

Planning & Urban Design Rationale

5500 Dundas Street West
City of Toronto

Prepared For
FCHT Holdings (Ontario)
Corporation

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www.bousfields.ca

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This Planning and Urban Design Rationale Report has been prepared in support of an application by FCHT Holdings (Ontario) Corporation, a subsidiary of First Capital REIT, to amend the City-wide Zoning By-law 569-2013, as amended, to permit a mixed-use development on a 0.97-hectare property occupying the north side of Dundas Street West between Billingham Road and Paulart Drive.

The requested Zoning By-law Amendment would permit the redevelopment of the subject site with two buildings of 14 and 16 storeys containing a total of 560 dwelling units, inclusive of studio, one, two and three-bedroom dwelling units. The development will be inclusive of residential space and at grade retail commercial space fronting onto Dundas Street West. The proposal also includes a privately-owned publicly accessible open space situated at the intersection of Dundas Street West and Billingham Road.

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

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Introduction

This Planning and Urban Design Rationale Report has been prepared in support of an application by FCHT Holdings (Ontario) Corporation, a subsidiary of First Capital REIT, to amend the City-wide Zoning By-law 569-2013, as amended, to permit a mixed-use development on a 0.97-hectare property occupying the north side of Dundas Street West between Billingham Road and Paulart Drive (the "subject site"). The subject site is situated approximately 650 metres east of Highway 427.

The requested Zoning By-law Amendment would permit the redevelopment of the subject site with two buildings of 14 and 16 storeys containing a total of 560 dwelling units, inclusive of studio, one, two and three-bedroom dwelling units. The development will have a total gross floor area ("GFA") of approximately 46,348 square metres, inclusive of approximately 45,350 square metres of residential space and 998 square metres of at grade retail commercial space fronting onto Dundas Street West. The proposal also includes a 313-square metre privately-owned publicly accessible open space ("POPS") situated at the intersection of Dundas Street West and Billingham Road. A 0.9-metre road widening conveyance along Dundas Street West is also proposed. The resulting gross density of the proposal is 4.76 FSI.

The proposal provides a total of 305 vehicular parking spaces, 430 bicycle parking spaces and 2 loading spaces.

This report concludes that the proposed mixed-use intensification of the subject site is consistent with the Provincial Planning Statement (2024) and conforms with the City of Toronto Official Plan and SASP 368, all of which support the intensification of underutilized sites well-served by municipal infrastructure. The subject site is well served by existing surface transit in the form of frequent bus

service along Dundas Street West and is within proximity of the Kipling Transit Hub, which provides multi-modal transit connections along the Line 2 (Bloor Danforth) subway, the Milton GO Rail Line, as well as several TTC, Mi-Way and GO bus connections. The subject site is also located along the route of the planned Dundas BRT. In this regard, the existing use of the subject site for a vehicle dealership and surface parking represents a significant underutilization of land and infrastructure. In contrast, the proposal would leverage existing infrastructure and forthcoming investments, such as the Dundas BRT, while contributing to the achievement of a complete community.

From a land use perspective, the proposal conforms with the objectives of the City's *Avenues* in addition to the site's *Mixed Use Areas* designation. The proposal will contribute to the on-going revitalization of Dundas Street West, west of the Kipling Transit Hub, facilitating the area's evolution from a commercial highway corridor into a vibrant and pedestrian-oriented mixed-use community. The increased residential population on site will provide further support for the existing non-residential uses and community services in the area, and the proposed at-grade commercial will provide further convenient retail and service options for both new and existing residents. A portion proposed retail commercial space will have a direct interface with the proposed POPS, as well as the existing bus stop at the Dundas Street West and Billingham Road intersection.

The proposed Zoning By-law Amendment would bring the site into City-wide Zoning By-law 569-2013, as amended, and apply the necessary development standards to permit the proposed height, density and massing of the new development, among other matters.

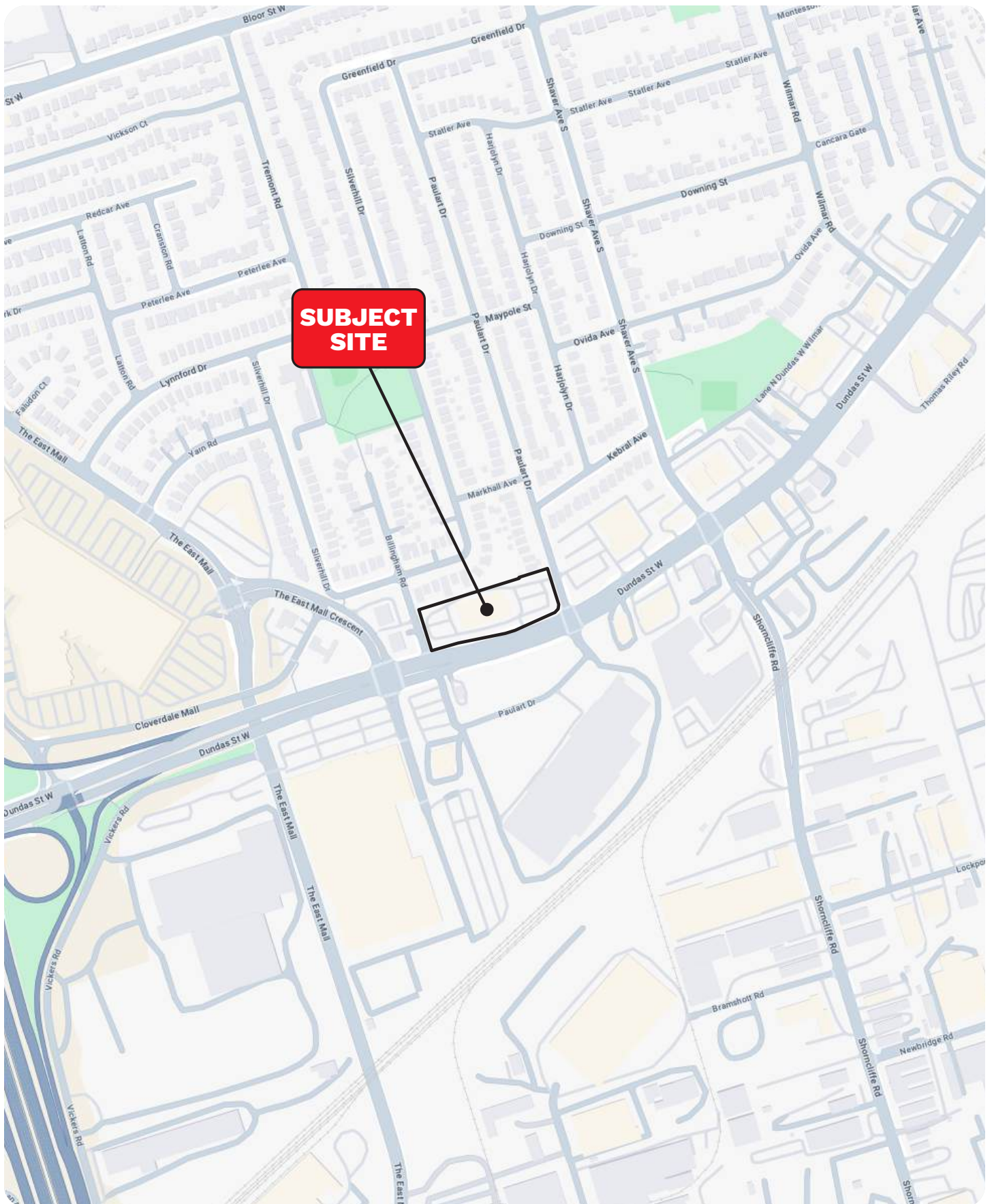


Figure 1 - Location Map

From a built form and urban design perspective, the proposed built form and massing are appropriate given the characteristics of the subject site, and conform with the policy direction set out in SASP 368 pertaining to the scale of development being mid-rise. In terms of the proposed heights of 14 and 16 storeys, the subject site has frontage on three public streets, with Dundas Street West being a major arterial road with an existing right-of-way width of approximately 35 to 42 metres. In addition, the subject site has a considerable depth which, in our opinion, provides opportunity to accommodate greater height and scale while still providing appropriate transition in scale to adjacent low-rise properties to the north. The proposed built form is deployed in a manner that provides for distinctive base buildings of 4 to 5 storeys, which the upper floors generally stepped back on all sides. A variety of different material choices are also proposed to further delineate the base elements from the upper floors.

