and density on the Subject Lands. SASP 335 predates the introduction of MTSA designations and therefore does not recognize that the Subject Lands are within two MTSA’s. Until the City of Toronto’s MCR process is finalized and results in new Official Plan policies for these MTSA’s with corresponding zoning that implements the Official Plan policies, the Official Plan policies and the in-force zoning applicable to the Subject Lands do not conform to the Growth Plan.

The draft OPA and ZBA are consistent with the PPS and are in conformity with the Growth Plan. The Draft OPA proposes to advance SASP 335 to a more contemporary approach for site and area specific policies recently seen on other large sites throughout the City, and bring the policies in line with provincial policy changes.

<p>335. 2238 to 2290 Dundas Street West (inclusive) and 105 Ritchie Avenue</p> <p>Development will create a vibrant, sustainable mixed use neighbourhood providing a variety of employment and housing opportunities. New streets will integrate the lands with the surrounding urban fabric and emphasize pedestrian mobility, while a central public park will be the focal point for the neighbourhood. Built form and uses will be compatible with the surrounding context, recognizing that each frontage requires a different response.</p> <p>To address the above, the form and structure of the development and its relationship to the local context will be generally as follows:</p> <p>a) Public Realm</p> <p>Streets: development will provide a new public street network that divides the lands into smaller blocks, providing a framework for organizing uses and providing connections to Dundas Street West and the adjacent neighbourhood. Layout of new local streets and the arrangement of uses will address safe pedestrian and vehicular access and circulation with particular regard for minimizing transportation impacts on the neighbourhood to the south.</p> <p>Parkland: a park block that satisfies the City’s parkland dedication requirements will be provided in a central location with frontage on new public streets. The arrangement of residential, community uses and neighbourhood retail will support the park as a focal point for the neighbourhood and the larger community.</p> <p>Pedestrian Infrastructure: as part of the design of the public rights-of-way, new sidewalks will promote pedestrian mobility within the larger community including connections to the adjacent school playing field, Dundas Street West and transit. Building setbacks along Dundas Street West will provide a 4.8 metre wide public sidewalk.</p> <p>Other: publicly accessible private courtyards and walkway connections may be provided as part of residential developments to complement the public realm.</p> <p>b) Built Form and Uses</p> <p>Built form will generally be of a mid-rise character with a transition in height, density and scale to lower scale residential buildings on the southern portion of the lands adjacent to the exiting neighbourhood. A mix of uses will be provided. Non-residential uses will be concentrated on the Dundas Street West frontage while residential uses with limited small-scale retail, office and community uses will be located on the northern and eastern portions of the lands. Residential uses only will be located on the southern portion of the lands.</p> <p>The development pattern will be generally as follows:</p> <p>i) mid-rise, mixed use buildings on the Dundas Street West frontage will have a non-residential focus with a variety of uses such as retail, office, commercial and large scale retail that strengthen the main street character of Dundas Street West;</p> <p>ii) residential buildings will vary in height and massing, with lower scale residential house form buildings on the southern portion of the lands compatible with the adjacent neighbourhood, and mid-rise residential</p>		<p>buildings located on the northern and eastern portions of the lands with limited small-scale neighbourhood retail and community uses on the ground floor;</p> <p>iii) buildings with residential uses will provide a mix of housing types suitable for families, seniors and singles, and where appropriate, grade-related units with front doors facing the street;</p> <p>iv) community uses such as a day-care and multi-purpose spaces will be centrally located to serve the community, and can be integrated on the ground floor of mixed use buildings; and</p> <p>v) built form, building footprint and arrangement of uses will support the establishment of a high quality pedestrian environment, recognizing the primacy of pedestrian movement and safety.</p> <p>c) Sustainability</p> <p>Development on the lands will exhibit leadership in environmentally sustainable planning and design within an urbanized setting. Compliance with the Toronto Green Standard, and/or any successive performance standard for new development, is required. Advanced performance measures toward environmental sustainability will be encouraged for all new development. Green roofs will also be encouraged and may be required under the Green Roof by-law.</p> <p>d) Urban Design Guidelines</p> <p>To assist in meeting the objectives of this Site and Area Specific Policy, the Urban Design Guidelines from the Bloor-Dundas ‘Avenue’ Study will be used to provide direction for reviewing development applications on the lands. These guidelines will be read in conjunction with the urban design policies in the Official Plan and supporting design guidelines.</p> <p>e) Implementation</p> <p>This Site and Area Specific Policy applies to the lands identified on the map or portions thereof, which may be redeveloped independently.</p> <p>Through the submission of rezoning, plan of subdivision and site plan approval applications development will demonstrate how the policies in this Site and Area Specific Policy are addressed and provide the required street right-of-way and parkland conveyances.</p>
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ZONING BY-LAW 569-2013

Zoning regulations intend to control site development and implement the broader policies set out in the Official Plan. Zoning regulates development in the City and provides a number of standards related to factors such as land use, building height, setbacks, built form, parking, and loading, among others.

The City of Toronto Zoning By-law 569-2013 was enacted on May 9th, 2013 and was appealed to the Ontario Municipal Board (now the Ontario Land Tribunal). Accordingly, By-law 569-2013 is not currently completely in force and effect until it is ultimately approved by the Tribunal. By-law 569-2013 was a harmonization by-law and did not update the regulations of Zoning By-law 438-86.

The proposed site-specific zoning by-law will serve to amend Bylaw 569-2013 and control the form of the development on the Subject Lands, and to create other site-specific zone provisions for the Proposed Development.

Where necessary and appropriate, the Project Team will work with City staff to revise the draft by-law amendment.

CITY-WIDE ZONING BY-LAW 569-2013

The site is subject to city-wide zoning by-law No. 569-2013. Two different zones and several exceptions apply to the various properties that make up the Subject Lands. The properties known municipally as 2280 and 2290 Dundas St W, which make up the majority of the site, are zoned R (d1.0) (x285), H9.0m. The Residential (R) zone incorporates the portion of the site where the existing grocery store and much of the surface parking is located and portions of the Dundas St W frontage. The R zone has a maximum density of 1.0 times the area of the lot and permits dwelling units in the following residential building types: detached house, semi-detached house, townhouse, duplex, triplex, fourplex, and apartment building.

The properties known municipally as 2238-2264 Dundas St W and 2288

Dundas St W are zoned as CR 3.0 (C1.0, R2.5) (x1579), H13.0. This zoning category permits a variety of Commercial and Residential Uses with a total density of 3 times the density of each property. The maximum residential density permitted on each property is 2.5 times the area of the lot, while the maximum commercial density is 1 times the area of the lot. The maximum height permitted on the properties is 13 metres. The properties are part of Policy Area 4 for parking requirements.

The properties known municipally as 2238-2252 Dundas St W also have a Prevailing By-law Exception CR 1579 which refers to the non-residential gross floor area of additions to existing buildings and specific parking requirements for buildings with dwelling units. The properties known municipally as 2264 Dundas St W and 2288 Dundas St W have a Prevailing By-law Exception CR 1590 which refers to the same matters as exception 1579 but also adds

provisions for the calculation of common open space under the former City of Toronto Zoning By-law 438-86.

The Zoning By-law regulations applicable to the Subject Lands do not conform to the Growth Plan or the Official Plan as the regulations generally limit heights to 9.0 to 13.0m, and do not permit non-residential uses on the majority of the lands, limit maximum densities to 1.0 times lot areas, and do not provide for minimum densities. The Proposed Development requires an amendment to the Zoning By-law due mainly to proposed non-residential uses as well as the proposed heights, density, and parking rates sought for the Subject Lands.

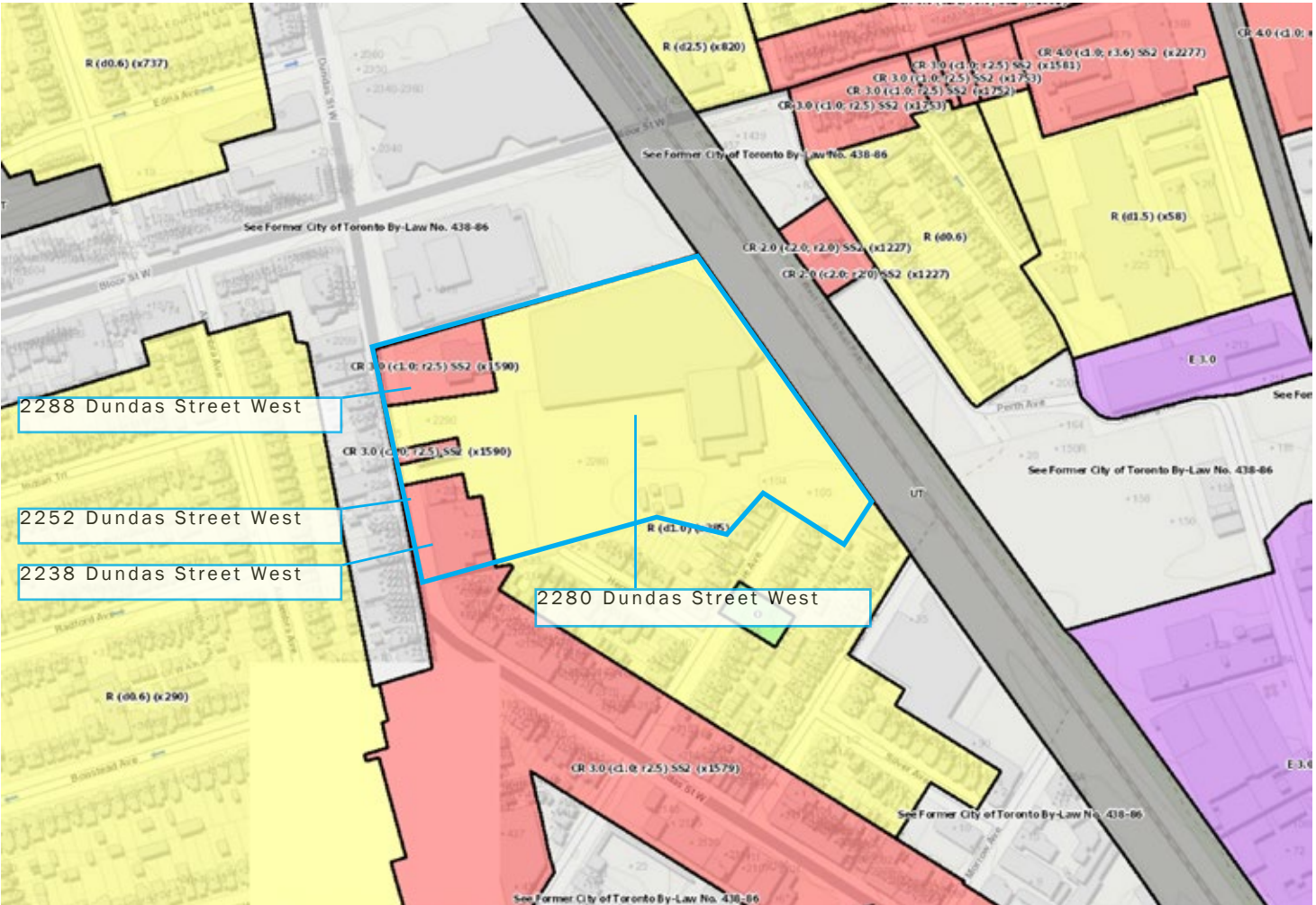


FIGURE 37. Map of Zoning By-law 569-2013

GROWING UP DESIGN GUIDELINES

In 2015, the City initiated a study entitled “Growing Up: Planning for Children in New Vertical Communities” to build on the Official Plan’s policy direction for a “full range of housing, in terms of tenure and affordability, across the city and within neighbourhoods.” The updated final version of the Guidelines were adopted by City Council on July 28, 2020 and will be considered by the City in the evaluation of new and under review multi-unit residential development proposals.

The following provides an analysis of how the proposed development meets the overall objectives of the Growing Up Urban Design Guidelines.

The three overarching objectives of the Guidelines are:

- Diversity of housing to generate a stronger sense of community by providing a critical mass of larger two- and three-bedroom units;
- Livability and quality to keep a diverse population in the city by ensuring family-friendly design for all unit sizes and more convenient access to work and amenities; and,
- Planning from the perspective of a child to facilitate children’s independent mobility and to meet their needs through public realm designs.

Section 1 outlines child-friendly guidelines at the scale of the neighbourhood. The guidelines in this section illustrate how components of the public realm (e.g. streets, parks, libraries) can be designed and coordinated to support the specific needs of households with children and youth. Measures include:

- designing safe mobility networks to encourage active transportation and independence in children;
- fostering an active, family-friendly street life and community connections with fine-grained retail spaces, whimsical all-season design elements, and a mix of co-located community services and facilities;
- providing a variety of types of parks and open spaces to meet a range of purposes and needs, thereby supporting equitable access to outdoor recreation; and
- creating high-quality, conveniently located childcare facilities and schools.

Section 2 outlines child-friendly guidelines at the scale of the building. The guidelines in this section discuss how buildings can better accommodate families through building siting and configuration, typology, design and construction, circulation areas, and shared spaces, as well as storage and utility needs. Measures include:

- providing a minimum of 25% large units, including 10% three-bedroom units and 15% two-bedroom units
- locating larger units near one another and in the lower portions of the building in order to reduce elevator dependency and facilitate efficient access to the outdoors and other building amenities
- incorporating future flexibility through unit organization and construction systems that allow for reconfiguration of units
- encouraging community connection by providing indoor and outdoor amenity spaces suitable to various activities and age groups, and by designing lobbies and other common areas to support lingering and social interaction

Section 3 outlines child-friendly guidelines at the scale of individual units. The guidelines in this section provide recommendations for functional unit design including overall unit sizes, but also covering specific features such as storage, balconies and terraces, laundry, and bedrooms. Measures include:

- designing two-bedroom units to be 87-90 square metres and three-bedroom units to be 100-106 square metres, and providing space for storage, play, and homework;
- providing laundry rooms to accommodate families’ greater use of these facilities for laundry and other daily chores
- incorporating the social needs of families into the design for kitchens, dining rooms, and living rooms
- extending living areas with well designed balconies and terraces

The Proposal is generally consistent with the Growing Up Urban Design Guidelines. The proposed units meet and exceed the general recommendations by providing over 40% two- and three-bedroom large units. The average unit size of three-bedroom units in the Proposed Development meets/exceeds the targeted range in the Growing Up Guidelines. The Proposed Development will therefore offer a full range of housing options for families. Unit layout will be determined in the site plan process to accommodate different family needs.

The application addresses the guidelines through other elements of the proposed design. Common indoor and outdoor amenity spaces are designed with flexibility to accommodate a variety of functions to meet the varying needs of each household. The building lobbies and massing, as well as the new public park and associated public realm elements, are sited and designed to create a safe and attractive pedestrian environment and foster social interactions.

MID-RISE BUILDING PERFORMANCE STANDARDS

City Council adopted the Mid-rise Building Performance Standards in 2010 as well as an Addendum to these Standards in 2016 applying to lands on Avenues. Both documents are used to evaluate mid-rise development applications in applicable areas. The Subject Lands are on an Avenue.

Per Section 2.1 of the Avenue and Mid-Rise Buildings Study, the recommendations do not apply where an Avenue Study is “completed”. An Avenue Study has been completed for this site. The Mid-Rise Building Performance Standards Addendum provides clarification on the applicability of the Performance Standards. The Addendum includes a recommendation, within the Applicability of the Performance Standards general comment section, stating that the Mid-Rise Performance Standards will not apply to portions of extra-deep lots that are greater than the ideal minimum lot depths, until further work is completed. Per Table 6 of the Mid-Rise Design Guidelines, lots with a depth greater than 32.6m on a right-of-way (ROW) of 20m (Dundas St W), are considered deep lots. The Development Site is an extra-deep lot of approximately 170 metres at its shallowest point.

Therefore, the Proposed Development should be reviewed against the Tall Building Guidelines given the Subject Lands’ unique size, extreme depth from the Avenue, and that it abuts a rail corridor, all of which allow for tall buildings to be placed on the site in a manner that does not impact the designated Neighbourhood to the south. Furthermore, the Subject Lands’ position within two MTSAs requires consideration of intensification in excess of mid-rise development to meet provincial growth targets.

4.8

TALL BUILDING GUIDELINES

The Tall Building Design Guidelines were adopted by Council in May 2013. The Guidelines consolidate the former Design Criteria for the Review of Tall Building Proposals (2006) and the Downtown Tall Building Vision and Performance Standards Design Guidelines (2013) to establish a unified set of measures to evaluate tall building development applications in the City.

The Tall Building guidelines are reviewed in more detail in Section 8 of this Report.

The document states that, as guidelines, they should be afforded some flexibility in their application, particularly when looked at cumulatively. The Guidelines should also be read together with the Official Plan, applicable Zoning By-laws, Secondary Plans, the Toronto Green Standard, and other applicable policies, standards or guidelines.

The Guidelines provide direction under four broad themes: Site Context, Site Organization, Tall Building Design, and Pedestrian Realm. Among the most critical guidelines are the tower separation distances of 25 metres on the same site and setbacks of 12.5 metres from side and rear property lines.

Various other public realm guidelines would also be relevant for the Proposed Development as they relate to building address and entrances, the provision of publicly accessible open space, and the location and design of servicing and parking access areas.

The Proposed Development achieves the overall intent of the Tall Building Design Guidelines. The proposed buildings have been sited and organized on the Subject Lands to comply with key design guidelines, including:

- **A minimum 25 metre separation distance between the proposed towers on the property and to any potential adjacent tower;**
- **A minimum 12.5 metre tower setback from shared property lines;**
- **Standalone mid-rise buildings and mid-rise base buildings frame new public streets and the proposed public park and network of open spaces in good proportion and at a scale which responds well to the immediate context;**
- **A minimum 6.0-metre setback from the front lot line for the basebuildings, and a further minimum 4.5-metre stepback for tower components;**
- **A 6.5-metre ground floor height to respect and reinforce the pedestrian scale along Dundas St W as well as support animation at grade; and**
- **A minimum 6.1-metre boulevard zone (curb-to-building face distance) along Dundas St W.**

PET FRIENDLY GUIDELINES

The City of Toronto’s “Pet Friendly Guidelines and Best Practices for New Multi-Unit Buildings” provide a series of guidelines to inform the design and planning of pet amenities in multi-unit, high-density residential communities. Specifically, the guidelines aim to support a network of complementary and diverse pet-friendly spaces and amenities to supplement the City’s existing public realm. The guidelines are presented at three scales: the Neighbourhood, the Building, and the Unit.