In terms of context, the proposed building heights of 14 and 16 storeys will fit within the existing and emerging pattern of development along Dundas Street West between Highway 427 and the Kipling Transit Hub. In particular, the site is situated in between tall building nodes to the east and west, reflecting the existing and planned development within Etobicoke *Centre* surrounding the Kipling Transit Hub and Cloverdale Mall. In addition to the site-specific characteristics of the subject site, the proposed building heights fit within the broader urban structure, recognizing the site's positioning along an *Avenue* between two tall building nodes.

The proposal will also achieve the public realm policies set out in the Official Plan and SASP 368 and has appropriate regard for the Mid-rise Design Guidelines (2024) as it will significantly expand and enhance the pedestrian environment along all three street frontages. The proposed buildings are set back in a manner that will result in generous pedestrian boulevards that are proposed to be treated with several landscaping enhancements, including new and retained street trees.

As set out in this report, it is our opinion that the proposal represents good planning and urban design and reflects a desirable opportunity for infill intensification in a transit-supportive manner that will further support the development of a complete community. In summary, the proposal will optimize the use of land and infrastructure and help to re-urbanize one of the City's *Avenues*. For the foregoing reasons, we recommend approval of the requested Zoning By-law Amendment.



Site & Surroundings

2.1 Subject Site

The subject site is located on the north side of Dundas Street West, occupying the block between Billingham Road to the west and Paulart Drive to the east. The site is generally rectangular in shape, with an area of approximately 9,751.2 square metres and a frontage of 172 metres along Dundas Street West, and a depth ranging from approximately 54 to 58 metres.

The subject site is currently occupied by a one-storey commercial building with associated surface parking. The existing building has footprint of approximately 2,151 square metres, is presently tenanted by the "Tesla Etobicoke Dundas" vehicle dealership and service centre. The building is sited centrally on the subject site, with larger setbacks from adjacent street frontages.

With respect to grading and vegetation, the subject site is generally flat. The site itself is fully paved and does not contain any notable trees or landscaped areas. Within approximately 6 metres of the subject site, there are approximately 24 existing trees, including 4 trees in the municipal right-of-way along Dundas Street West. There are several existing trees situated within the rear yards of the adjacent residential properties to the north which overhang onto the site. The site is separated from these properties by way of an existing cinder-block wall.

Vehicular access to the subject site is currently provided by three driveways, one from each street frontage. Pedestrian access is facilitated by existing municipal sidewalks along the abutting streets.

There is an existing servicing easement (EB250939) in favour of the City along the southern end of the subject site running generally parallel to Dundas Street West.

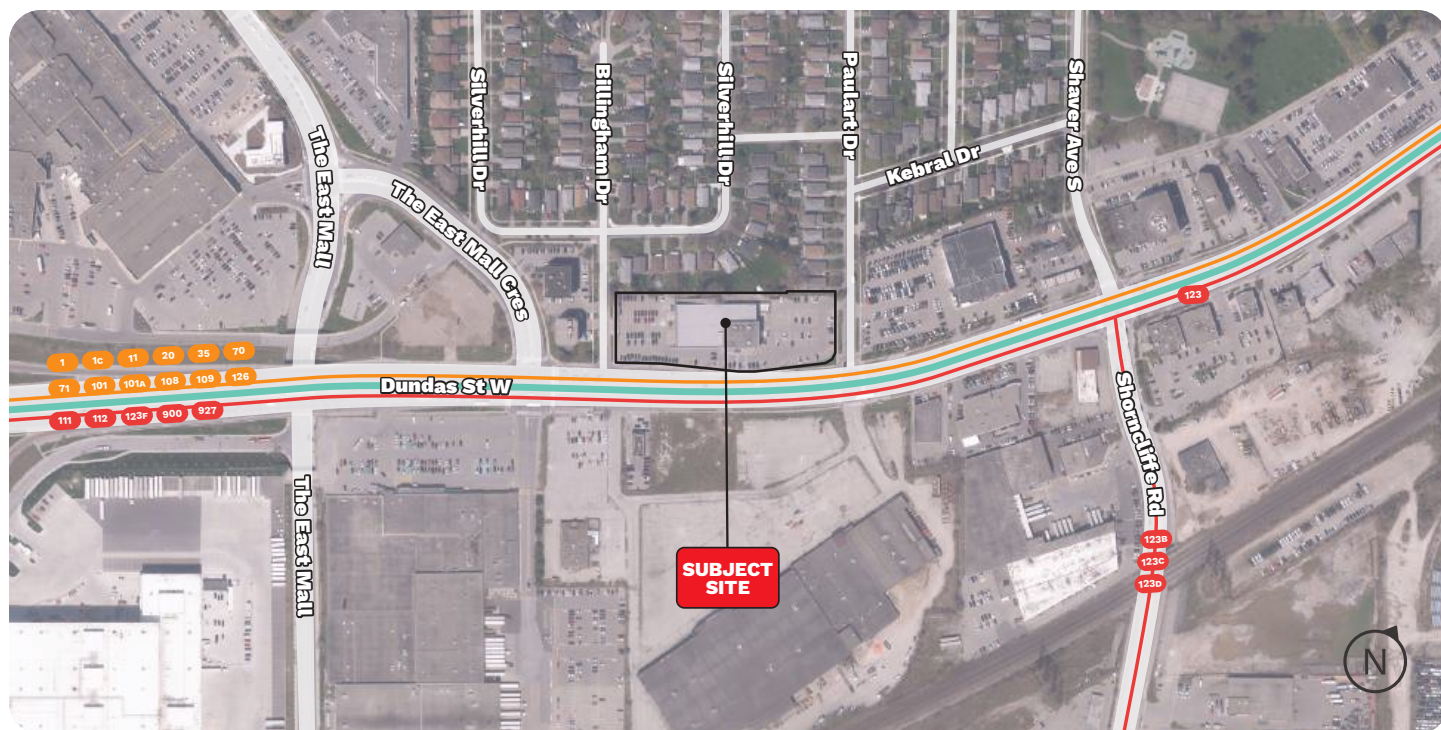


Figure 2 - Aerial Photo - Site Context



Subject Site, looking eastward from Billingham Road



Subject Site, looking westward from Paulart Drive



Subject Site, looking north from south side of Dundas Street West



Subject Site, existing rear driveway, facing west from Paulart Drive



Subject Site (rear), facing northeast from Billingham Road



Existing site frontage, facing west along Dundas Street West

2.2 Area Context

The subject site is located at the southern tip of the Islington neighbourhood, a predominantly low-density residential area defined by one- to two-storey detached homes. Higher-density uses generally frame the perimeter of the neighbourhood along major streets and rights-of-, including Highway 427 to the west, Dundas Street West to the south, Bloor Street West to the north, and Islington Avenue to the east.