Section 3.1 focuses on the neighbourhood scale and specifies that “new developments should support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces.” Further, Section 3.2 recommends that an inventory of types of open spaces in the area be considered when planning new developments, to better understand what on-site facilities should be provided.

Section 4 contains recommendations for the design of new buildings in terms of use, function, location, and design of amenities on-site. Section 4.2 and 4.3 provide detailed guidelines for outdoor and indoor pet relief areas, including matters such as their design, features, materials, size, location, operations, and maintenance. Section 4.5 details the recommendations on the design of pet-friendly publicly accessible open spaces. Section 4.9 provides options for winter design and quick relief and safe and comfortable spaces for pets and all residents year round.

Section 5 addresses the design of units and includes guidelines for storage, bathrooms, finish materials, and customization. Many of the guidelines in this section are specific to individual household needs and can be carried out by end users after development.

The Proposed Development includes pet-friendly areas on the rooftop level of base buildings with artificial turf and pet play features throughout. The 104-105 Ritchie Avenue properties have been used by the community as an informal community open space, often used by dog owners in the area. The Proposal will maintain and improve upon the existing open space area at 104-105 Ritchie, formalizing the existing use of the area. The space will act as a transitional space that links the existing neighbourhood with the Proposed Development through the open space network. The Proposed Development is also relatively close to the off-leash dog park located in Sorauren Avenue Park, located approximately 1-kilometre (about a 10 minute walk) from the Subject Lands.



ARTISTIC RENDERING: ACTIVE GROUND FLOOR AROUND THE COMMUNITY GREEN



05

URBAN DESIGN ANALYSIS

MASTER PLAN FOR LARGER SITES

Reference

Tall Building Design Guidelines:
1.2 Master Plan for Larger Sites

The proposed 2280 Dundas St W development is based on a comprehensive vision for the 4.4 hectare site. The overall concept is outlined in Section 3 of this Planning Rationale, with this Urban Design Analysis providing additional detail.

The Urban Design Analysis illustrates and analyzes the components of the Proposed Development, including the site context, proposed street and block structure, land use, circulation, and built form. As a result of the comprehensive approach, the 2280 Dundas St W development is able to create coordinated strategies for all of these elements, and deliver significant housing, employment, and retail options in a manner that respects and enhances the Bloor-Dundas area.

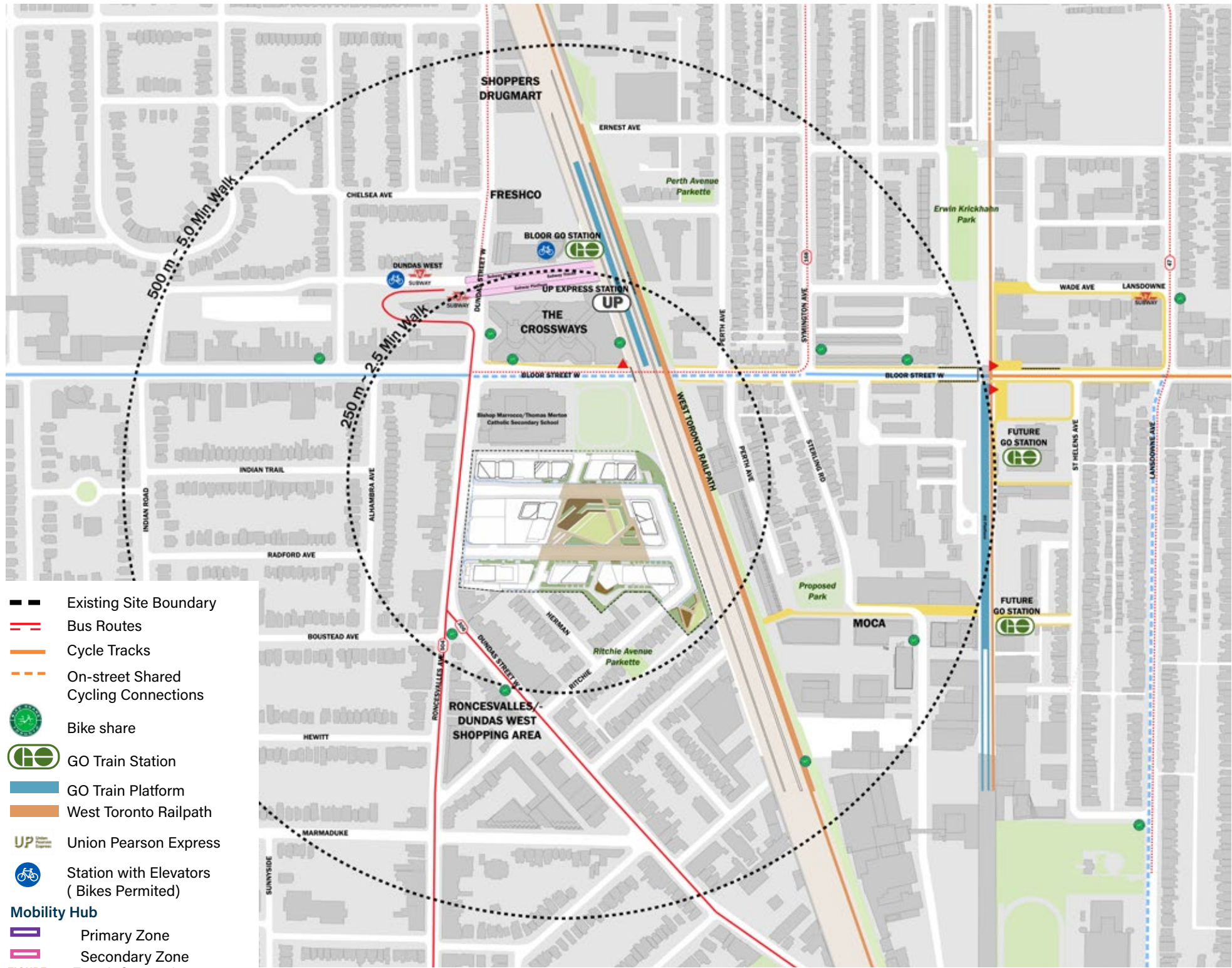
Responding to Context - How the proposed development integrates with and responds to the surrounding built form context.

Mobility - How the Proposed Development contributes to pedestrian, cycling, and transit connectivity and circulation, and accommodates vehicle and loading access on site.

Public Realm - How the Proposed Development will contribute to public realm improvements and expand the open space network in the area.

Built Form - How the proposed built form will deliver a range of city building objectives and achieve a high-level of design excellence.

Block Context Plan - How the development framework creates an orderly development site and supports the objectives of the Proposal.



STREET AND BLOCK STRUCTURE

The Proposed Development at 2280 Dundas St W establishes a new street and block structure which enables walkability, the provision of retail amenity at various scales, a generous open space structure, efficient circulation, appropriately scaled development blocks, and consistent street walls and animation framing the public realm. The proposed development framework consists of six blocks, four of which will include buildings (the “development blocks”), served by two new internal public streets, a large central 4,400m2 park block, and significant open space. The Dundas St W and lane widenings are also captured as Blocks.

The development blocks are framed by the existing street network to the west (Dundas St W), the Bishop Marrocco/Thomas Merton School to the north, the Kitchener GO rail corridor to the east, and the Ritchie-

Block	Land Use	Area (m2)
1	Mixed Use (Future Development)	8,022
2	Mixed Use (Future Development)	5,624
3	Public Park	4,401
4	Mixed Use (Future Development)	1,763
5	Mixed Use (Future Development)	9,742
6	Private Open Space	2,304
7	Public Street	11,532
8	ROW Widening (Dundas)	71
9	ROW Widening (Dundas)	206
10	ROW Widening (Dundas)	182
11	Lane ROW Widening (Herman)	96
Total		43,942

TABLE 2. Block Plan Statistics

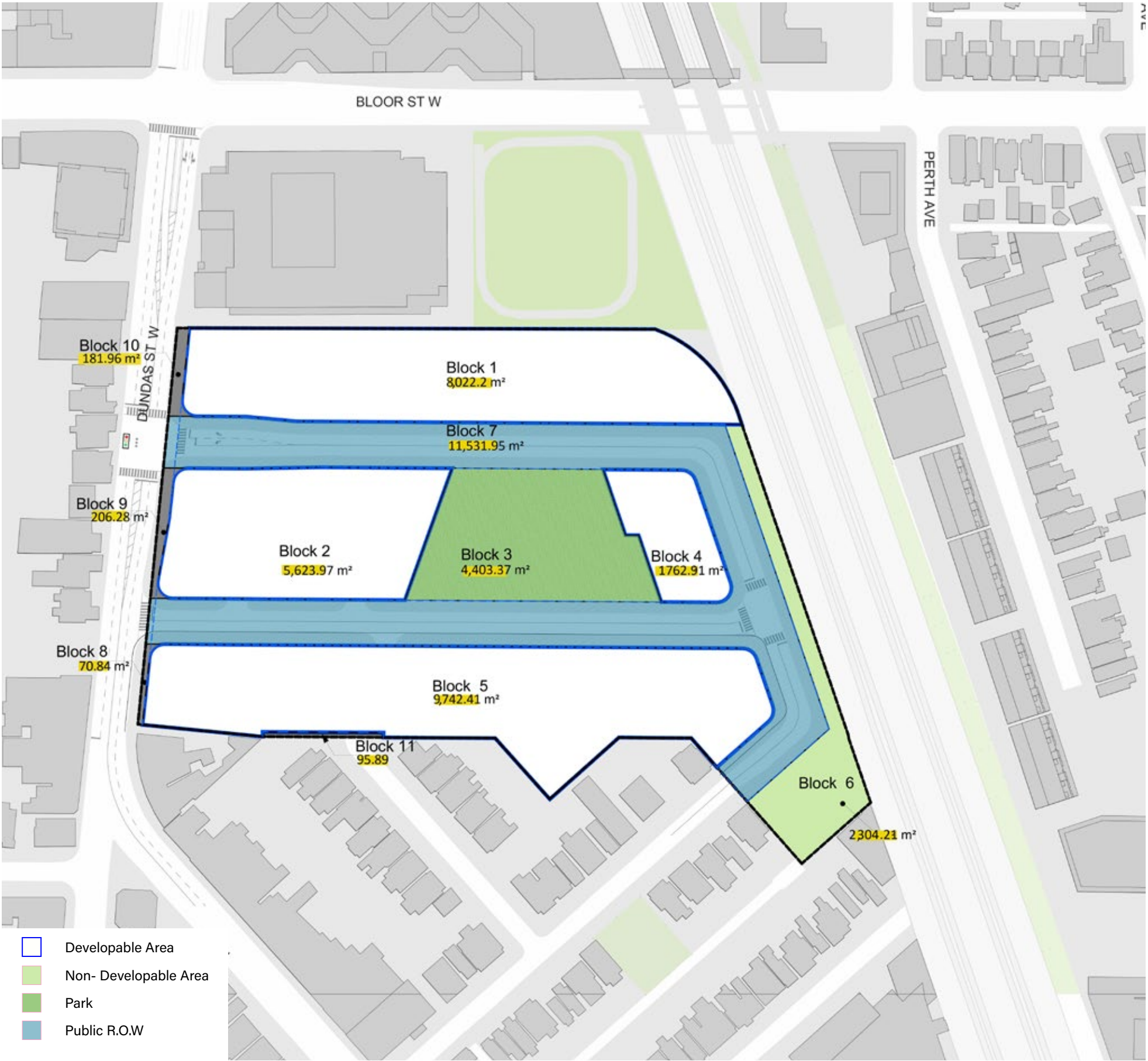


FIGURE 39. Block Plan

Herman-Golden-Silver neighbourhood to the south. Internal to the site, the development blocks are delineated by two new streets. Street A, which, in the northern portion of the Subject Lands is an east-west connection from Dundas Street West to the interior of the site, eventually curves south and meets Street B before connecting to Ritchie Ave. Street B, in the southern portion of the Subject Lands, provides additional east-west connection, improving the site's permeability and helping to frame and support the new public park and proposed buildings. An improved pedestrian connection to Herman Avenue, will provide direct connectivity to the new public park, and the new commercial spaces.

The proposed street and block structure establishes a development pattern that supports a critical mass of population and activity for a lively community atmosphere, while also providing porosity and open space to balance the density and maintain a human scale with low-scale base buildings and mid-rise buildings. The proposed block structure provides multiple points of entry to the site and a fine-grained, regular rhythm of local streets, creating a vibrant urban block pattern on what was formerly a superblock. The proposed block pattern also supports walkability for residents and employees in the new development by providing wide sidewalks on the public streets, a public park and other open spaces like the South Garden Walk, Ritchie Garden and Railway Walk. Users of the site will have excellent walking access to Dundas St W, as well as to transit, open space, and a wide range of retail amenities on site. The proposed development will likewise improve walkability for the broader community by introducing new pedestrian routes into and through the site (along Dundas St W, Herman Avenue and Ritchie Avenue), as well as to the aforementioned neighbourhood amenities.

For the purposes of explanation, the following description of the street and block structure refers to three distinct areas: the North Zone, Centre Zone, and South Zone.

NORTH ZONE

The North Zone includes two primarily residential buildings. Building 1 includes 566 units and features two residential towers of 22 and 32 storeys, situated atop an eight-storey mixed-use base building, with step backs above the fifth floor. Building 2 includes 379 units and features a six-storey base building (stepped back above the fourth floor) and a residential tower of 38 storeys. Building 1 includes 566 residential units and Building 2 includes 379 residential units for a total of 945 units.



FIGURE 41. North Zones

CENTRE ZONE

The Centre Zone features the public park, retail and office, and two residential towers. Building 3 features retail uses at grade and a grocery store on the second storey. Building 3 also includes office uses in the base building from levels 3 to 6, and a purpose-built rental tower that reaches a height of 24-storeys, totaling 220 units. At 4,400 square metres, the new public park satisfies the Proposal's parkland requirement and will offer the community a significant new park space at the heart of the development. Building 4 contains a single residential purpose-built rental building featuring a six-storey base building and a 28-storey tower, providing a total of 323 residential units.



FIGURE 40. Centre Zones

SOUTH ZONE

The South Zone consists of three mid-rise buildings—Buildings 5, 6, and 7—ranging primarily from seven to ten storeys with the upper floors stepped back, and with some building components as low as one storey. A total of 387 residential units are provided between the three buildings. Building 5, which includes retail at grade and fronts on Dundas St W, is proposed as purpose-built rental and will include 177 residential units. Building 6 and Building 7 are both residential at grade, front onto the public park, and back onto the Neighbourhood to the south. The South Zone also features two open spaces—the Ritchie Garden and Railway Walk—which are described further below and do not include any buildings.



FIGURE 43. South Zones



FIGURE 42. Zones



ARTISTIC RENDERING: VIEW OF THE SUNDECK LOOKING SOUTH TOWARDS THE RAILWAY EMBARKMENT AND RITCHIE GARDEN

5.2

RESPONDING TO CONTEXT

HEIGHT AND TRANSITION IN SCALE

Reference

Tall Building Design Guidelines:

1.3 Fit and Transition in Scale

1.4 Sunlight and Sky View

2.1 Building Placement

The proposed massing is scaled and located in a manner that will create an appropriate integration of the development with the existing and planned urban context.

The proposed design places the tallest towers toward the north end of the development site, where there are existing and approved tall buildings to the north and existing mid-rise buildings to the east and west. Further east, several large developments are proposed creating an emerging pattern of height peaks along Bloor St W at major intersections and subway station areas (Bloor and Lansdowne and Bloor and Dufferin).

From a height peak of 38 storeys in the northeast corner (Building 2-A), the tower heights then scale downwards westward to 32 storeys (Building 1-B) and 22 storeys (Building 1-A) and 24 storeys (Building 3-A) in the centre-west area of the site. The transition continues to the south where a 28 storey rental building (Building 3-A) is proposed on Block 4, adjacent to the public park. The buildings along the south edge of the site, adjacent to the existing neighbourhood, are mid-rise in character (7 to 10 storeys) and do not include towers. This downward transition in building heights will limit the impacts on the neighbourhood to the south and will create a gradation of building heights when viewed from the east and west that will help to create a smoother visual integration of the proposed development.