The subject site fronts onto Dundas Street West, a major east-west thoroughfare which links the City of Toronto with the City of Mississauga and other municipalities further west. This segment of Dundas Street West has historically operated as a highway commercial corridor, characterized by an irregular lot fabric occupied primarily by a mix of low-rise retail commercial uses, vehicle dealerships, vehicle service centres, as well as low-to mid-rise office uses, with Cloverdale Mall acting as a community retail anchor at the intersection of Dundas Street West and Highway 427. The south side of Dundas Street West, primarily between Highway 417 and Shorncliffe Road is occupied by larger parcels containing the vacant Honeydale Mall lands, as well as warehousing and logistics uses (e.g., Metro Distribution Centre).

The subject site is located just east of *Etobicoke Centre*, which extends along Dundas Street West to Shorncliffe Road / Shaver Avenue. *Etobicoke Centre* is an established high-density mixed-use node anchored around the Kipling Transit Hub and Islington Station. Over the past 10 to 15 years, development has intensified within *Etobicoke Centre* and has also expanded westward from the Kipling Transit Hub along the south side of Dundas Street West. As such, the corridor has begun to transition into a diverse mixed-use community. To the west, a high-density mixed-use node is currently being planned on and surrounding Cloverdale Mall.

There are several mixed-use developments that are recently built, under construction, approved and proposed within the area surrounding the subject site. The greatest intensity of development has continued to occur within *Etobicoke Centre* and in particular, surrounding the Kipling Transit Hub where there are existing and planned building heights of up to 50 storeys. Closer to the subject site, development along the Dundas Street West corridor ranges from approximately 21 to 44 storeys, transitioning back up to a planned height peak at Cloverdale Mall with approved heights of up to 33 storeys and proposed heights of up to 42 storeys. The heights of existing, approved, and proposed buildings in proximity to the site are listed in **Table 1**.

Table 1 - Surrounding Development Activity (Auckland Road to Highway 427)

Address	Development Status	Development Type	Height
5251 Dundas Street West	Under Construction	Mixed-Use	50 storeys
5280 Dundas Street West	Approved	Residential	42 storeys
5359 Dundas Street West	Approved	Mixed-Use	50 storeys
5365 Dundas Street West (Kip District)	Built / Under Construction / Approved	Residential/ Mixed-Use	Tower 1: 40 storeys Tower 2: 37 storeys Tower 3: 28 storeys Tower 4: 24 storeys Tower 5: 21 storeys
20 Thomas Riley Road	Built	Residential	28 storeys
5415 Dundas Street West (Pinnacle Etobicoke)	Approved/ Under Construction	Residential	Tower 1: 44 storeys Tower 2: 42 storeys Tower 3: 40 storeys Tower 4: 37 storeys Tower 5: 34 storeys Tower 6: 32 storeys Tower 7: 28 storeys Tower 8: 26 storeys
5415 Dundas Street West (Phase 1)	Built	Mixed-Use	25 storeys
5509 Dundas Street West	Approved	Mixed-Use	22 storeys
2-10 The East Mall Crescent (The Clove)	Approved	Mixed-Use	10 and 33 storeys
250 The East Mall (Cloverdale Mall)	Proposed	Mixed-Use	Tower 1: 41 storeys Tower 2: 41 storeys Tower 3: 40 storeys Tower 4: 39 storeys Tower 5: 39 storeys Tower 6: 36 storeys Tower 7: 35 storeys Tower 8: 35 storeys Tower 9: 29 storeys Tower 10: 25 storeys

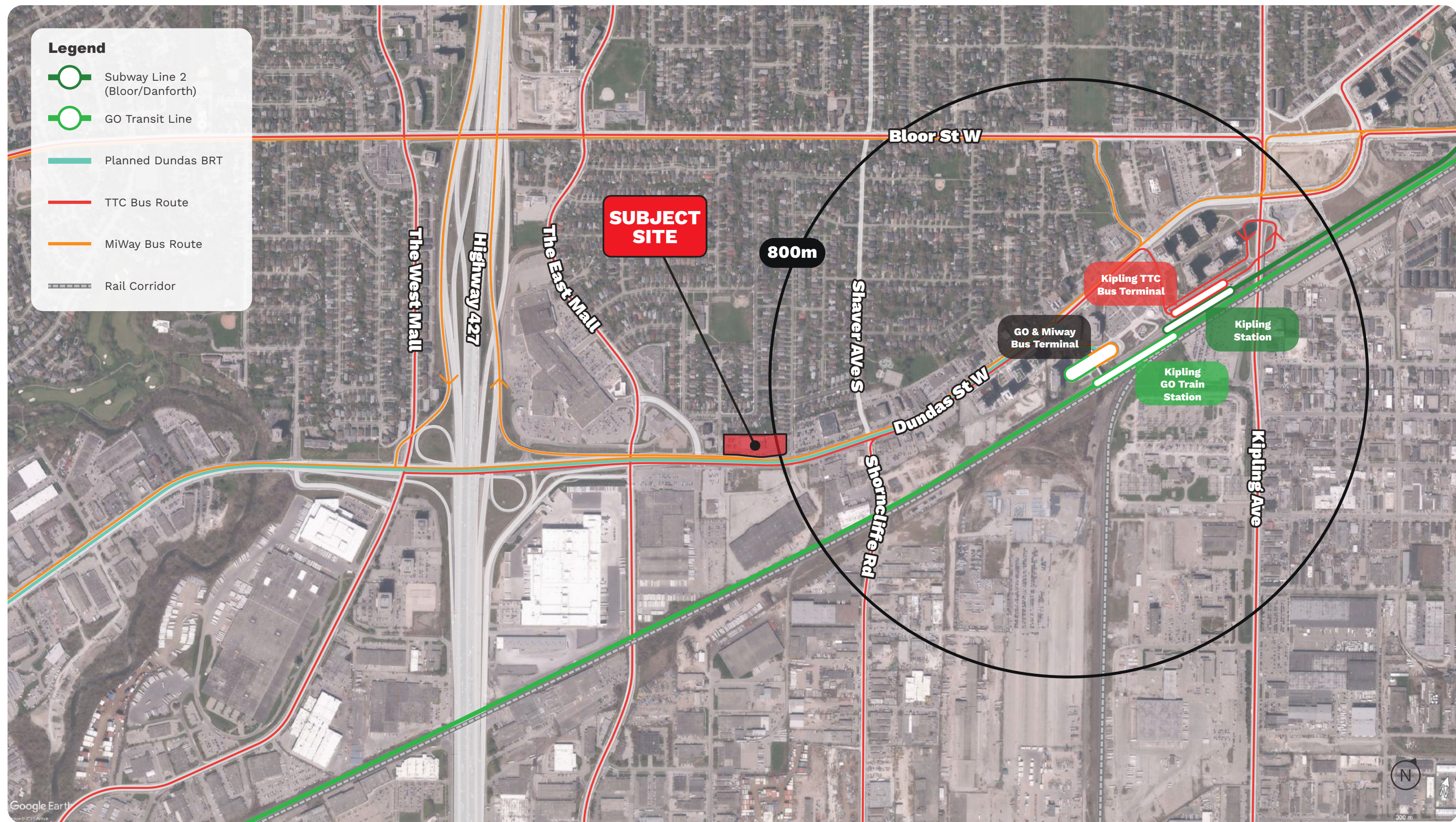


Figure 3 - Aerial Photo, Surrounding Context

2.3 Immediate Surroundings

To the immediate **south** of the subject site, on the south side of Dundas Street West, are three properties, two of which are vacant (5535 and 5541 Dundas Street West), and one of which is occupied by a one-storey commercial building with surface parking, which is tenanted by an "Enterprise" car rental agency (5553 Dundas Street West).