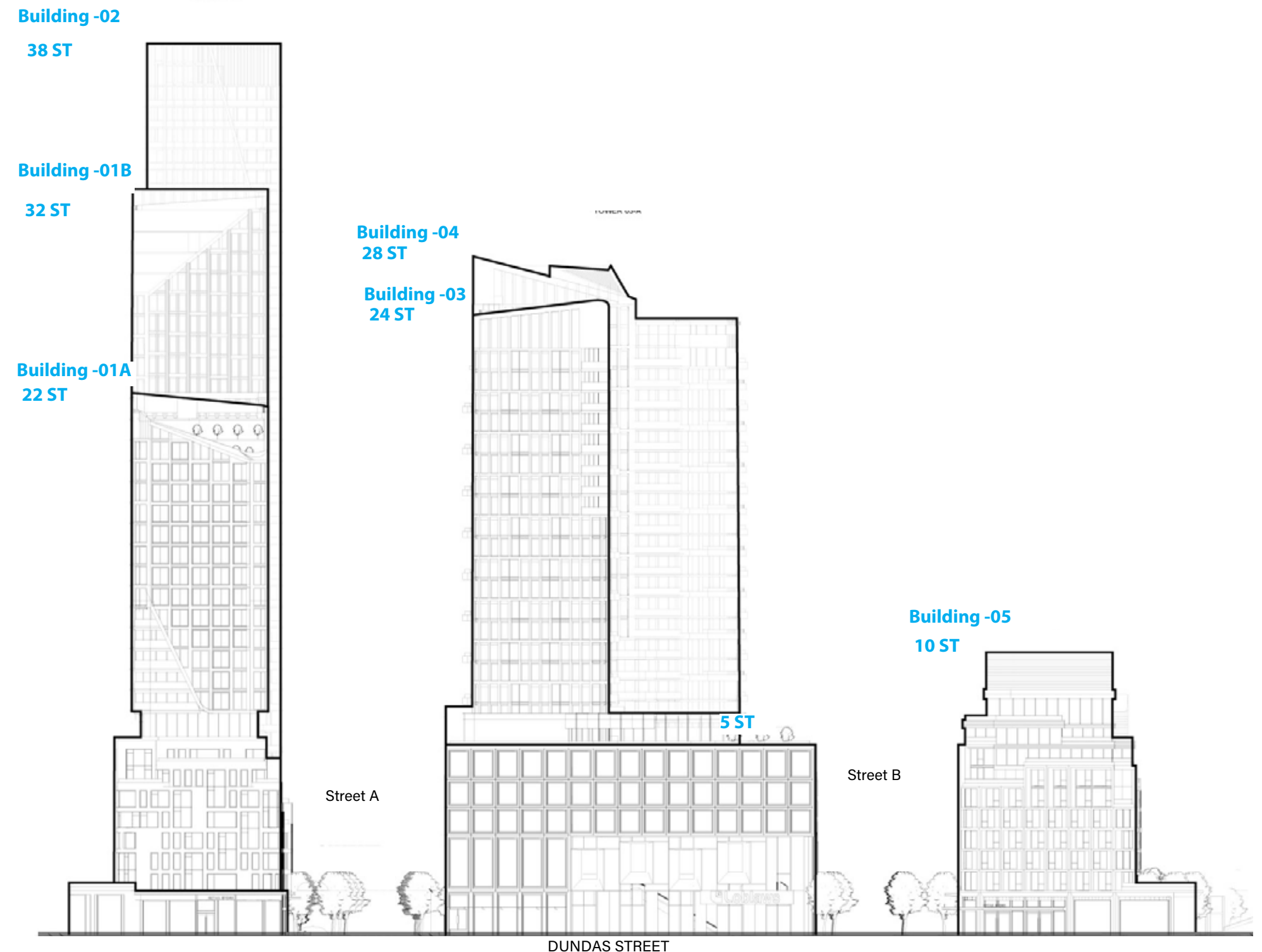


FIGURE 44. Elevation Along Dundas

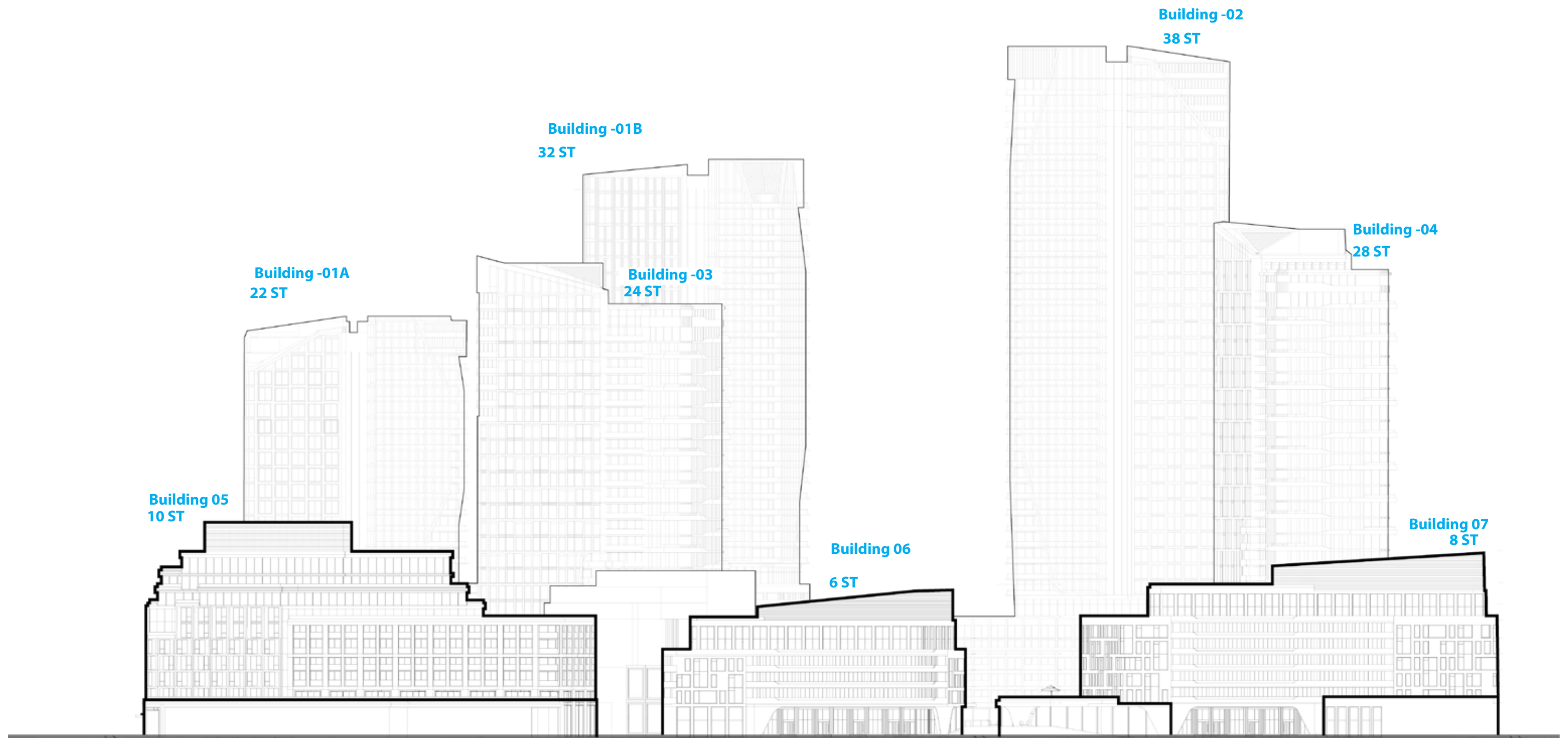


FIGURE 45. South Elevation from the Neighbourhood

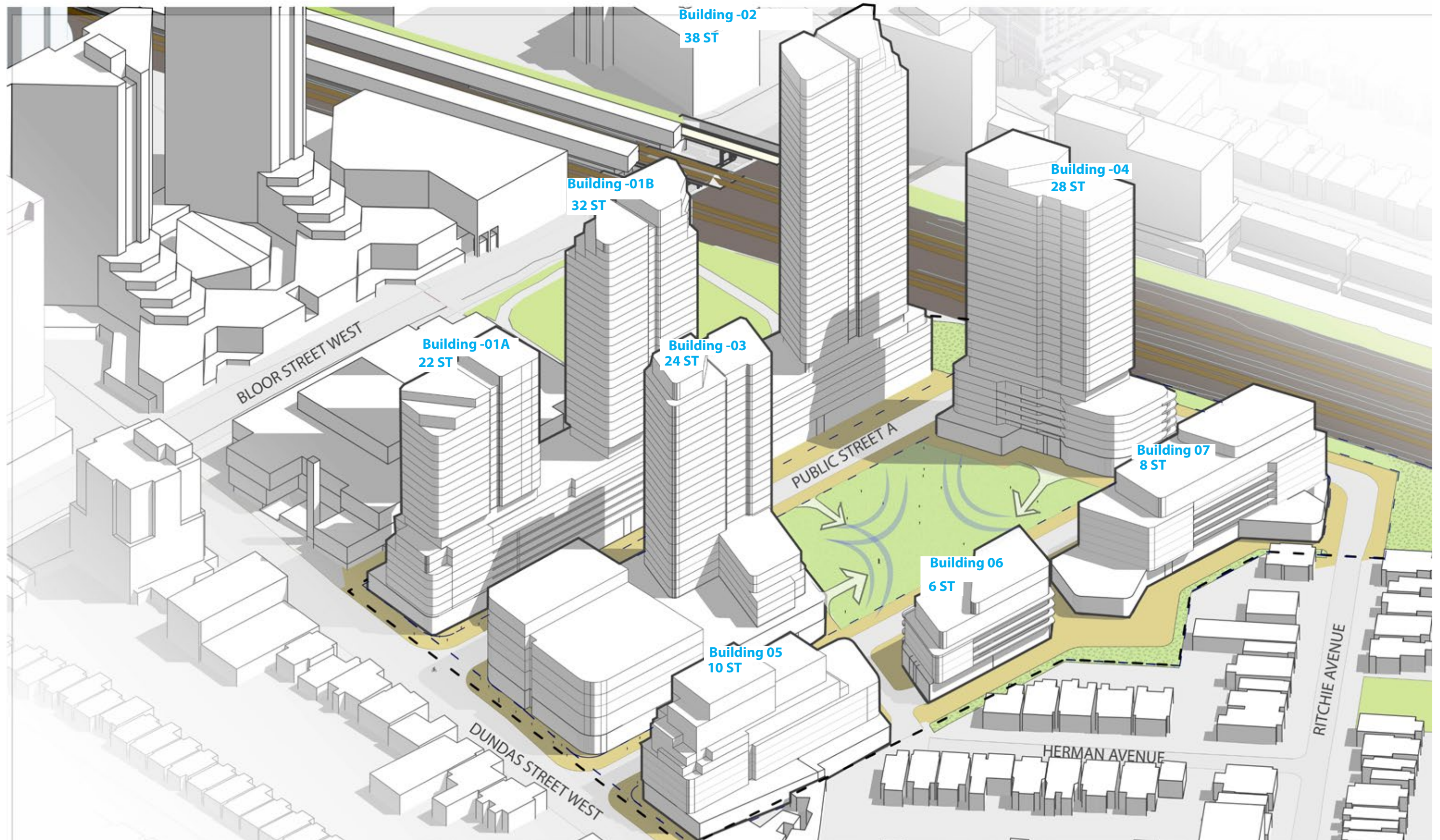


FIGURE 46. Height Transition from the Neighbourhood to the South

VIEWS

Reference

Tall Building Design Guidelines:

1.4 Sunlight and Sky View

City of Toronto Official Plan:

Policy 3.1.3.10(c)

The Proposed Development arranges the built form and open spaces on site to ensure ample sunlight and skyview throughout the public realm. The towers are appropriately distanced and placed to allow for sky views throughout the site. Locating the mid-rise buildings in the southern portion of the site protects against shadowing on the Proposal’s key community amenity, the new public park. Additionally, residents of the towers will enjoy unobstructed views of Toronto’s skyline, the Bloor corridor, towards High Park, and the rail corridors that stretch from the Subject Lands to downtown.



FIGURE 47. Artistic Rendering - View Looking Southeast towards terraced deck, open lawn and gardens

RAILWAY CORRIDOR

Reference

City of Toronto Official Plan:
Policy 2.2.4

The Proposed Development has been designed to mitigate development challenges related to building along the rail corridor. As is explained in the Rail Safety Assessment prepared by HATCH to support this application, the rail safety strategy for the Proposed Development includes the construction of a 2.5 metre crash wall and the incorporation of minimum horizontal and vertical separation of 25.0 metres. The implementation of this strategy will allow for the construction of the proposed buildings along the rail corridor, with buildings set back 25.0 metres from the property line. These measures ensure that the Proposed Development is compatible with the long-term purposes of the adjacent rail corridor, and protect against negative impacts on the development from the rail corridor.

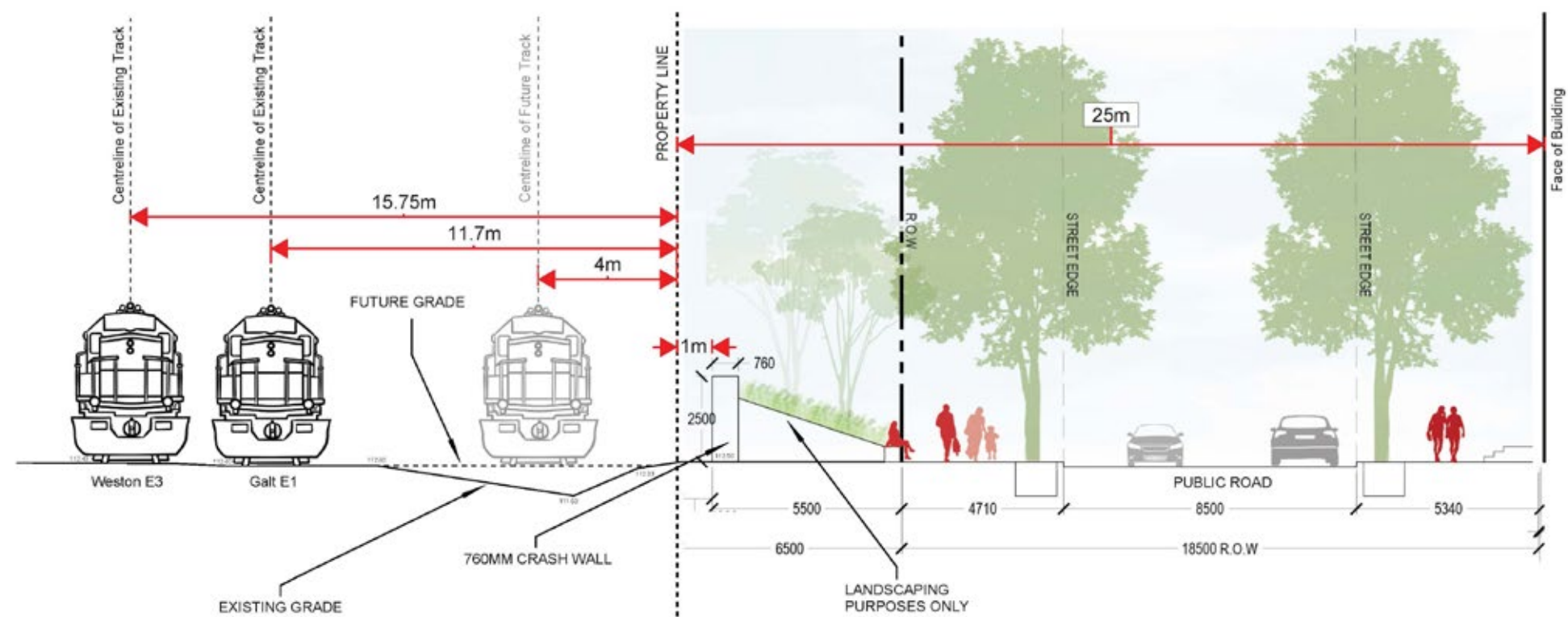


FIGURE 48. Section of the Railway Embankment

SUNLIGHT AND SHADOWS

Reference

Tall Building Design Guidelines:

1.4 Sunlight and Sky View

City of Toronto Official Plan: Sections 3.12 and 3.13

Section 3.1.2.3 of the Official Plan points to the need to limit shadowing of neighbouring streets, properties and open spaces. Policy 4.5.2(d) of the Official Plan states that developments are to “locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes”.

Tall Building Design Guidelines 1.4(b) and 1.4(c) provide that a Sun/Shadow Study should demonstrate how proposed tall buildings adequately limit shadowing of neighbouring streets, properties, and open space, including shadow sensitive areas such as schoolyards and playing fields. The Guidelines further provide that Sun/Shadow Studies should demonstrate how proposed tall buildings protect access to sunlight and minimize any additional shadowing of parks and natural areas, such as ravines.

Tall Building Design Guidelines 1.4(b) and 1.4(c) provide that a Sun/Shadow Study should demonstrate how proposed tall buildings adequately limit shadowing of neighbouring streets, properties, and open space, including shadow sensitive areas such as schoolyards and playing fields. The Guidelines further provide that Sun/Shadow Studies should demonstrate how proposed tall buildings protect access to sunlight and minimize any additional shadowing of parks and natural areas, such as ravines.

Urban Strategies Inc. prepared a Sun/Shadow Analysis to assess the impact of the Proposed Development’s shadowing on the surrounding areas. The study assessed the shadow impacts on an hourly basis from 9:18 am to 6:18 pm for March 21, June 21, and September 21. The full Sun/Shadow Analysis, which is included under separate cover as part of this submission, evaluates the net new shadows arising from the existing and approved context (depicted in grey), and the proposed development (depicted in orange). The shadow analysis for March 21 is illustrated and described here; however, the shadow study should be reviewed in its entirety.

The Proposed Development has been carefully massed to optimize sunlight and sky views, while limiting shadows on surrounding Neighbourhoods and Parks and open spaces, however, the Proposed Development will introduce some net new shadows on nearby properties and streets at limited intervals in the day/year.

Off-Site

In March and September 21, the early morning the shadows cast by the Proposed Development fall to the west of the Site, with some shadowing to the designated Neighborhoods located along Alhambra Avenue, but the majority of the new net shadow falls on Mixed Use Areas designated properties to the west on Dundas ST W and to the north on Bloor Street and to the east. Similarly to the east, moderate net new shadows are cast between 5:18pm and 6:18pm on the Mixed Use Areas properties and the small pocket of Neighbourhood designated properties between Perth Avenue and Sterling Road, and there is no net new shadow on the Sterling Road Park. It should be noted that by 5:18 and 6:18pm a large portion of the residential neighbourhoods are already in shadow from the existing approved and approved/built condition, so the impact at these times is marginal. On June 21, the Neighbourhood to the east is not impacted by net new shadow until 6:18pm, and only minor shadowing occurs on the Sterling Road Park.

The Thomas Merton / Bishop Marrocco Catholic Secondary School (immediately north of the site), which is designated as Mixed Use Areas, experiences net new shadow impact, with shadows and partial sun moving across the school site throughout the day. The net new shadowing on the school site is minor by 16:18 and moves off the site by 17:18. On June 21, there are only minor shadow impacts on the school and school yard.

On-Site

The majority of the proposed new public park (the Community Green) receives moderate to full sun for 6 hours on March/September 21 and June 21. Other components of the public realm on the site experience a mix of sun and shadow throughout the day. The South Garden Walk and the Ritchie Garden receive nearly full sun throughout the year, while the Railway Walk receives approximately 4 hours of sun in the morning and mixed sun and shadow in the afternoon. Street A experiences shadow throughout the day, but benefits from the placement of the park, which provides sunlight along its north edge throughout the day. Street B experiences intermittent shadow throughout the day, with sun primarily from 16:18 onwards.

Summary

In our opinion, this Shadow Study demonstrates that the shadows created by the Proposal are appropriate for a major urban intensification area, and that little net new shadowing will be cast on the proposed public realm as a result of the proposed development. Although shadows will be cast on the new public park in the morning, this shadow moves off of the park by 11:18 am.

The majority of the shadow cast by the proposed residential towers will fall on the school site to the north and the rail corridor to the east. The proposed tower floorplates, generally 750 square meters GFA, are slender and the towers have been oriented in a east-west direction with results in smaller and faster-moving shadows in the morning and afternoon. Most of the shadows fall on properties designated as Mixed Use Areas, within a designated MTSA that is planned for additional height and density. The shadows resulting from the proposed development have been adequately limited by implementing a responsive massing and design strategy, with a uniquely shaped tower floorplate, setbacks and stepbacks, orienting the tower in an east-west direction, and ensuring a minimum 25 metre tower separation distance can be achieved from future development sites. Together, these strategies help to minimize shadow impacts and ensure that they move quickly.

The new shadows are also regarded as acceptable given the broader community and public realm benefits associated with the Proposed Development, and most critically the creation of a new public park and open space and the proposed new public street system. The Proposed Development also meets key Official Plan policies, as the tower has been designed to adequately limit shadows on the public realm and surrounding properties, as well as on sidewalks, parks, open spaces and designated neighbourhoods.

Overall, the shadows created by the Proposed Development are considered to be acceptable, given their moderate impact on designated Neighbourhoods, and given the policy directives for the Site to accommodate transit-supportive densities.

For further detail, please see Sun Shadow Study and Checklist submitted under separate cover.

MARCH 21

Massing

Parks

As of Right Shadows

Approved

Under Construction

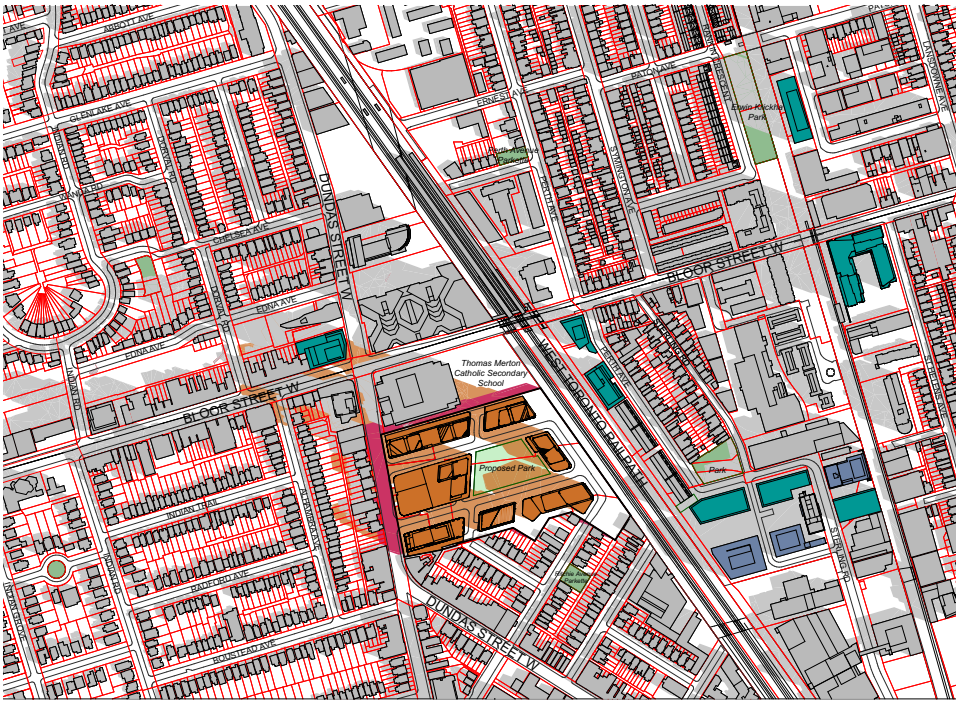
Proposal

Proposed Park

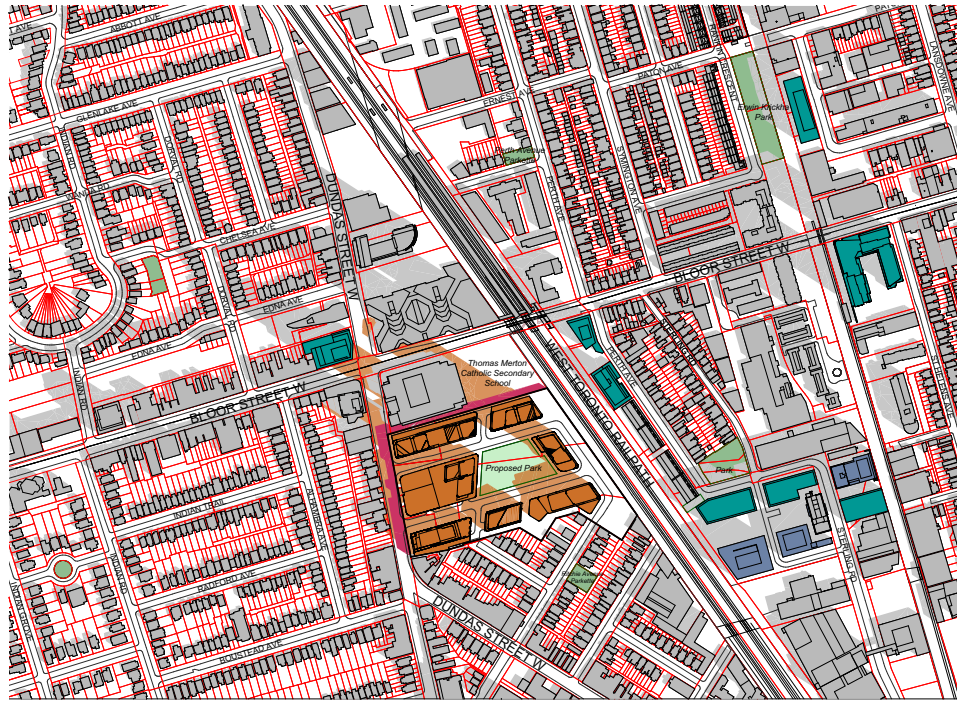
Site Boundry

Property Lines

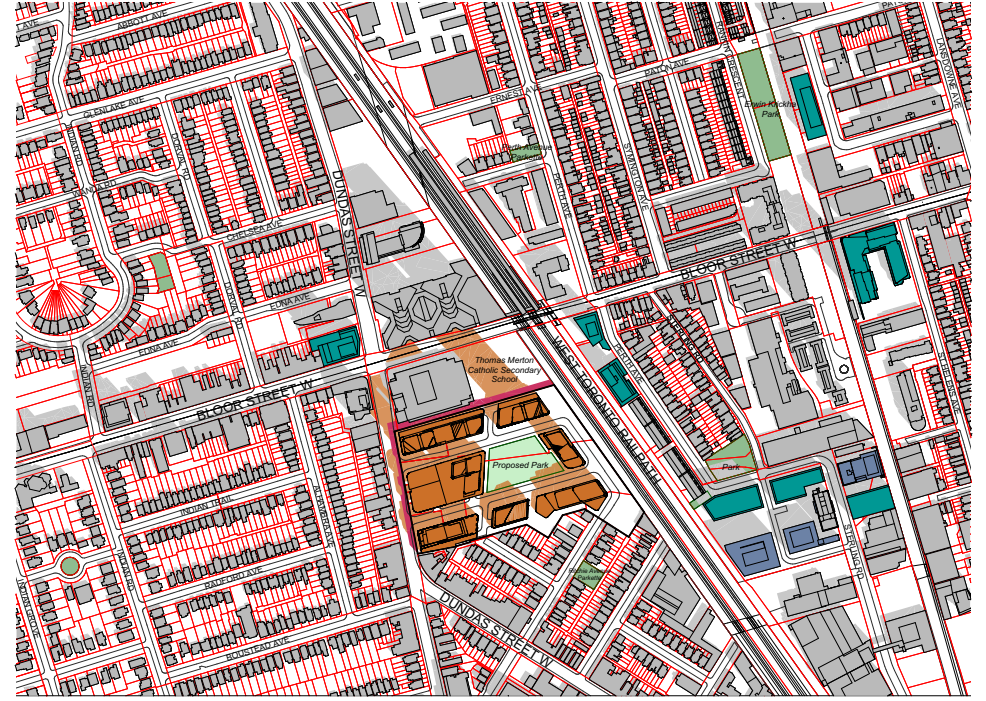
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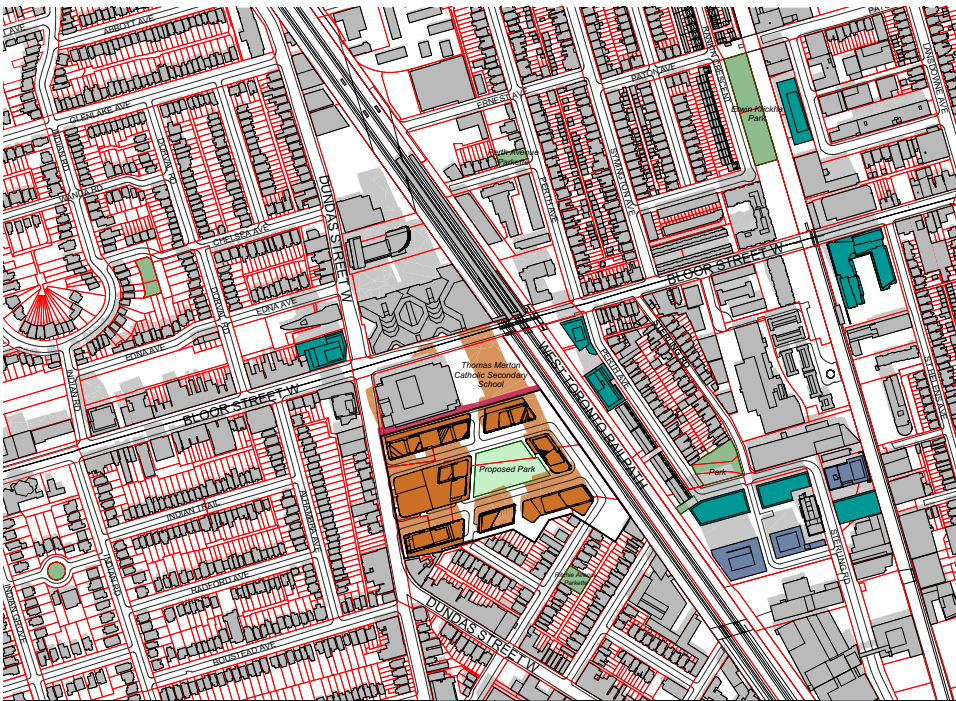
March 21 9:18