Flanking the east, west and south sides of the 5535-5553 Dundas Street West properties is a large property extending south to the Canadian Pacific Kansas City ("CPKC") rail corridor. The property is occupied by two one-storey commercial buildings with larger surface parking areas (5555 Dundas Street West). The larger building, which is situated along the south and east portion of the property, is the former site of the Honeydale Mall, which was constructed in 1973. Once a community shopping centre anchored by department stores, supermarkets and outlet stores, the mall formerly closed in June 2013 and has remained vacant since that time. Currently, much of the surface parking around the vacant mall building is being used by the Tesla Etobicoke Dundas dealership for outdoor vehicle storage. The northwest corner of the property is occupied by a standalone one-storey commercial building occupied by "Rockpile Bar & Nightclub" and its associated surface parking areas. Adjacent to the former Honeydale Mall is an industrial building occupied by "The Lamb Company" (10 Shorncliffe Road).

In August 2022, the Ontario Land Tribunal (the "OLT") issued a Final Order approving a rezoning application on the 5555 Dundas Street West and 10 Shorncliffe Road lands. The approval was implemented through By-law 1166-2022(OLT), which permits the comprehensive redevelopment of the lands with approximately 2,400 residential units and new retail commercial space within multiple mid-rise and tall buildings ranging from 8 storeys along Dundas Street West to up to 20 storeys along the CPKC rail corridor.



Rock Pile Bar & Nightclub, looking south from Dundas Street West



Former site of Honeydale Mall, looking south from Dundas Street West

The approved development includes a network of new public roads in accordance with Official Plan Amendment 156 (see **Section 4.6** below), including southward extensions of Paulart Drive and The East Mall Crescent, in addition to a new public park of approximately 1-hectare in size. Approximately 0.6 hectares of the future park is to be located on the Honeydale Mall lands, with the balance to be located on the abutting lands at 5559 Dundas Street West.

To the east of the Honeydale Mall lands, southeast of the subject site, is a large property occupied by two 1-to 2-storey commercial buildings used for meat processing, distribution and associated uses ("The Lamb Company", 10 Shorncliffe Road). North of this property are four properties situated along the south side of Dundas Street West near Shorncliffe Road, occupied by the following:

- a one-storey vehicle repair and service centre ("Active Green + Ross", 5517 Dundas Street West);
- a two-storey vehicle dealership and service centre ("Westowne Mazda", 5511 Dundas Street West);
- a vacant property (5509 Dundas Street West); and
- a vacant one-storey commercial building (5507 Dundas Street West);

In June 2021, City Council approved a Zoning By-law Amendment application for the 5507-5509 Dundas Street West properties (i.e., southwest corner of Dundas Street West and Shorncliffe Road). The approval was enacted through By-law 55-2021, which permits the redevelopment of the lands with a 22-storey mixed-use building (73.3 metres including the mechanical penthouse), containing a total of approximately 265 residential units and retail space at grade. An (H) holding symbol was removed from the lands in September 2025, however, construction has not commenced.

West of the Honeydale Mall lands, to the southwest of the subject site, is a large two-storey building occupied by "Metro Ontario Inc." (5559 Dundas Street West). The building is anchored by a "Food Basics" supermarket with surface parking fronting Dundas Street West and also includes a corporate office and warehouse/distribution centre, with an abundance of truck loading docks along the east and south elevations". On the west side of The East Mall is a recently constructed warehouse/distribution centre occupied by "Metro Ontario Inc." (17-75 Vickers Road). In March 2012 the OLT issued a Decision and Interim Order approving a rezoning application on the 5559 Dundas Street West lands to permit a comprehensive mixed-use development complimenting that approved for the adjacent Honeydale Mall lands. However, unlike the Honeydale Mall site, a Final Order was never issued from the OLT.



The Lamb Company - 10 Shorncliffe Road, looking southwest from Shorncliffe Road



Metro Ontario Inc. , looking south from Dundas Street West

To the immediate **east** of the subject site, on the east side of Paulart Drive extending to Shaver Avenue, is a two-storey commercial building occupied by the "Islington Chrysler Dodge Jeep Ram Fiat" vehicle dealership, with an associated surface parking area (at 5476 Dundas Street West). This property is accessed from curb cuts on Paulart Drive and Dundas Street West. Immediately adjacent to the dealership is a vehicle fuel station ("Esso", 5475 Dundas Street West).



Islington Chrysler Dodge Jeep Ram Fiat Dealership, looking east from Paulart Drive

To the immediate **north** of the subject site, is a contiguous low-rise residential neighbourhood comprised primarily of one- to two-storey detached single-family dwellings on a network of curvilinear local streets. Interspersed within the neighbourhood are institutional uses such as Etobicoke Alternative Secondary School and several public open spaces, such as Silverhill Park Cloverdale Park and Greenfield Park.



Neighbourhood to the north, looking northwest on Paulart Drive

Directly abutting the north lot line of the subject site are the rear yards of 119–131 Silverhill Drive and the side yards of 12 Paulart Drive, all of which are occupied by one-storey dwellings. The dwellings are set back anywhere from approximately 9 to 29 metres from the shared lot line with the site, aside from 12 Paulart Drive, which has a 2.2-metre side yard setback from the shared lot line. The existing dwelling at 12 Paulart Drive has one window facing south towards the site.



Tall building development surrounding The Kipling Transit Hub, looking southeast from Dundas Street West



12 Paulart Drive, looking west on Paulart Drive

To the immediate **west** of the subject site, on the west side of Billingham Road, are two office buildings of three and four storeys. These buildings accommodate a mix of medical clinics and other business uses and share a surface parking area with access from both Billingham Road and The East Mall Crescent.

Further west is a parcel bounded by Dundas Street West, The East Mall and East Mall Crescent which is occupied by a one-storey commercial building occupied by "The Beer Store" (2–10 East Mall Crescent). In January 2024, City Council approved a rezoning application on the lands to permit two buildings of 9 and 33 storeys, connected by a shared 4-storey base building ("The Clove", By-law 136–2024). Construction has not yet started.

On the west side of The East Mall is a large commercial property occupied by "Cloverdale Mall"; a one- to two-storey community shopping mall built in the 1950s and surrounded by surface parking. There are active Official Plan and Zoning By-law Amendment and Plan of Subdivision applications on the Cloverdale Mall lands which propose to demolish the existing mall and redevelop the site with multiple buildings ranging from 6 to 41 storeys, in addition to a network of new public and private roads and two new public parks situated along The East Mall.

West of the Cloverdale Mall lands is the Dundas Street West interchange with Highway 427.



Office Buildings at The East Mall Crescent and Dundas Street West, looking northeast from Dundas Street West



Cloverdale Mall, looking northwest from The East Mall Crescent



Highway 427 interchange, looking west from southside of Dundas Street West

2.4 Transportation Context

Road Network

The subject site has excellent access and connectivity to existing municipal road and highway infrastructure, including Dundas Street West and Highway 427. The subject site directly fronts Dundas Street West, Billingham Road and Paulart Drive.

- **Dundas Street West** is an east-west “Major Arterial” road, as classified by the City of Toronto Road Classification Map. The segment of Dundas Street West adjacent to the subject site has a planned right-of-way width of 36 metres, as identified on Map 3 of the City of Toronto Official Plan (see **Figure 4**), however, the existing right-of-way ranges from approximately 35 to 42 metres in front of the subject site. Dundas Street West currently accommodates six lanes of vehicular traffic, including dedicated higher-occupancy vehicle lanes on each side and a centre turning lane. There is no on-street parking in the vicinity of the site, and pedestrian sidewalks are provided on both sides of the street.
- **Billingham Road** and **Paulart Drive** are both classified as “Local” roads and have existing right-of-way widths of approximately 20 metres. While on-street parking is generally permitted on these streets, it is restricted on the portions immediately adjacent to the subject site (i.e., closer to Dundas Street West). Both streets have existing pedestrian sidewalks on both sides of the street, however, the existing sidewalks on the east side of Billingham Road and west side of Paulart Drive terminate north of the site frontage.

In terms of major highways, the subject site is located approximately 600 metres east of the Dundas Street West interchange with Highway 427, which provides regional connectivity throughout the Greater Toronto Area and beyond. On- and off-ramps for both directions are available on Dundas Street West. Highway 427 provides connections to other major provincial highways, including the Gardiner Expressway/Queen Elizabeth Way, Highway 401, and Highway 407.

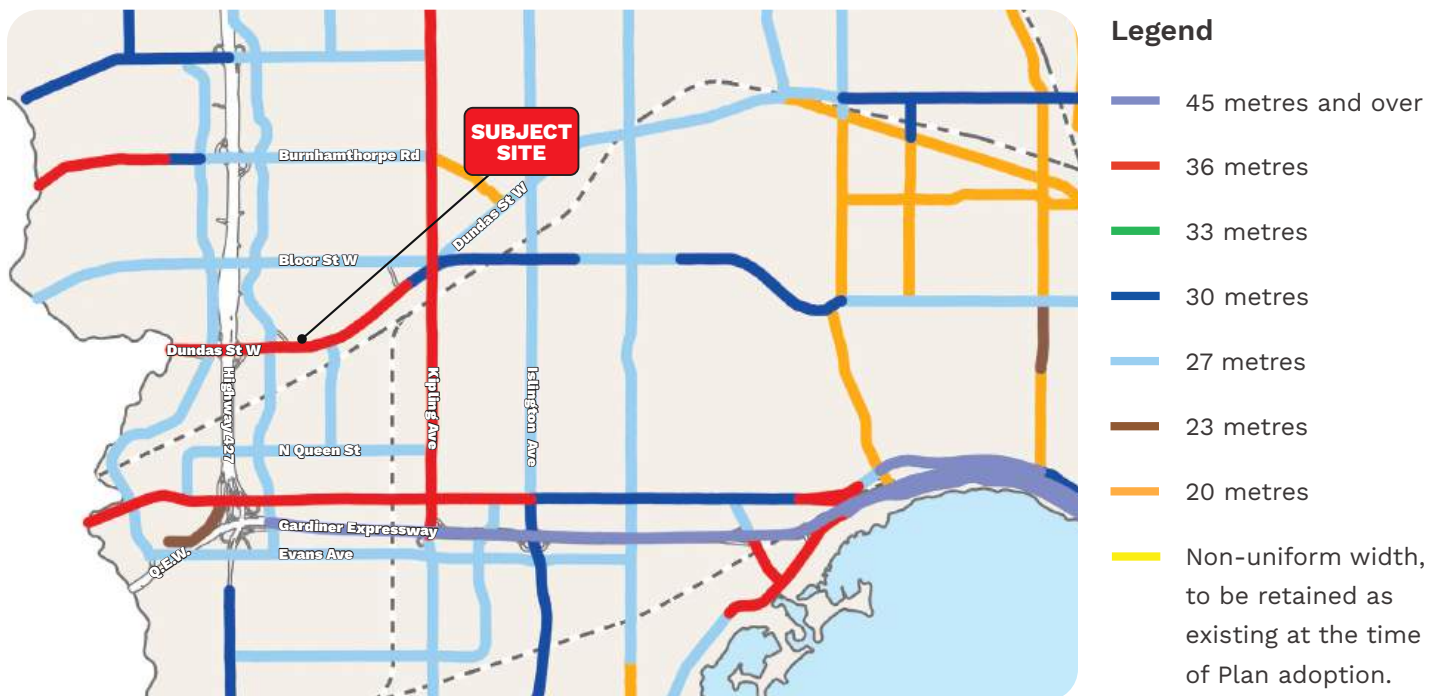


Figure 4 - Official Plan, Map 3 (Right-of-Way Widths)

Public Transit Network

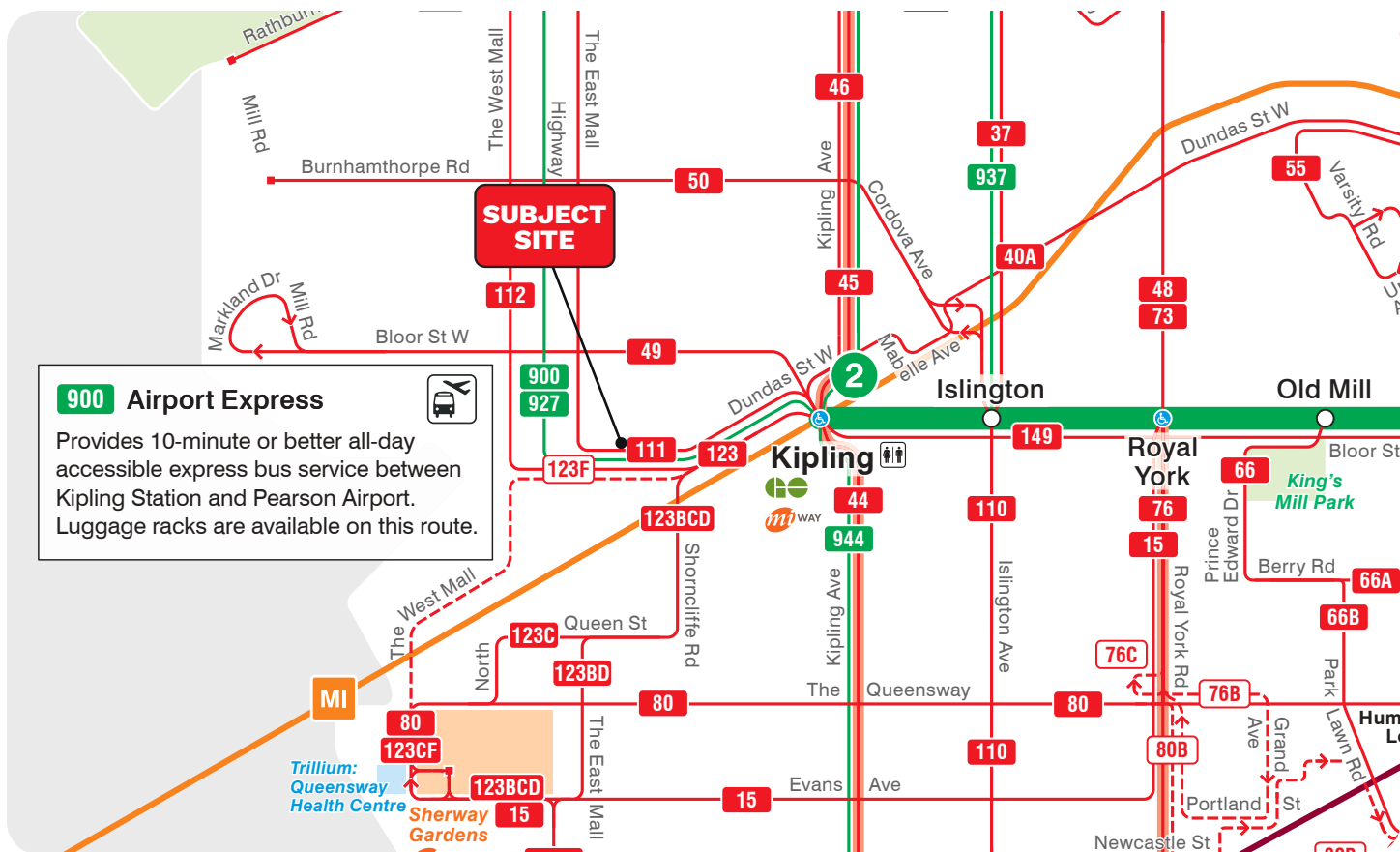
The subject site has access to a range of public transit services, including higher order transit and surface transit routes operated by the TTC, MiWay (Mississauga Transit), and GO Transit.