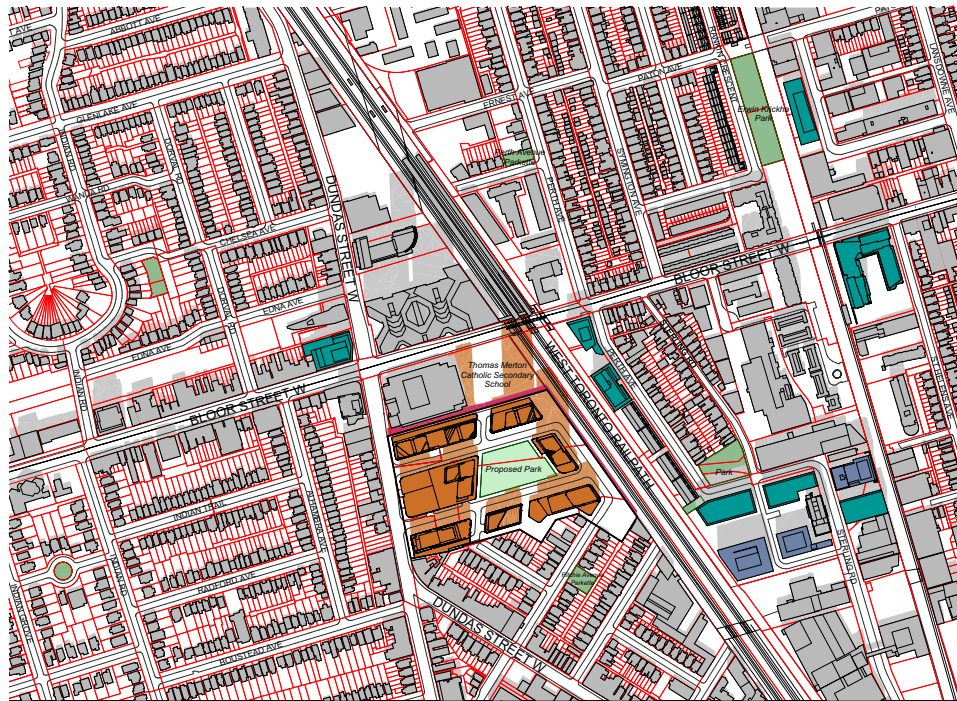
March 21 10:18



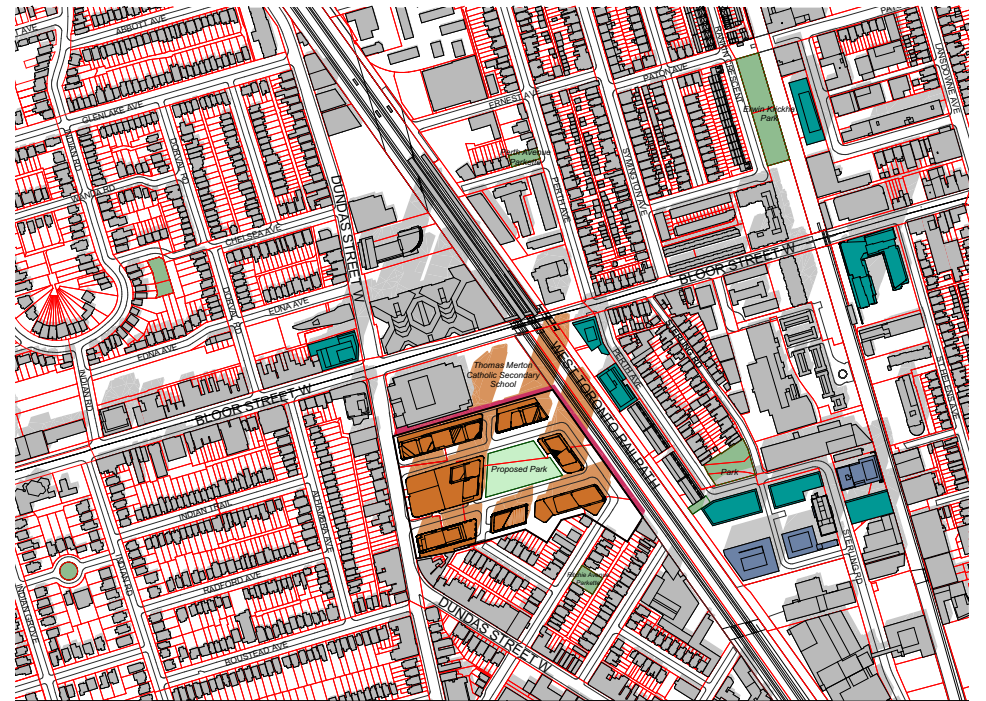
March 21 11:18



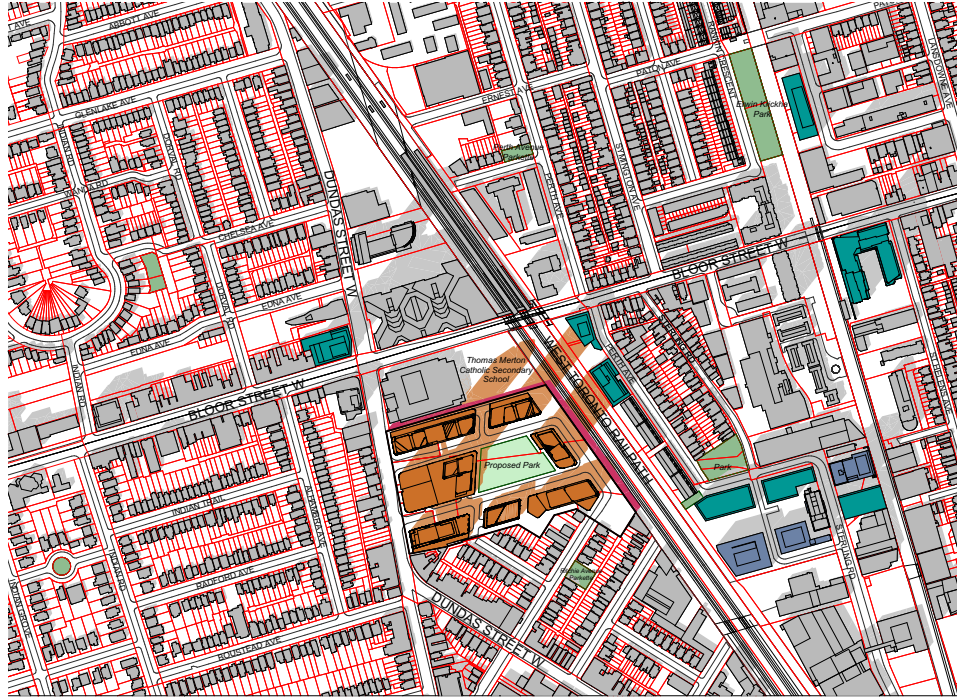
March 21 12:18



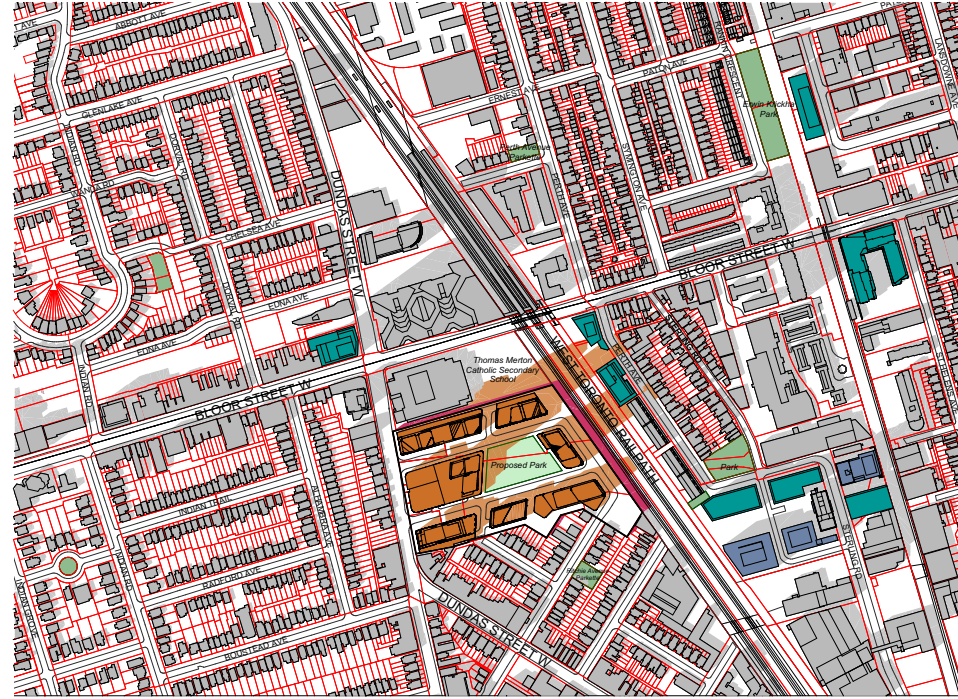
March 21 13:18



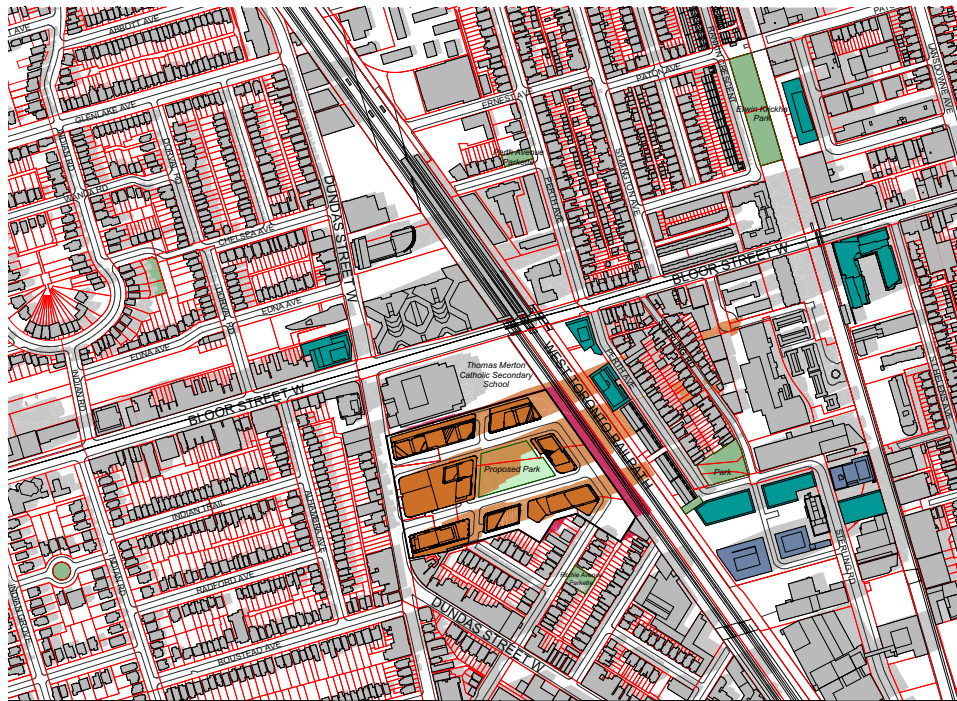
March 21 14:18



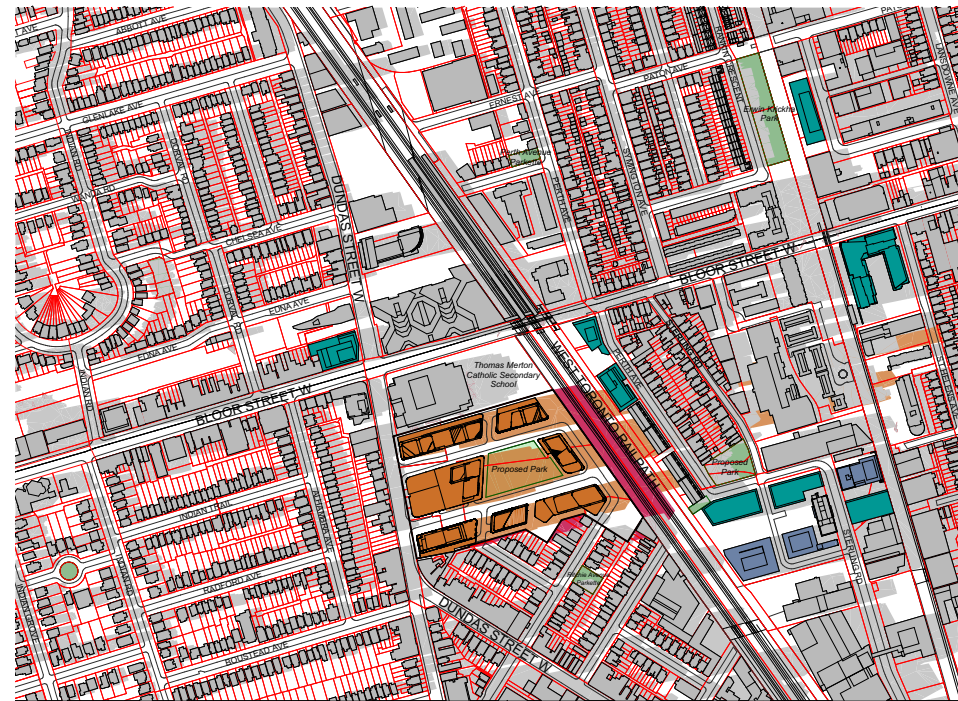
March 21 15:18



March 21 16:18



March 21 17:18



March 21 18:18

5.3

MOBILITY

PEDESTRIAN CONNECTIONS

Reference

Tall Building Design Guidelines:

2.6 Pedestrian and Cycling Connections

4.2 Sidewalk Zone

The Proposal's pedestrian network is extensive, providing convenient connections between the surrounding community and every area of the site. The proposed Street A and Street B will include ample sidewalks with extensive street plantings on both sides, and provide convenient pedestrian connections from Dundas St W. The north side of Street A, and the south side of Street B provide a wider sidewalk area to allow for additional public realm activation and a double row of trees. An improved pedestrian pathway in the south zone will connect into Herman Avenue, enabling community access to/from that area, while a street connection between Street A and Ritchie Avenue will provide sidewalks to connect the neighbourhood with the southeast quadrant of the site. In addition to the sidewalk areas, the South Garden Walk is proposed along the rear of the mid-rise buildings, providing a hidden garden oasis for the neighbourhood. These connections will not only form links between the neighbourhood and the Proposed Development—they will provide connections through the Proposed Development, knitting together the urban fabric of the neighbourhood to the south and the broader Bloor-Dundas context area.

- Existing Site Boundary
- - - Proposed Site Boundary
- Pedestrian path
- Sidewalk
- ⬢ Traffic lights
- ⬢ Stop Sign



FIGURE 49. Pedestrian Connection

TRANSIT & CYCLING CONNECTIONS

Reference

Tall Building Design Guidelines:

2.6 Pedestrian and Cycling Connections

There are a number of significant bicycle connections near the Subject Lands, including the West Toronto Railpath to the east, on-street dedicated bikeways along Bloor St W, and protected bicycle lanes on both sides of Roncesvalles Ave for a short segment between Dundas St W and Hewitt Ave. There is potential for these bike lanes to be extended north to connect with future on-street cycling infrastructure envisioned along Dundas St W as well as the existing Bloor St W cycling infrastructure.

The Proposed Development does not include on-street bicycle infrastructure as any cycling routes within the site would not connect to existing or planned cycling infrastructure. The development does, however, propose extensive bicycle parking facilities at grade and in the underground parking areas, which will encourage cycling among residents and other users of the site. Given the Subject Lands' proximity to major cycling connections that provide access to the citywide cycling network, onsite measures to support cycling will be especially impactful. Choice Properties Limited Partnership is also open to exploring options for the City's bike share program onsite.

As discussed above, the Subject Lands benefit from easy access to numerous local and regional transit options. The Proposed Development makes full use of this transit access by locating the greatest intensity of residential development towards the north end of the site, closest to the higher order transit stations located along Bloor St W. Further, the improved pedestrian connectivity through the site will improve transit access for the Ritchie-Herman-Golden-Silver neighbourhood to the south.

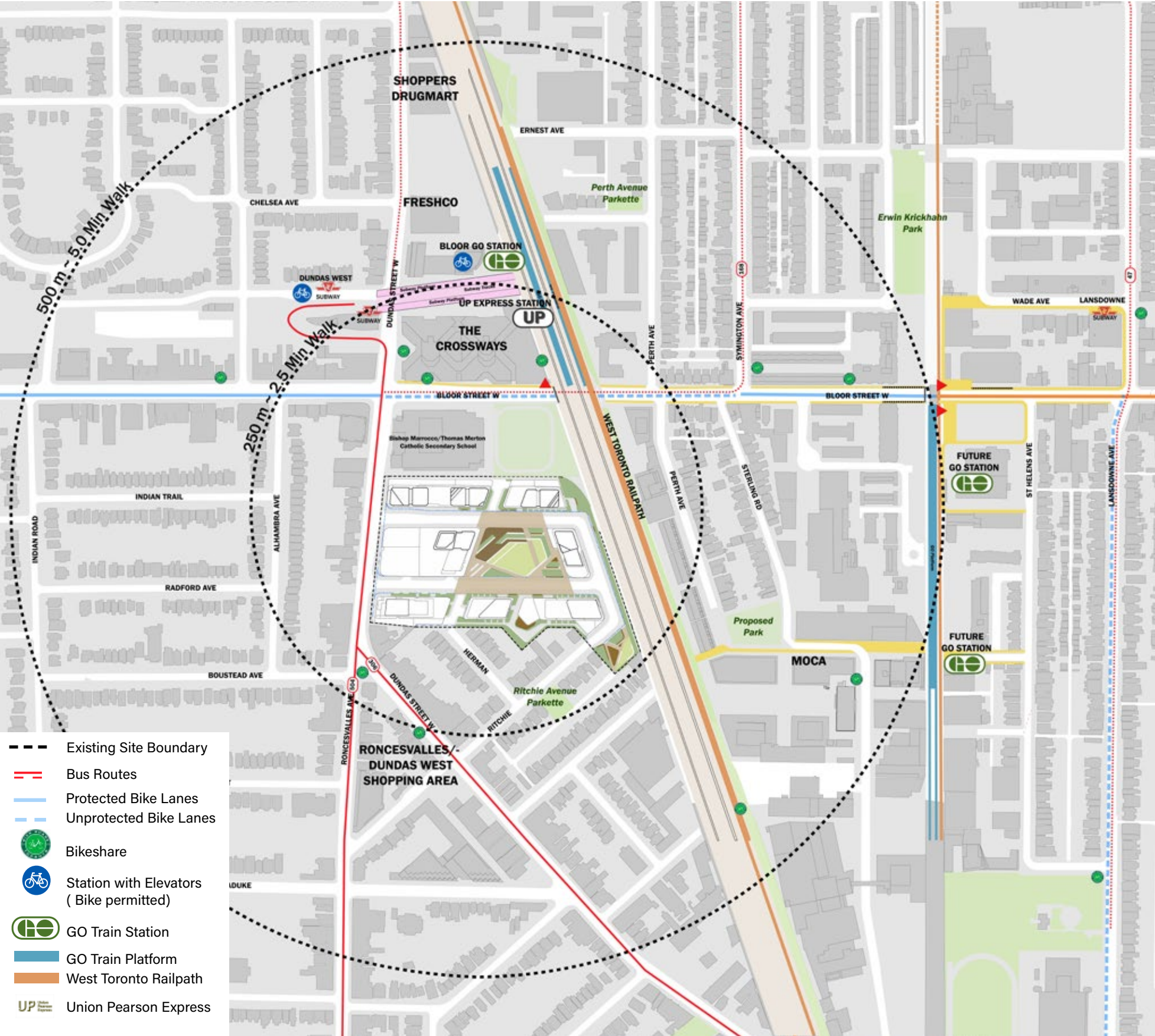


FIGURE 50. Cycling Connections

SITE SERVICING AND PARKING

Reference

Tall Building Design Guidelines:
2.3 Site Servicing, Access and Parking

The Proposed Development promotes a safe and comfortable environment for pedestrians and cyclists by accommodating the majority of the parking below grade. 655 parking spaces will be provided within a three-level underground parking garage. Of the 655 parking spots, 344 are allocated to the residential uses while 264 are allocated to the office and retail uses. Vehicular points of access to the underground parking will be located along the new public street, and not off of Dundas St W. Lay-by parking is provided within the new right-of-way without sacrificing the landscape approach.

The Proposed Development provides 2,243 bicycle parking spaces. The bicycle parking provided on site will help reduce demand for automobile trips, mitigating the potential traffic impacts of the Proposal on the surrounding street network.

Dedicated interior loading bays are provided for each development block, eliminating the need for on-street loading and servicing. In Building 3, ground floor loading is shared by the retail uses at grade and the office uses. Given the prominence of the revitalized grocery store and the need to accommodate larger delivery trucks, a robust loading and servicing area is provided at the second level. These design measures will mitigate the impacts of parking, loading, and servicing.

Across the site there are:

- 7 type C loading spaces;
- 4 type B loading spaces;
- 4 type G loading spaces; and
- 1 type A loading space



FIGURE 52. Ground Floor



FIGURE 51. Level 2 Loading Bay



FIGURE 53. Underground Parking Level 1

- Bike parking
- Service Corridor
- Service Elevator



FIGURE 54. Underground Parking Level 2

PUBLIC REALM

ANIMATED PUBLIC REALM

Reference

Tall Building Design Guidelines:

2.2 Building Address and Entrances

3.1.2 Street Animation

3.1.3 First Floor Height

4.1 Streetscape and Landscape Design

4.2 Sidewalk Zone

The Proposed Development will provide significant enhancements to the existing pedestrian realm in the Bloor-Dundas area and create new high-quality public realm areas for the broader community. The proposed buildings are designed to establish consistent street walls animated with commercial uses at grade on key public street frontages. The proposed development also provides generous public realm features along frontages to parks, open spaces, and the adjacent rail corridor, ensuring that the entire development provides vibrant, comfortable, and safe spaces.

DUNDAS ST W FRONTAGE

Along the Dundas St W frontage, the Proposal includes sidewalk widths ranging from 6.19 metres to 9.03 metres, providing a generous pedestrian realm with room for seating and street trees while providing a 3.0 metre pedestrian clearway along the entire frontage.

Active uses at grade are proposed for the Dundas St W frontage, with a consistent streetwall of retail units that will front onto Dundas St W. On Block 2, the pharmacy is located on the ground floor along with the office lobby, and the grocery storey is on the 2nd level. The grocery lobby entrance at grade is integrated into the streetwall design, with as little interruption to the active uses as possible while still providing convenient access to the proposed second-storey grocery store from the main street. Loading for Block 2 is proposed to be off of Street A and Street B.

The improved pedestrian realm and the creation of a consistently animated streetwall along the Subject Lands will complement the mixed-use condition on the east side of Dundas St W and establish a two-sided main street along this important corridor.

The improved pedestrian realm and the creation of a consistently animated streetwall along the Subject Lands will complement the mixed-use condition on the east side of Dundas St W and establish a two-sided main street along this important corridor.

- Retail
- Townhouse
- High Rise
- Mid Rise
- Amenity
- Office
- Loading/Service

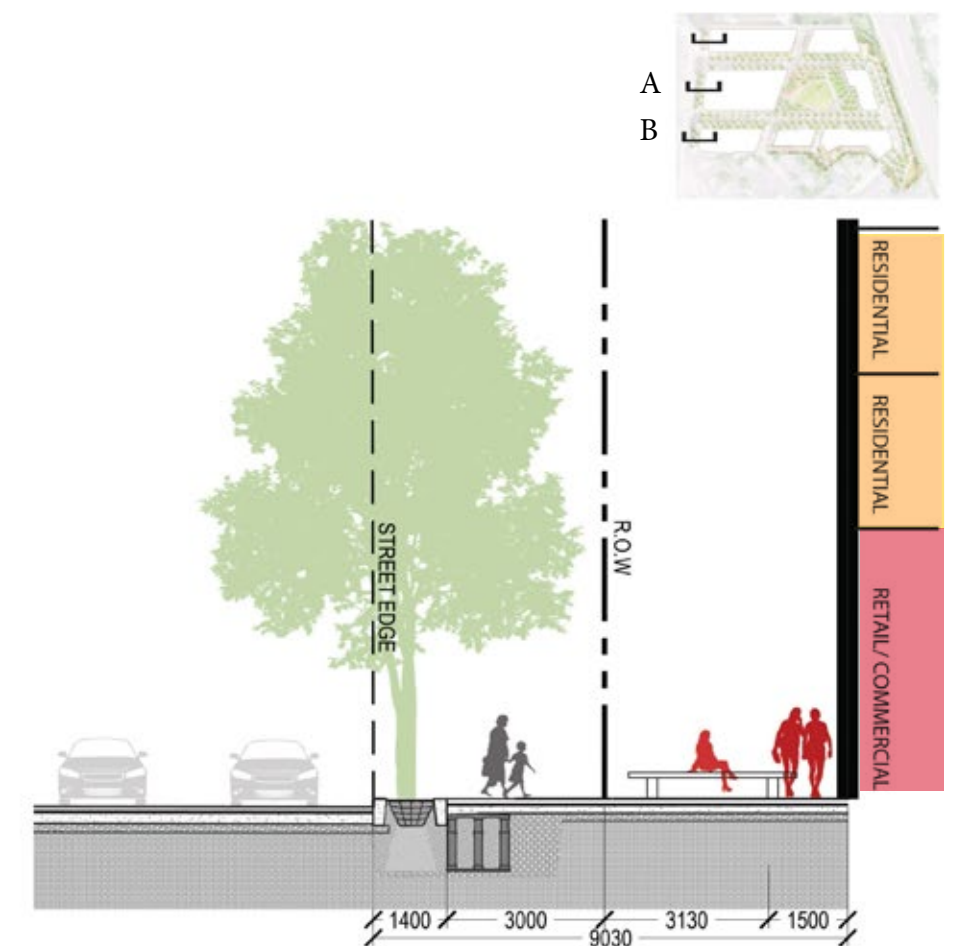


FIGURE 55. Section A- Mid Block Along Dundas & Section B South Block Along Dundas



ARTISTIC RENDERING: VIEW LOOKING EAST FROM DUNDAS STREET

STREET A FRONTAGE

The western portion of Street A includes retail spaces that wrap around Blocks 1 and 3 from the Dundas St W frontage. These active uses contribute to an animated public realm that can be seen from Dundas St W. On the north side of the street there are also residential lobbies and a double row of trees, while the south side of the street includes the rental office (on the NW corner of Building 3), an entrance to an internal loading area (in Building 3), and a residential lobby.

Further east, Street A becomes more residential in nature with grade-related residential units on the north side and the Community Green to the south. Where the street passes the new public park special pavers are proposed in the right-of-way. The single row of trees on the south side of the ROW joins plantings in the park to create an offset double row. Generous sidewalk widths work together with high-quality park design and strategic placement of retail uses to create vibrant nodes where residents and visitors can meet, shop, linger, and relax.

Where Street A wraps around Building 4 and bends south before connecting with Ritchie Ave, it fronts onto residential lobbies, grade-related residential units, entrances to internal loading areas (Building 4 and 7), and open spaces such as the Railway Meadow, the Railway Walk, and the Ritchie Garden. Co-locating residential density and green open spaces ensures future residents will have pleasant means of traversing the site while maintaining a close connection to nature, and will ensure that there are eyes on the park from all building frontages.

Sidewalk widths on Street A maintain a minimum 2.1-metre pedestrian clearway.



FIGURE 56. Section along North Loop (Street A) - Commercial / Retail



FIGURE 57. Section along South Loop (Street A) - Residential / Park



- Retail
- Townhouse
- High Rise
- Mid Rise
- Ammenity
- Office
- Loading/Service



ARTISTIC RENDERING: VIEW LOOKING SOUTH THROUGH THE PROPOSED PARK

STREET B FRONTAGE

The western portion of Street B includes retail spaces that wrap around Blocks 2 and 5 from the Dundas St W frontage, as well as micro-retail spaces located on the north side of Street B between Dundas St W and the Community Green. Together these active uses will greatly enhance the animation of the public realm, drawing visitors in from Dundas St W and beyond. On the north side of the street there is also an entrance to an internal loading area (Building 3), while the south side of the street includes a residential lobby and a double row of trees. A service lane is proposed to provide access for shared parking and loading for the Block 5 buildings. The service lane is designed to protect pedestrians utilizing the improved pedestrian pathways connecting to Herman Ave, and the South Garden Walk.

Further east, grade-related residential units, residential lobbies, residential amenity spaces front onto the south side of Street B. On the north side of the street there is the Community Green (with an offset double row of trees similar to that seen on the north side of the park), as well as more grade-related residential units and amenity spaces. Here too, generous sidewalk widths work together with high-quality park design and strategic placement of retail uses to create vibrant nodes in shared outdoor spaces.

Street B terminates in a T-intersection with the north-south leg of Street A and maintains a minimum 2.1-metre pedestrian clearway.



FIGURE 58. Section along South Loop (Street B) - Commercial / retail



FIGURE 59. Section along South Loop (Street B) -Residential/Park



- Retail
- Townhouse
- High Rise
- Mid Rise
- Ammenity
- Office
- Loading/Service



ARTISTIC RENDERING: VIEW LOOKING SOUTHEAST TOWARDS TERRACED DECK , OPEN LAWN & GARDENS

BUILT FORM

This section describes the built form of the proposed development. It demonstrates how the placement, scale, and articulation of the building podiums and towers respond to the surrounding urban context to create successful neighbourhood conditions.

BASE BUILDING DESIGN

Reference

Tall Building Design Guidelines:

3.1.1 Base Building Scale and Height

3.1.2 Street Animation

3.1.3 First Floor Height

The proposed development uses base buildings to establish a neighbourhood scale, a comfortable and vibrant public realm, and a sense of continuity with the surrounding urban fabric.

BASE BUILDING HEIGHTS

The base buildings of the Proposed Development are all mid-rise in scale, ranging in height from 4 to 7 storeys, above which stepbacks are employed to reduce the visual impact of towers and the upper floors of base buildings. The heights respond to the surrounding contexts, providing appropriate transition and consistency in scale where required. In general, there are no existing adjacent streetwall conditions for the proposed development to respond to. The proposed design therefore establishes appropriate base building heights relative to the character and scale of the wider surrounding context.

The proposed local public streets, with rights-of-way of 18.5 metres, promote a scale of built form and vehicular activity that is suitable for a mixed-use community.



FIGURE 60. Built form - Base Building

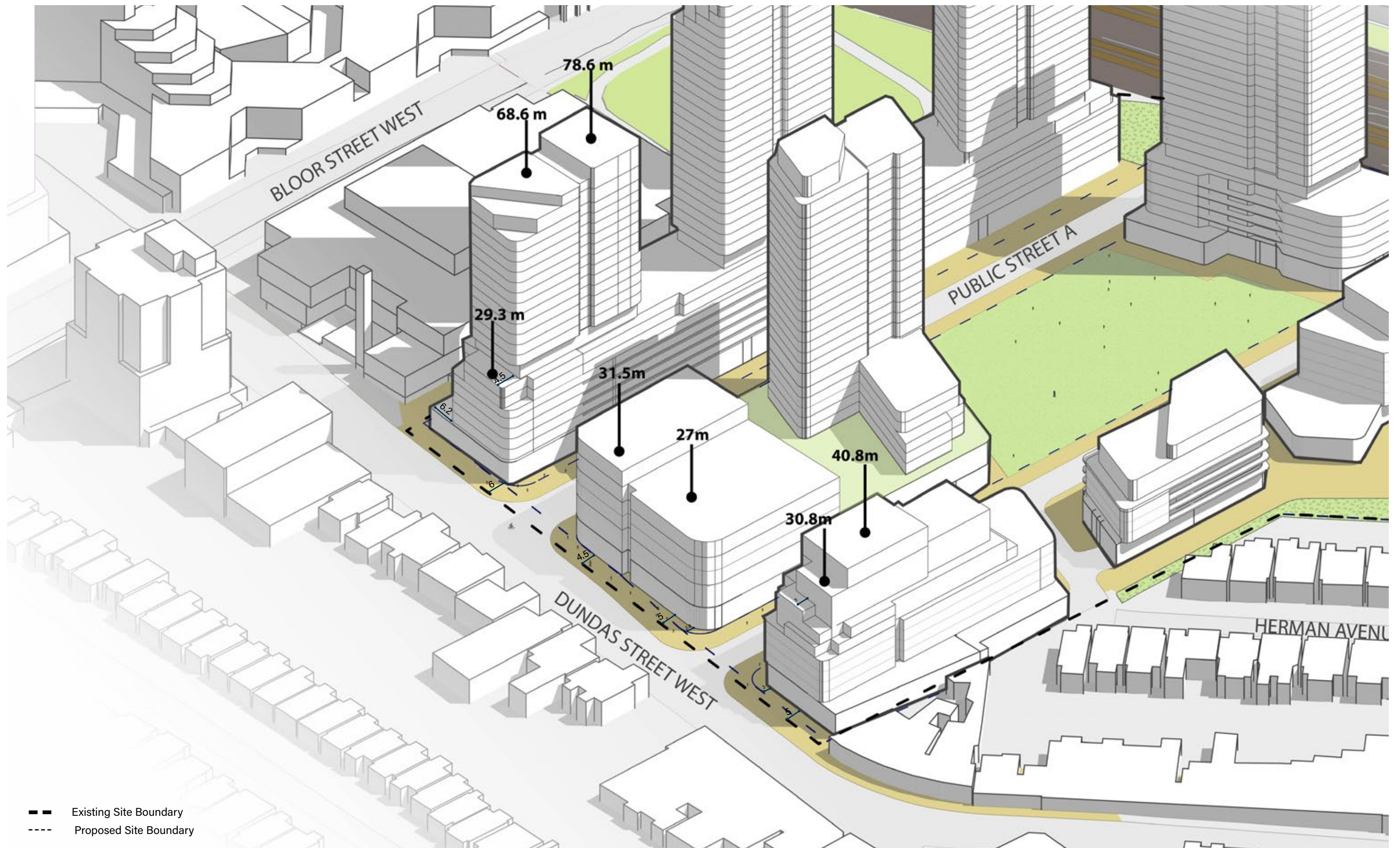


FIGURE 61. Stepback and Setbacks Along Dundas

GROUND FLOOR HEIGHTS

The Proposed Development is designed to provide vibrant retail at grade in addition to second floor retail (the proposed grocery store) in Building 3. To provide viable and flexible retail spaces that can accommodate a range of potential tenants and be adapted over time as retail trends shift, the proposed development includes retail level floor heights of 6.5 metres.

Where townhouse units are located at grade (a total of 30 units), the ground floor is 6.5 metres, and is divided into two levels. The townhouses are set back from the public streets, and ample plantings are proposed to ensure that privacy is maintained.

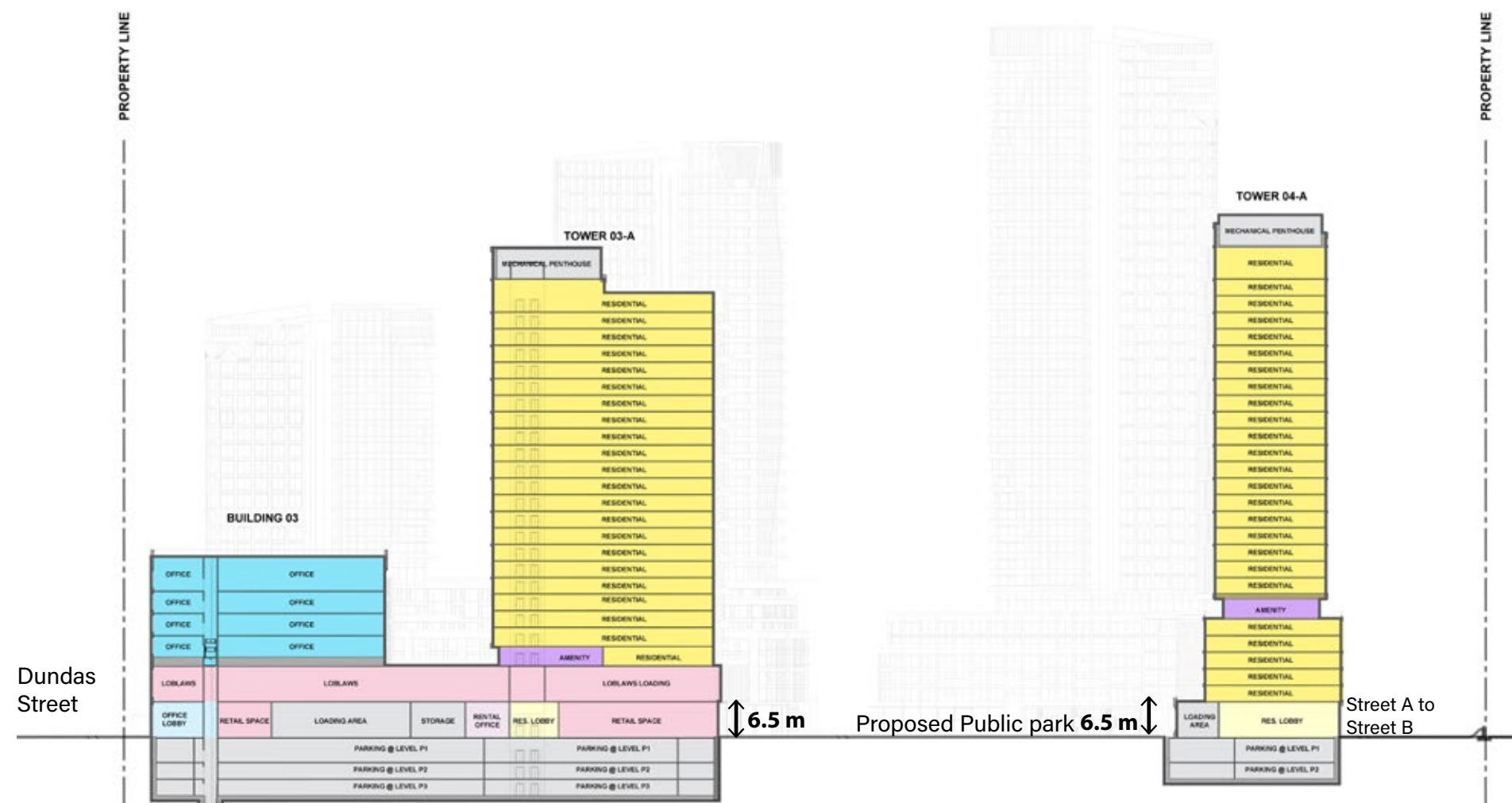


FIGURE 63. Section of Building 02 and Building 03 - First Floor Height of 6.5m

- Retail
- Townhouse
- High Rise
- Mid Rise
- Residential
- Ammentiy
- Office
- Loading / Service/MECH

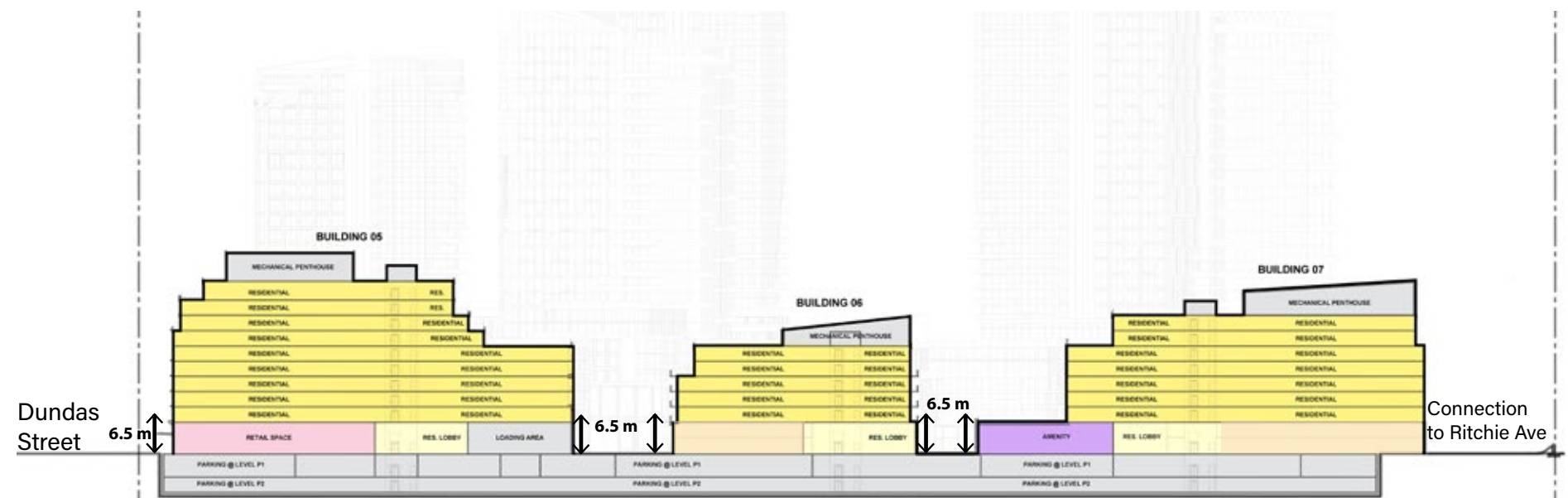


FIGURE 62. Section of Building 04,05 and Building 06 - First Floor Height of 6.5m