The subject site is located approximately 800 metres southwest of the Kipling Transit Hub (approximately 1.1-kilometres walking distance or a 15-minute walk). The Kipling Transit Hub is a multi-modal regional transit hub that includes access to Kipling Station along the TTC Line 2 (Bloor-Danforth) subway and the Kipling GO Station along the Milton GO Rail Line. The Kipling Transit Hub also contains two bus terminals, one containing GO Bus and MiWay connections and the other containing TTC bus connections.

In addition to the Kipling Transit Hub, there are existing bus stops located in front of the subject site at the intersection of Dundas Street West and Billingham Road. These stops are currently served by several routes operated by the TTC and MiWay, as set out below:

TTC Routes: four bus routes service the subject site along Dundas Street West, including two regular bus routes and two express routes. These include Routes 111 (East Mall), 112 (West Mall), 900 (Airport Express), and 927 (Highway 27 Express).

- **111 East Mall** – this route operates between Kipling Station on the Bloor-Danforth Subway and the area of Eglinton Avenue West and Martin Grove Road, generally in a north-south direction. This route operates at all times, seven days a week, with the service frequency of about every 10–12 minutes on weekdays, every 15 minutes on weekends midday, and even late-night service every 20–30 minutes.
- **112 West Mall** – this route operates between Kipling Station, the area of Eglinton Avenue West and Renforth Drive, the area of Disco Road and Carlingview Drive, and Renforth Station in the City of Mississauga, generally in a north-south direction. This route provides service ranging from every 15 to 30 minutes throughout the week.
- **900 Airport Express** – this bus route operates between Kipling Station and Toronto Pearson International Airport, generally in a north-south direction, with a stop at The East Mall Crescent and Dundas Street West. The route is part of the TTC's 10 Minute Network, and operates 10 minutes or better, all day, every day.
- **927 Highway 27 Express** – this bus route operates between Kipling Station, the Attwell Drive employment area, Humber College North Campus, and the area of Steeles Avenue West and Martin Grove Road, generally in a north-south direction. The route has a stop at The East Mall Crescent and Dundas Street West. The route is part of the TTC's 10 Minute Network, and operates 10 minutes or better, all day, every day.



Subway and light rail

- 1 Yonge-University Line
- 2 Bloor-Danforth Line
- 4 Sheppard Line
- 6 Finch West Line

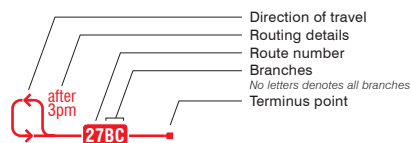


Interchange station Accessible station



Washroom

Streetcars and buses



Local service

Ten-Minute Network

10-minute or better service from 6 a.m. to 1 a.m. Monday to Saturday; operates from 8 a.m. to 1 a.m. on Sundays.

Regular service

Operates all day, every day, until 1 a.m.

Limited service

Operates at limited times of day. Frequency of service varies by route. Some service does not operate during all periods.

Special services

Express Network

Express bus service, serving select stops. Frequency of service varies by route. Some service does not operate during all periods.

Seasonal service

Operates at limited times of the year. For details on periods of operation, refer to route page on ttc.ca.

Community Bus

Neighbourhood midday service, Monday to Friday, connecting seniors' residences with local points of interest. Flag down anywhere along route.

Blue Night Network

30-minute or better service, from approximately 1:30 a.m. to the start of subway service (approximately 6 a.m. on weekdays and Saturdays; 8 a.m. on Sundays).

Map symbols

- Streetcar loop
- Train station
- Airport
- Hospital
24-hour emergency services
- Health care
- Point of interest
- Post-secondary school
- Transportation/government
- Park
- Access Hub
Accessible transit stop with a more comfortable shelter, served by Wheel-Trans

Figure 5 - TTC Transit Network Map

MiWay Routes: 9 MiWay surface transit routes service the subject site along Dundas Street West, including five regular bus routes and four express routes. These include Routes 1 (Dundas), 11 (Westwood), 20 (Rathburn), 35 (Eglinton), 70 (Keaton), 101 (Dundas Express), 108 (Financial Express), 109 (Meadowvale Express), and 126 (Burnhamthorpe Express).

- **1 Dundas** - this route operates along Dundas Street West, connecting the Kipling Transit Hub in the east to Laird Road at Ridgeway Drive in the west, with service running every 22–40 minutes on weekdays, every 32–44 minutes on Saturdays, and every 32–50 minutes on Sundays.
- **11 Westwood** - this route operates between Westwood Square and Kipling Transit Hub, generally in north-south direction, with service frequency of every 13–23 minutes on weekdays, every 22–26 minutes on Saturdays, and every 22–25 minutes on Sundays.
- **20 Rathburn** - this route operates between City Centre Transit Terminal and Kipling Transit Hub, generally in east-west direction, with service frequency of every 19–38 minutes on weekdays, every 28–33 minutes on Saturdays, and every 28–33 minutes on Sundays.
- **35 Eglinton** - this route operates between the Kipling Transit Hub and Churchill Meadows Community Centre, generally in east-west direction, with frequency of every 9–20 minutes on weekdays, every 16–25 minutes on Saturdays, and every 19–24 minutes on Sundays.
- **70 Keaton** - this route operates between Milverton Drive and the Kipling Transit Hub, generally in east-west direction, providing rush-hour only service on weekdays with buses running approximately every 18 minutes, and does not operate on weekends.
- **101 Dundas Express** - this express bus route operates along Dundas Street West between South Common Centre and Kipling Transit Hub, providing limited-stop service during peak hours. On weekdays, buses run approximately every 18–31 minutes, on Saturdays every 19–23 minutes, and there is no service on Sundays.
- **108 Financial Express** - this is an express bus route operating along Highway 401 between the Kipling Transit Hub and Argentia Road at Creditview Road. It provides limited-stop service during weekday peak hours, with buses running approximately every 20–30 minutes, and does not operate on weekends.
- **109 Meadowvale Express** - this is an express bus route operating between Meadowvale Town Centre and the Kipling Transit Hub, generally along Highway 403. On weekdays, buses run approximately every 8–24 minutes, on Saturdays every 22–28 minutes, and on Sundays every 26–32 minutes.
- **126 Burnhamthorpe Express** - this is an express bus route operating between the University of Toronto Mississauga campus and Kipling Transit Hub along Burnhamthorpe Road. It provides limited-stop service during peak hours, with buses running approximately every 15–16 minutes. There is no service on weekends.