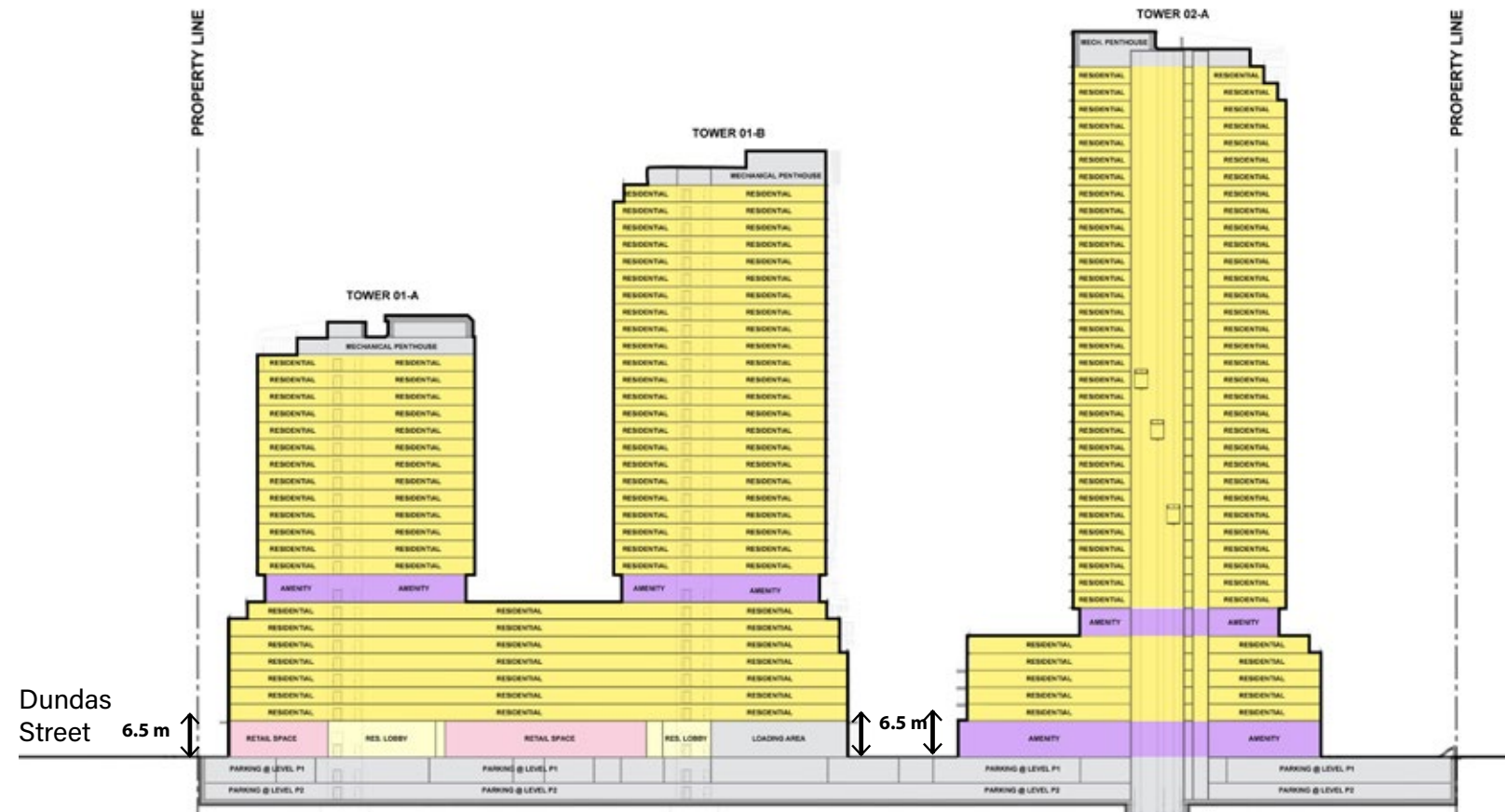


FIGURE 64. Section of Building 02 and Building 03 - First Floor Height of 6.5m

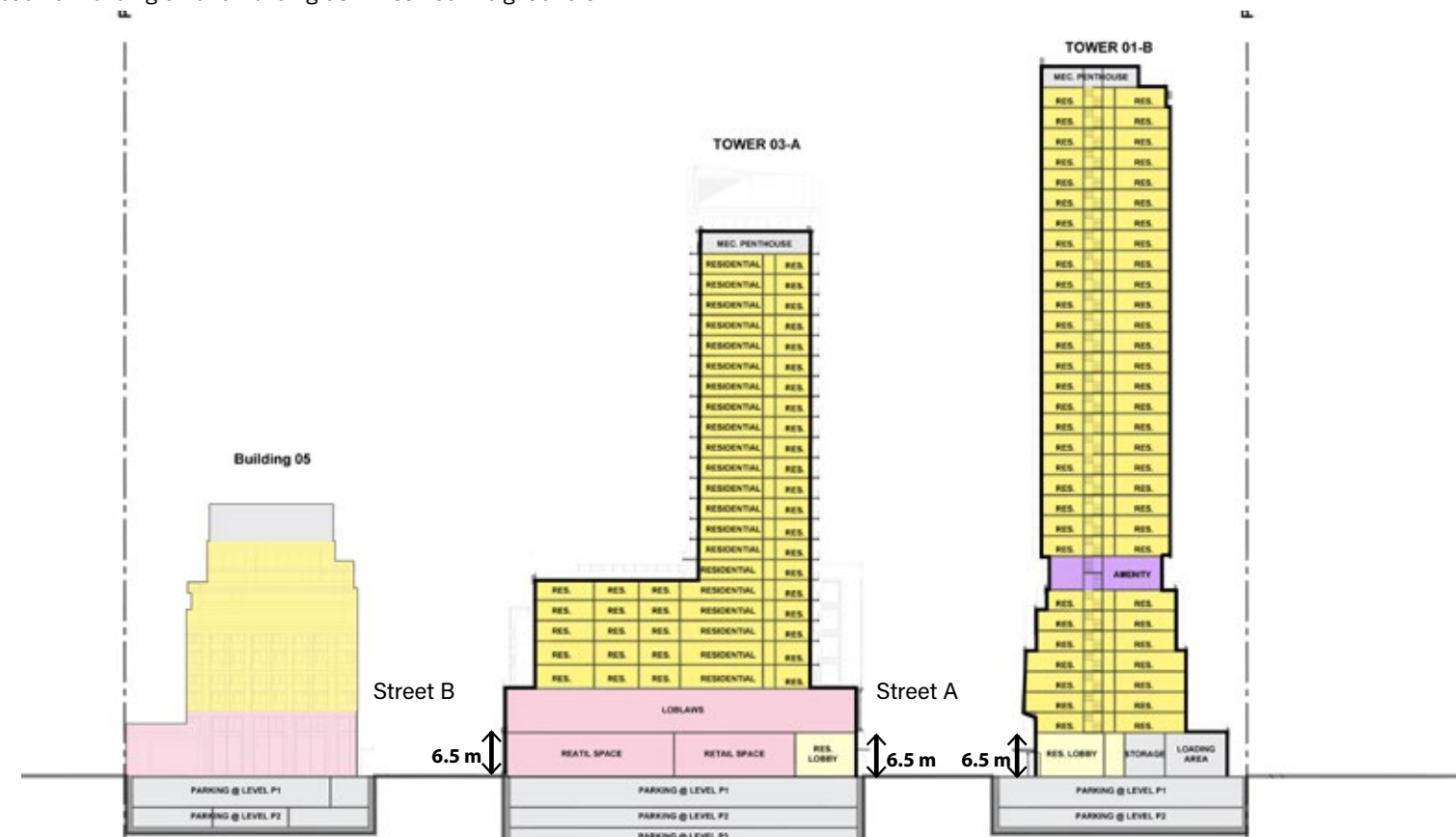


FIGURE 65. Section of Building 04,05 and Building 06 - First Floor Height of 6.5m

- Retail
- Townhouse
- High Rise Lobby
- Amenity
- Office
- Loading/Service

TOWER DESIGN

- Reference
- Tall Building Design Guidelines:
- 1.3 Fit and Transition in Scale

1.4 Sunlight and Sky View

3.2.1 Floor Plate Size and Shape

3.2.2 Tower Placement

3.2.3 Separation Distances

3.2.4 Tower Orientation and Articulation

The 2280 Dundas St W development is designed as a complete mixed-use community. The proposed heights and density are appropriate for this strategic location in the city, and feature an attractive built form that will create a vibrant urban area while limiting negative impacts on the surrounding context.

TOWER PLACEMENT

The proposed towers have been carefully arranged to ensure that the development has a harmonious fit with the surrounding context and creates a comfortable and pedestrian-scaled public realm. The overall design of the proposed development emphasizes the base buildings as the defining built form when experienced from the pedestrian realm. All towers are stepped back from their base buildings along street frontages, and the towers are arranged so that the tallest buildings are located toward the north, interior and eastern areas of the site, maximizing the downward transition in height toward the neighbourhood to the south, adequately limiting shadow impacts on the proposed new park and the existing Neighbourhood.

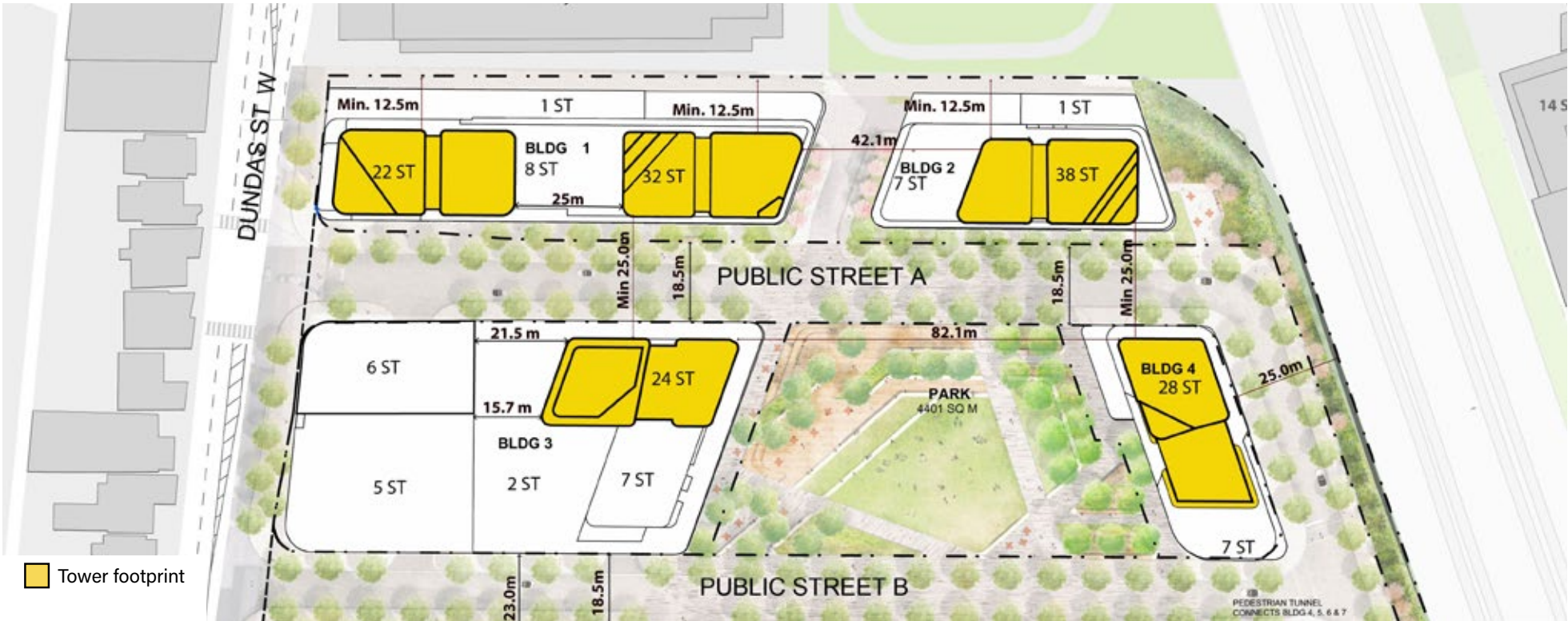


FIGURE 66. Tower Separation

FLOOR PLATES

Slender tower forms provide increased sunlight and sky views, and help to reduce shadow impacts and mitigate the visual impacts of intensification. All of the tower buildings in the proposed development feature floor plates of no more than 750 square metres GFA.

SEPARATION DISTANCES

The Proposed Development further maximizes sky views and sunlight by providing 25-metre minimum separation distances between the towers on the site. The design also achieves greater than 25-metre separation distances from future potential tower placements on adjacent sites by locating towers a minimum of 12.5 metres from the north and south lot lines. The Dundas St W right of way is sufficiently wide to maintain minimum 25-metre separation distances between towers on site and potential tower placements on the west side of Dundas St W.

TOWER ORIENTATION AND ARTICULATION

The five residential towers have been designed to provide a variation in height, orientation and articulation to maximize sunlight and sky views for occupants, and to provide interesting architectural expression of each tower. There is a varied pattern of tower orientation between the buildings, with towers generally alternating between north-south and east-west orientation from building to building. The staggered building heights, many of which differ by more than 5 storeys from the nearest tower on the site, will provide varied skyline conditions and a descent in scale from the northeast corner of the site down toward Dundas St W and the neighbourhood to the south.

The towers of each building have a distinct design articulation, with significant variations in balcony and glazing treatments as well as materiality. Base building facades use brick as their primary material, supporting the aesthetic integration of the Proposed Development with its context. The tower components of the proposed buildings will include a range of materials and articulations including precast elements, brick elements, and Duranar aluminum finishes. The Proposal's sustainability objectives will influence its architectural materials in that it will prioritize energy efficiency by utilizing 30% glazing and will utilize low-carbon building materials.



FIGURE 67. Bird Eye view of the tower orientation looking west

URBAN DESIGN ANALYSIS CONCLUSION

The Proposed Development at 2280 Dundas St W represents high-quality urban design that responds to the existing and evolving local and regional context. The design is also consistent with relevant land use and urban design policies guiding the development of mixed-use communities, and in particular the Tall Building Design Guidelines.

The Proposed Development will provide significant new housing, employment, retail, and open space in the Bloor-Dundas area, with transit-supportive density and design that prioritizes its integration with the surrounding community. The overall street and block strategy will introduce a fine grain of connectivity to and through the site that is typical of urban neighbourhoods, transforming the existing superblock into a porous point of connection for the community, that supports and encourages walking, cycling and transit.

The land use strategy supports community by both animating the ground plane with active retail uses as well as parks and open spaces, and by locating more intensive office and retail uses near the busy Dundas St W corridor.

The Proposal’s pedestrian realm and built form design support a human-scaled development with a comfortable and inviting public realm and beautiful brick base buildings with animated uses at grade animating the streets, park and open spaces.

The proposed tower design supports this as well, with minimum 25 metre separation distances and varying orientations and heights that will let in light and air and provide a visually appealing skyline. The proposed upward transition in heights from south to north and west to east also will ensure that shadow, wind, and visual effect on the surrounding neighbourhoods are minimized.

Finally, the proposed open space framework will establish a continuous, accessible ground plane providing a range of soft- and hardscaped open spaces that will serve as a significant new outdoor amenity for the broader community.

BLOCK CONTEXT PLAN

Recent amendments to the Public Realm policies of the Official Plan (Section 3.1.1) introduced the requirement for a **Block Context Plan. The Block Context Plan is described as “written and drawn plans that demonstrate how the Proposed Development will be designed and planned to fit in the existing and/or planned public realm and built form context.”**

The Block Context Plan Terms of Reference (June 2019) provide further detail about the required contents, which should demonstrate how the Proposal “is in conformity with OP policy, anticipates community needs and contributes to good planning and urban design.” The area of study is to include “the rest of the block of where the application is considered as well as all parcels across each of the streets on the perimeter of that block.”

As the Block Context Plan considerations are already substantially addressed elsewhere throughout this Planning Rationale, this section will briefly summarize how the Proposed Development fits within the existing and planned block context, and how it responds to each of the adjacency conditions in a manner that has regard for the comprehensive planning of the block and the surrounding public realm. To demonstrate that the Block Context Plan Terms of Reference have been met, references to the individual Terms of Reference requirements are integrated throughout this section by theme, with corresponding references to other sections of this report where fuller information and analysis is provided.

DESCRIPTION OF THE BLOCK

The Proposed Development at 2280 Dundas St W establishes a new street and block structure which enables walkability, the provision of retail amenity at various scales, a generous open space structure, efficient circulation, appropriately scaled development blocks, and consistent street walls and animation framing the public realm. The proposed development framework consists of six blocks, four of which will include buildings (the “development blocks”), served by two new internal public streets, a large central 4,400m² park block, and significant open space.

RESPONSE TO IMMEDIATE BLOCK CONTEXT

The Proposed Development has been designed to respond to the immediate block context. The towers and podium heights have been designed to create a gradation up from west to east and south to north (see Section 5.2 of this report for further discussion) in order to locate the highest-intensity development at the northeast of the site, at the rail corridor, and to decrease in height towards Dundas St W, and to further transition down in height towards the Neighbourhood.

The Proposed Development also introduces community-oriented spaces towards the centre (new 4,400 square metre public park) and south (open spaces) end of the Site. By positioning the tallest towers on the northern blocks and by limiting development along the southern boundary to mid-rise scale (6 to 10 storeys), the new public park and open spaces will have abundant access to sunlight. The Proposed Development contributes to the creation of a public realm and community use network aligned with the new public streets and open spaces, and will significantly improve the public realm along Dundas St W. The Proposal also contributes mid-block pedestrian connections through the Site, enhancing north-south porosity.

RESPONSE TO OTHER FRONTAGES

The placement of the blocks, buildings, streets, public park, and open spaces around the Subject Lands has regard for the existing built form context of the adjacent properties.

NORTH

A minimum tower setback of 12.5 metres is provided to the northern property line that is shared with the Bishop Marrocco/Thomas Merton Catholic High School. Along the westerly edge, along the Dundas St W frontage, the base buildings have been designed to animate this neglected area of Dundas St W, allowing the main street character of Roncesvalles and Dundas ST W to extend northwards towards Bloor St W. At grade, the base buildings are set back from the existing property line, where the right-of-way is proposed to be widened to accommodate better traffic movements, and an enhanced public realm. Building 1 can achieve a minimum 25.0 metres separation from any potential tower on the west side of Dundas St W. The podium placement along the north edge of the Site creates a consistent and pedestrian-scaled street edge to frame and separate the development from the school site.

EAST

To the east, the open space system along the rail corridor, referred to as the Railway Walk, is 4.7 metres wide, beyond the 18.5 metre right-of-way. It features a walkway along with substantial tree planting and a 2.5-metre high crashwall. The crashwall is located along the eastern boundary of the property, and at its northern terminus it transitions to a sculpted berm. A sloped embankment softens the visual impact of the crashwall and integrates it into the surrounding landscape. At grade the residential uses (amenity spaces and residential units) will front onto the railway walk, providing eyes on this area.

SOUTH

To the south, the proposed mid-rise buildings include at-grade residential uses and amenity spaces that will front towards the public park to the north, and on the South Garden Walk to the south. The South Garden Walk will act as a visual buffer between the new residential units in Buildings 5, 6 and 7, and the neighbourhood houses to the south. Building 5 has been built to the lot line at the south to optimize the amount of main street retail space, while respecting any future redevelopment potential of the adjacent property to the south along Dundas Street W.

The Proposed Development places the public park and lower-scale podium elements along the centre and south zones of the site to achieve an appropriate transition and a lower intensity of uses adjacent to the neighbourhood to the south. At grade, the treatment along the south side of the site reinforces open space and community-oriented uses.

WEST

Along the west edge, the Proposed Development's base buildings are set back 6.0 metres from the property line at grade. The only tower located along the Dundas St W frontage is Tower 1-A, which is stepped back 4.5 metres.

Overall, the Proposed Development is designed and sited to fit appropriately within its existing and planned context, and to provide sufficient setbacks on all sides to ensure appropriate tower separation distances and to respect the development potential of adjacent properties, and to adequately limit impacts on Neighbourhood properties.

FUTURE DEVELOPMENT POTENTIAL OF SURROUNDING PROPERTIES

Block Context Plans are to consider the development potential of the surrounding Sites. The Site to the north is the Bishop Marrocco/ Thomas Merton Catholic High School. Given this is a school site, no development is assumed on this site for the purposes of this OPA/ZBA/DPOS application.

On the west side of Dundas St W, if these lots are consolidated, buildings of mid-rise and tall building scale could be possible. The proposed base buildings and towers of Building 1 and Building 3 protect for future redevelopment of the west site. To the south, along Dundas St W's east side, the properties have been identified as having heritage interest (add properties). These properties are also considered to be part of the Dundas West Avenue Study area (outside of SASP 335), and accordingly would be limited to mid-rise heights. No development potential has been shown in this Block Context Plan, given the need for substantial lot consolidation on the west side of Dundas, and the heritage attributes of the buildings to the south.

PHASING STRATEGY

The Proposed Development includes a high-level phasing strategy that will minimize disruption to neighborhood amenities. To ensure no interruption in food access, Block 2 (Building 3), which includes the new Loblaws, a pharmacy, office space, and a rental apartment tower, will be delivered in Phase 1. The occupancy of the grocery store will enable the demolition of the existing grocery store prior to the construction of Building 4 in Phase 3. The new public streets will begin construction in Phase 1, with additional work continuing through other phases (as phased conveyance).

Phase 2 will see Building 1 constructed, which, along with Building 3, will begin to repair the west edge of the site and establish a two-sided main street condition along the new Public Street 'A'.

Phase 3 is a significant phase, consisting of the construction of Building 2 and Building 4, as well as the proposed public park, the remaining segments of the Public Street, the rail corridor crashwall, and the Railway Walk. Occupancy of Building 2 and 4 cannot occur until the crash wall is constructed.

Phase 4 will see Building 6 and Building 7 (mid-rise) constructed as well as the South Garden Walk and the Ritchie Garden, which are adjacent to the existing neighbourhood to the south of the Subject Lands. The final public street connection to Ritchie Avenue is proposed in Phase 4.

The final phase, Phase 5, completes the Proposed Development with the construction of Building 5. This last phase will finally connect the development site to the main street retail south along Dundas St W.

Each of these phases is expected to take approximately four years, except Phase 5 which is expected to take three years.

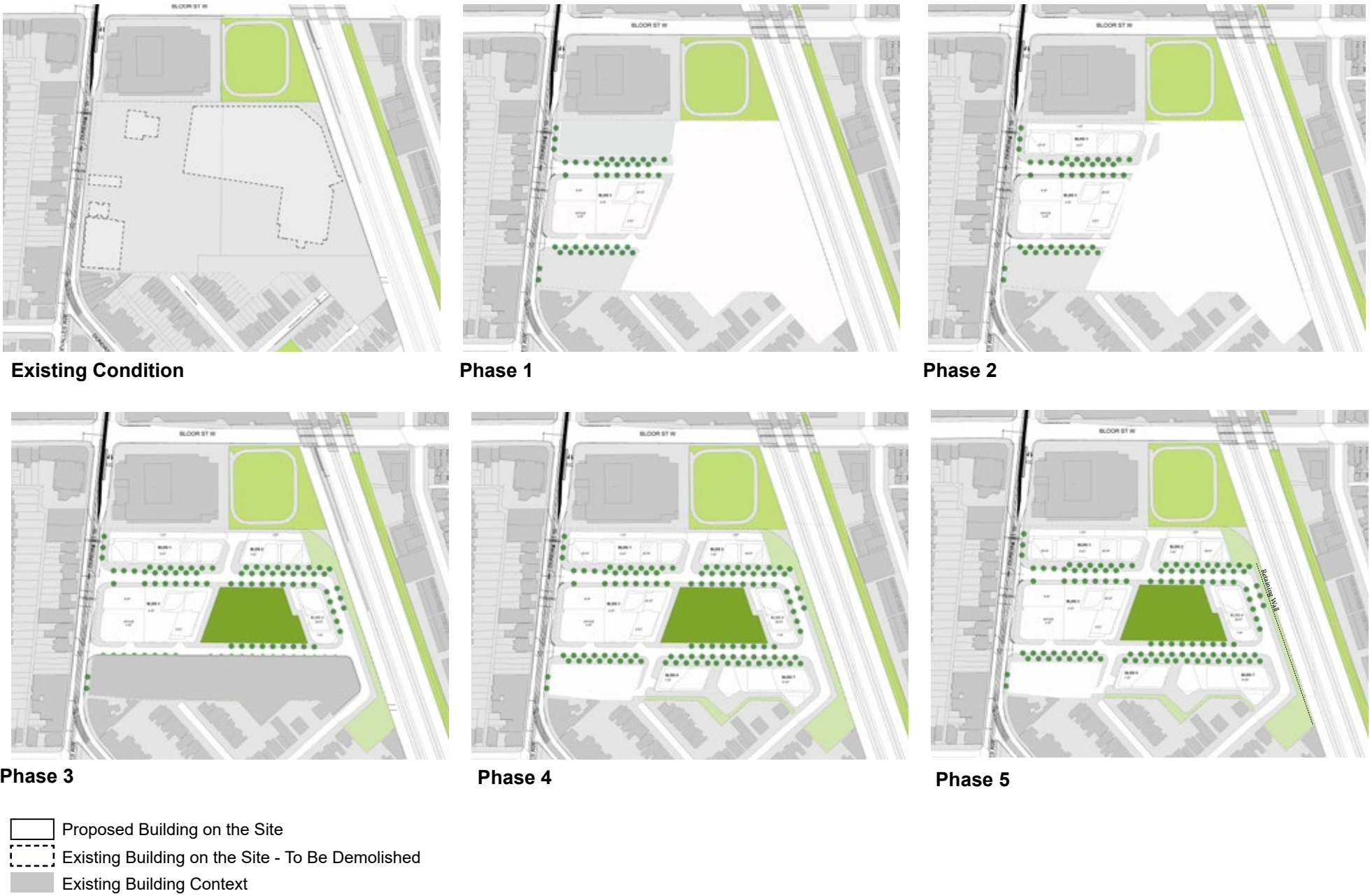


FIGURE 69. Phasing Overview



ARTISTIC RENDERING: VIEW LOOKING SOUTHEAST TOWARDS THE GARDEN WALK



06

PLANNING CONCLUSIONS

PLANNING CONCLUSIONS

INTENSIFYING MAJOR TRANSIT STATION AREAS AND ACHIEVING DENSITY TARGETS

The Growth Plan for the Greater Golden Horseshoe (2019) sets density targets within Major Transit Station Areas (MTSAs). The site is within the Dundas West and Bloor GO MTSAs, which both have minimum density targets of 300 people and jobs per hectare. These minimum density targets are to be achieved in 9 years (by 2031). Section 2.2.4 and 2.2.5 of the Growth Plan require that zoning be updated to implement official plan policies that contribute to meeting the minimum density targets. Moreover, Policy 2.2.4.6 prohibits land uses and built form that would adversely affect achieving the minimum density targets.

The proposed OPA and ZBA establish a contemporary development pattern that responds to the existing and emerging policy and built form context within two Major Transit Station Areas, reinforcing the importance of the Bloor and Dundas West node within the overall city structure. The proposed development will contribute to provincial and municipal goals to align population and employment growth with transit and reduce regional sprawl. Residents and employees will have access to local and regional rail, subway, streetcar, and bus service. The Proposed Development provides transit-oriented intensification in the form of tall and mid-rise buildings ranging in height from 7 to 38 storeys, supported by community amenities including a public park and will contribute to a more balanced mix of land uses where it is possible to both live and work within the MTSAs.

The Proposed Development will contribute to meeting and exceeding provincial growth targets. Considering the proposed 1,923 residential units, 7,596 square metres of office space, and 9,025 square metres of retail, the proposed development could introduce approximately 3,530 people and ~700 jobs to the MTSAs, representing an additional 959 people and jobs per hectare. Alongside other proposals in the development pipeline, the density of the Dundas West MTSA could potentially exceed the minimum density target of 200-300 people and jobs per hectare. It is important to note that the targets represent minimum targets and that much of the MTSA area will not be developed.

The Proposed Development and implementing instruments provides the appropriate level of intensification for a site located within two Major Transit Station Areas, while the City's existing permitted heights and densities within the City of Toronto Zoning By-law 569-2013 and the policies in SASP 335 do not. The City of Toronto Official Plan (2006) and SASP 335 were enacted prior to the province setting the MTSA density targets outlined in Section 2.2.4 of the Growth Plan (2019). A total of approximately 3,530 people and 700 jobs will make the site a mixed-use community where people will live, work, and play, and make use of many businesses and services in the area.

A RANGE OF HOUSING OPTIONS

The Proposed Development offers a range of housing options to support the creation of a new mixed-use community close to existing and planned higher-order transit. The development contributes 1,923 new dwelling units to the area, including 2- and 3-bedroom units, purpose-built rental, and affordable rental. Specific housing options under consideration include rental apartments, condominiums, affordable rental, and/or affordable ownership. The applicant is committed to providing affordable rental units, replacement rental units, and a minimum of 10% 3-bedroom units. As the planning stages of the development proposal proceed, the integration of affordable housing will continue to be reviewed with City staff.

TENURE

Eight new buildings (including 5 towers) are proposed, of which three are proposed to be purpose-built rental buildings. The replacement of the eight existing rental units will be accommodated within one of these three buildings. A rental housing demolition application is submitted concurrently with this application. The rental replacement units will be provided in the early phases of the development.

UNIT SIZE

All residential buildings will offer a mix of unit types that meet the needs of a broad target market and will integrate high-quality amenity spaces for residents. The provision of 38% large units, exceeding the Growing Up Urban Design Guidelines, will help provide housing options for larger households, including families with children. The unit sizes may be optimized to include both large units for larger homes and smaller units with sizes based on market demand to reduce price and improve affordability.

AMENITIES

The Proposed Development also enhances the overall site condition by creating indoor and outdoor amenity spaces in each building. The indoor amenity spaces will be connected to the outdoor amenity areas, and amenity areas will be designed to meet the intent of the Growing Up Guidelines.

DUNDAS WEST'S NEW GREEN HEART

The Proposed Development will deliver a new public park, and a series of open spaces that will enhance the pedestrian experience and facilitate convenient access to the Proposed Development. Landscape design will be coordinated across the site, including the proposed building frontages, the new public park, and the open spaces. Together, the park, public realm, and open spaces make up approximately 33% of the site area.

COMMUNITY PARK

The 4,400 square metre park at the centre of the site is a defining element of the Proposed Development. It will create a valuable new community green space that will serve new and existing residents, and function as a central landscape structure that stitches together the elements of the Proposed Development. The new public park will be animated and incorporate a high-quality design including seating, street trees, and other landscaping elements, creating a new neighbourhood focal point. New tree plantings in single or double rows along sidewalks throughout the site will draw residents, shoppers, and visitors into and through the new public park.

OPEN SPACES

The Proposed Development also includes a series of landscape and streetscape improvements around the proposed buildings. The existing open space at the southeastern edge of the site, at the entrance to Ritchie Street, will be enhanced with plantings and seating to provide a generous space for pedestrians, creating a welcoming entrance to the development. A dog area is also proposed as this area is currently used by the neighbourhood as a dog space. At the end of Herman Avenue, an improved pedestrian connection is proposed.

A green corridor is proposed along the south edge of the site, facilitating pedestrian circulation, and the crash wall along the east edge of the site is softened with a sloped embankment. These linear green spaces provide an experience of contiguous landscape design.

NEW PUBLIC STREETS

MTSAs are important sites for accommodating transit-supportive density, and are expected to provide a mix of uses, high-quality urban-design, multi-modal transit options, and ample pedestrian connections which together will limit automobile use. Today, the Subject Lands are not well integrated with either the surrounding neighbourhoods or the extensive transit infrastructure. The Subject Lands are a superblock that limits safe travel by pedestrians and cyclists, limits vehicular movements, and creates longer trips between destinations in the community.

The Proposed Development will create new community connections and improve connectivity to existing and planned transit infrastructure. It will allow community members to have access to and through the site from every edge by proposing a new system of public streets and pathways that creates an appropriate street and block pattern without creating a car-oriented environment.

The public realm along the Dundas Street frontage is proposed to be widened and enhanced with additional planting and sidewalk area, achieving a 3.0-metre pedestrian clearway. The new U-shaped public street with a proposed 18.5m right-of-way (ROW) will provide highly visible frontage for the new public park, facilitating convenient and attractive access to this new community amenity. The 18.5m ROW will include ample sidewalk area for pedestrians and tree plantings. Layby parking will be strategically located along the ROW. In key areas, the sidewalks are expanded to allow for double rows of trees and improved pedestrian clearways. The new street and sidewalk system will improve the walkability and overall mobility of the site and will make the area more livable and safer for residents, visitors, and employees.

Along the north and south edges of the new public park, unique pavers will be used to create an attractive environment that prioritizes and supports the safe and convenient circulation of pedestrians and cyclists.

The new U-shaped public street will connect to the neighbourhood to the south via Ritchie Street, as per the direction in the 2009 Avenue Study. The Proposed Development is an efficient use of the existing infrastructure, minimizes the need for vehicle trips, and effectively contributes to the creation of a vibrant and complete community.

NEW AND IMPROVED RETAIL AND EMPLOYMENT SPACE

The development will maintain and expand the employment diversity present on the Subject Lands today. The proposed development includes 16,621 square metres of non-residential gross floor area for office and retail uses, representing approximately 700 jobs onsite. The non-residential space will both support the local economy and provide new jobs immediately adjacent to transit services, helping to support the City and Province’s density targets. The employment uses will also be among the most accessible in the city by transit and active transportation, allowing them to deliver many jobs with a lower traffic, parking, and carbon emissions impact.

RETAIL

The Proposed Development will provide a diversity of commercial space for employment that reflects the mixed nature of the Toronto economy and will continue as a strategic location to support the needs of the local community. The Loblaws will be replaced, with frontage on Dundas Street West, and serviced by underground parking. A new pharmacy and a variety of other commercial, restaurant, micro-retail, and large-sized retail spaces are proposed. In total, 9,025 square metres of retail GFA will be provided on the first storey (and in the case of Building 3, the second storey as well) of the base buildings fronting onto Dundas St W and into the site towards the new public park.

OFFICE

The proposed Building 3 base building will deliver 7,596 square metres of office space (level 1, 3-6) with commercial lobby access provided on the Dundas St W frontage. The office space proposed will more than replace the existing office uses in 2238 Dundas St W.

APPROPRIATE BUILT FORM RELATIONSHIPS

This Planning Rationale has demonstrated that the Subject Lands are an appropriate location for tall buildings. The site has access to rapid transit and the existing and planned development context includes a number of tall buildings. The Subject Lands also abut a rail corridor and are of substantial size and depth, and are thus capable of accommodating multiple tall buildings that are sufficiently located away from and transitioning down to surrounding designated Neighbourhoods.

The Proposed Development allows for intensification of the Subject Lands, replacing the existing retail and surface parking with a high-density mixed-use development within 200m of transit. In place of the existing buildings, the proposed development will create a diversity of new residential and commercial uses.

The mixed-use development integrates a range of building types and configurations that generally consist of base podiums featuring active residential and retail frontages, combined with five residential towers ranging in height from 22 to 38 storeys, and mid-rise buildings along the south edge of the property. The proposed built form transitions in scale down towards the Neighbourhood and mainstreet areas. Streetscape and landscape treatments around and within the site are designed to complement the architectural designs, together fostering an inviting, attractive pedestrian realm.

MID-RISE

The transition of heights down towards surrounding lower scale buildings and Neighbourhood lands is achieved by locating mid-rise buildings (7-10 stories) and open spaces along the south edge of the Subject Lands. The proposed heights mitigate shadow impacts, limit privacy concerns due to overlook on neighbouring properties that are lower in scale, and reduce the loss of sunlight and sky views from adjacent streets and open spaces.

The proposed built form is consistent with the Official Plan built form policies that discuss the need for new development to create appropriate transitions in scale towards adjacent buildings and Neighbourhoods. The proposed buildings are sufficiently setback per rail safety standards. An amendment to the 2009 SASP 335 is required to permit additional height and density.

TOWERS

The heights and designs of all five towers were based on a careful evaluation of the planned and proposed surrounding context, and are articulated through the application of setbacks, stepbacks, the evaluation of shadow and wind impacts, as well as the provision of appropriate floor plates and separation distances. The three tall buildings on Block 1 (22-38 storeys) respond to and reinforce the height pattern in the surrounding area and create an appropriate transition to the existing 29-storey Crossways Mall development to the north of Bloor (without replicating that built form) and the approved 27-storey development at 1540-1550 Bloor Street West. The tallest buildings are located interior to the site and along the rail corridor. The proposed tall buildings are set back from Dundas Street West and are not adjacent to any residential areas.

SUSTAINABILITY

Recognizing the substantial investments in transit infrastructure around the Subject Lands, this development proposal aims to play a role in supporting a transit-oriented lifestyle. The redevelopment of the Subject Lands will support transit ridership by providing higher density development around the GO/Union Pearson Express and TTC stations and introducing a range of residential, retail, office, and community uses, as well as amenities. To further balance travel patterns and reduce auto dependency, the Proposal strives to create a vibrant mixed-use community that provides opportunities to live, work, learn, and play, and that encourages alternative travel options including walking and cycling for daily trips.

The Proposed Development will incorporate sustainable design practices, both in the design and performance of new buildings and in the broader public realm, to support environmental, social, cultural, and economic objectives. To facilitate these goals, an Energy Strategy Report, prepared by Steven Winter Associates, has been submitted under separate cover. The Energy Strategy Report addresses topics such as stormwater management, embodied carbon, and geothermal options.

The Proposed Development meets and exceeds the Toronto Green Standard Version 4 Tier 1. Specific sustainability strategies Choice is studying for the Subject Lands include:

- reduced parking provision, ample bicycle parking, and other transportation demand management measures;
- onsite stormwater management including green roofs and other permeable surfaces;
- substantial plantings on new streets and along the enhanced Dundas frontage, in the new public park, and in additional proposed open spaces;
- prioritizing energy efficiency by utilizing 30% glazing;
- low-carbon building materials;
- exploring the possibility for ground source heat exchange systems (geothermal)

The vision for the Subject Lands will significantly improve what is currently a low-rise 'strip mall' style development dominated by surface parking.

SUMMARY

The Proposed Development and implementing Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement and conform with the Growth Plan and the City of Toronto Official Plan, all of which encourage transit-supportive intensification, efficient use of existing infrastructure, provision of new housing, a high-quality public realm, and the creation of complete communities.