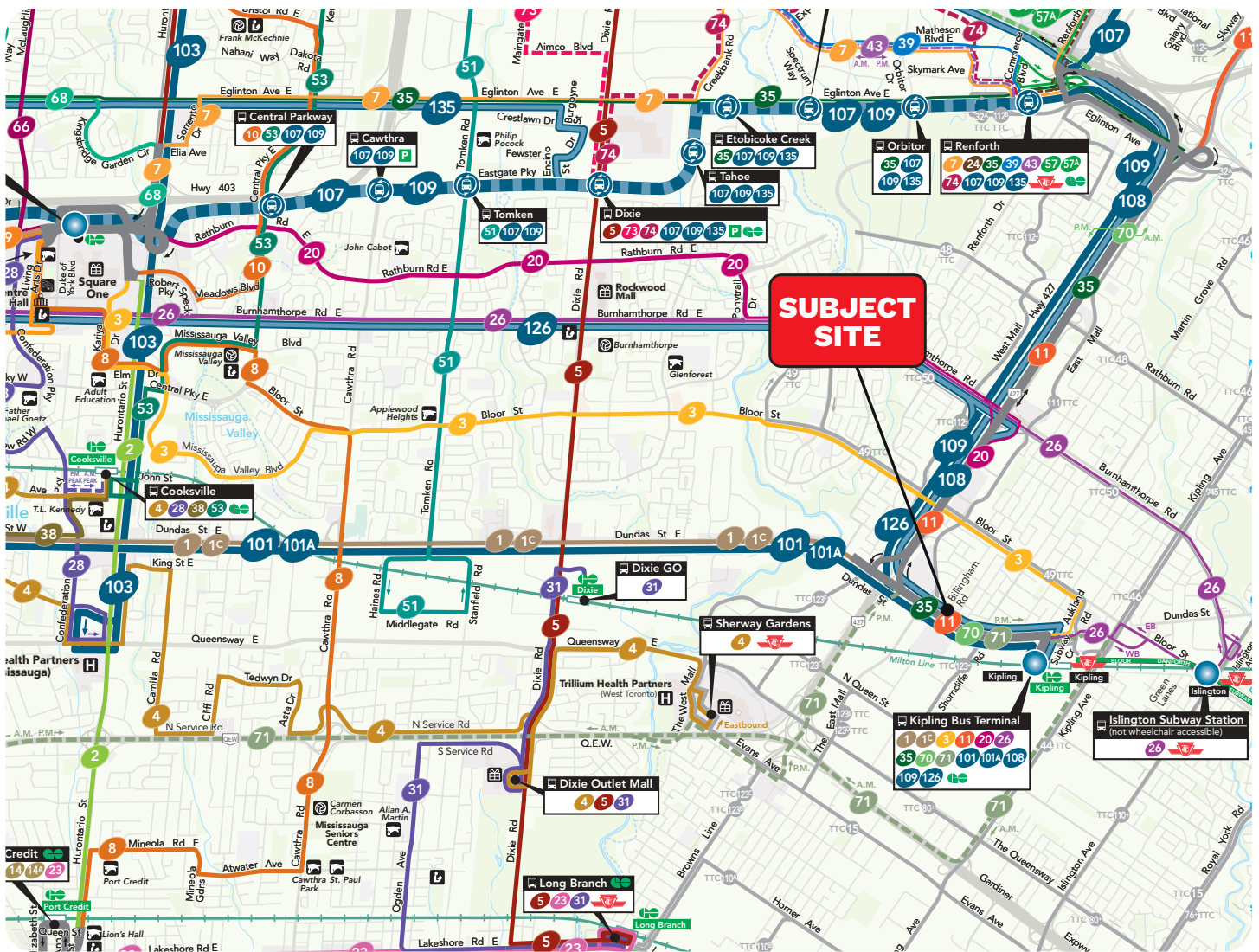


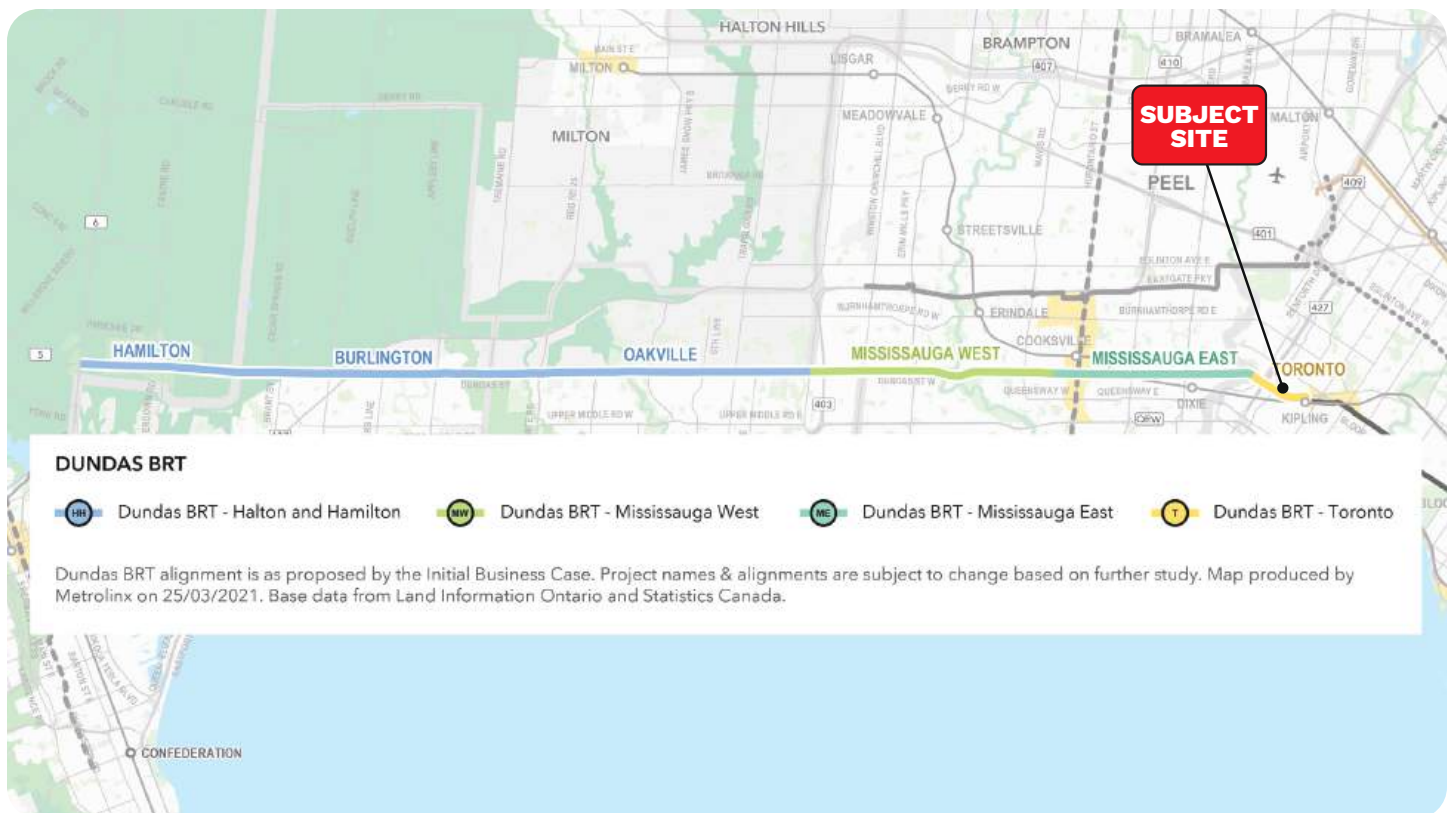
Figure 6 - Mi-Way Transit Network Map

Planned Public Transit

In March 2022, Metrolinx announced plans for the Dundas Bus Rapid Transit system ("Dundas BRT"), a proposed 48-kilometre bus rapid transit corridor planned to enhance east-west connectivity across the Greater Toronto and Hamilton area. The project aims to provide faster, more reliable transit service along Dundas Street, extending from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto.

The Dundas BRT is planned to provide regional connectivity to the municipalities of Hamilton, Burlington, Oakville, Mississauga, and Toronto, integrating with existing transit systems such as GO Transit, MiWay, and the TTC. More than 20 kilometres of the project are anticipated to operate in bus lanes or in a dedicated right-of-way, separate from other traffic.

An Initial Business Case for the Dundas BRT was completed in September 2020 and identified a potential stop at the intersection of Dundas Street West and The East Mall / The East Mall Crescent. Design work on the Dundas BRT is currently underway by Metrolinx.



3

Proposal



3.1 Description of the Proposal

The proposal includes the redevelopment of the subject site with two mixed-use buildings of 14 and 16 storeys (57.1 and 63.3 metres including mechanical penthouse) containing a mix of residential and retail commercial uses. The proposed buildings are sited generally parallel to the Dundas Street West frontage, and each include a 4-storey base building with the upper floors stepped back above. The proposal includes a partial road widening conveyance along Dundas Street West of approximately 0.9 metres, in addition to a 6.0-metre corner rounding conveyance at the intersection of Dundas Street West and Billingham Road. Furthermore, a privately-owned, publicly accessible open space ("POPS") of 313 square metres is proposed at the northeast corner of Dundas Street West and Billingham Road.

The proposed buildings, inclusive of the underground parking garage, are sited whereby they do not encroach into the existing servicing easement along Dundas Street West.

The proposed buildings contain a total of 560 dwelling units. A total gross floor area of approximately 46,348 square metres is proposed, consisting of approximately 45,350 square metres of residential space and approximately 998 square metres of retail commercial space at grade. The resulting gross density is 4.76 FSI.

A total of 305 vehicle parking spaces are proposed, consisting of 271 residential occupant spaces and 34 residential visitor spaces. In addition, a total of 430 bicycle parking spaces, consisting of 390 "long-term" bicycle parking spaces and 40 "short-term" bicycle parking spaces are proposed. A total of 2 loading spaces are proposed, consisting of 1 Type "G" loading space within each building.

It is proposed that the development will be built out in two phases, with Building A representing Phase 1 and Building B representing Phase 2.

Site Organization

The proposed buildings are sited centrally on the subject site and generally parallel to the Dundas Street West right-of-way. Within the site, the proposed buildings are sited with a minimum separation distance of approximately 14.7 metres between the 4-storey base building elements, increasing to 20 metres for the upper floors. A central pedestrian courtyard is proposed between the two buildings, which will link the Dundas Street West sidewalk with the rear of the site.

The rear yard is proposed to be occupied by a two-way driveway of 6.0 metres in width, extending the full width of the subject site between Billingham Road to the west and Paulart Drive to the east. The proposed driveway will contain several layby parking areas for pick-up/drop-off ("PUDO") functions, adjacent to the central pedestrian courtyard. Moreover, a minimum 2.5-metre wide landscape buffer is proposed between the driveway and the rear lot line.

A series of landscaped pedestrian clearways are proposed around and through the subject site, including minimum 2.4-metre sidewalks along Billingham Road, Dundas Street West and Paulart Drive. An additional pedestrian clearway is proposed across the front of the two buildings, with a width of approximately 4.0 to 4.5 metres. Similarly, a 2.1-metre pedestrian walkway is proposed along the rear of the buildings. The proposed walkways along the three public street frontages and within the central courtyard are supplemented landscaping elements including trees, planting areas and hardscaping.

A 313-square metre POPS is situated at the northeast corner of Dundas Street West and Billingham Road. The POPS is intended to expand the public realm around the existing TTC/MiWay bus stop situated at the intersection.

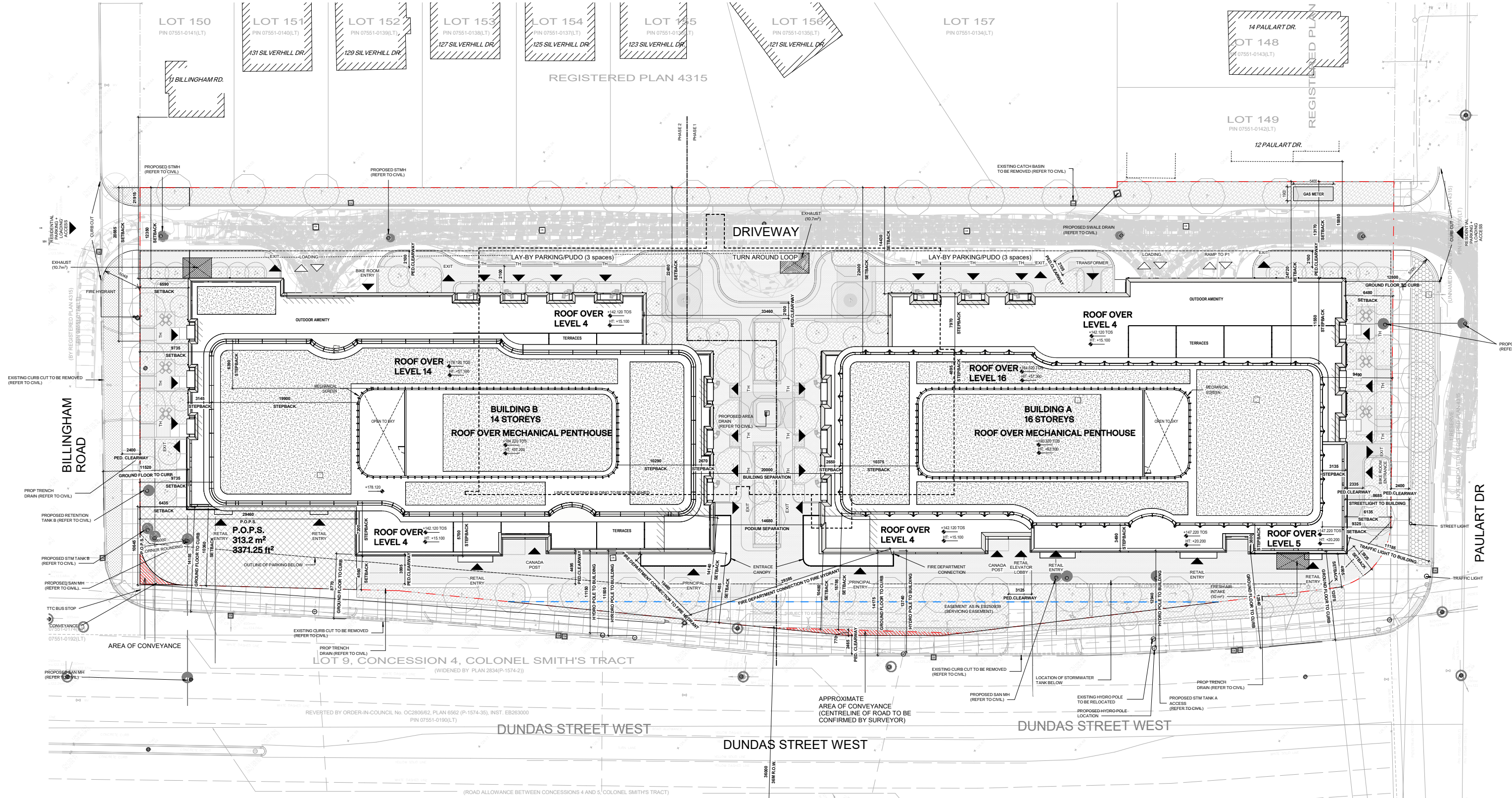


Figure 8 - Site Plan

Prepared by Superkül

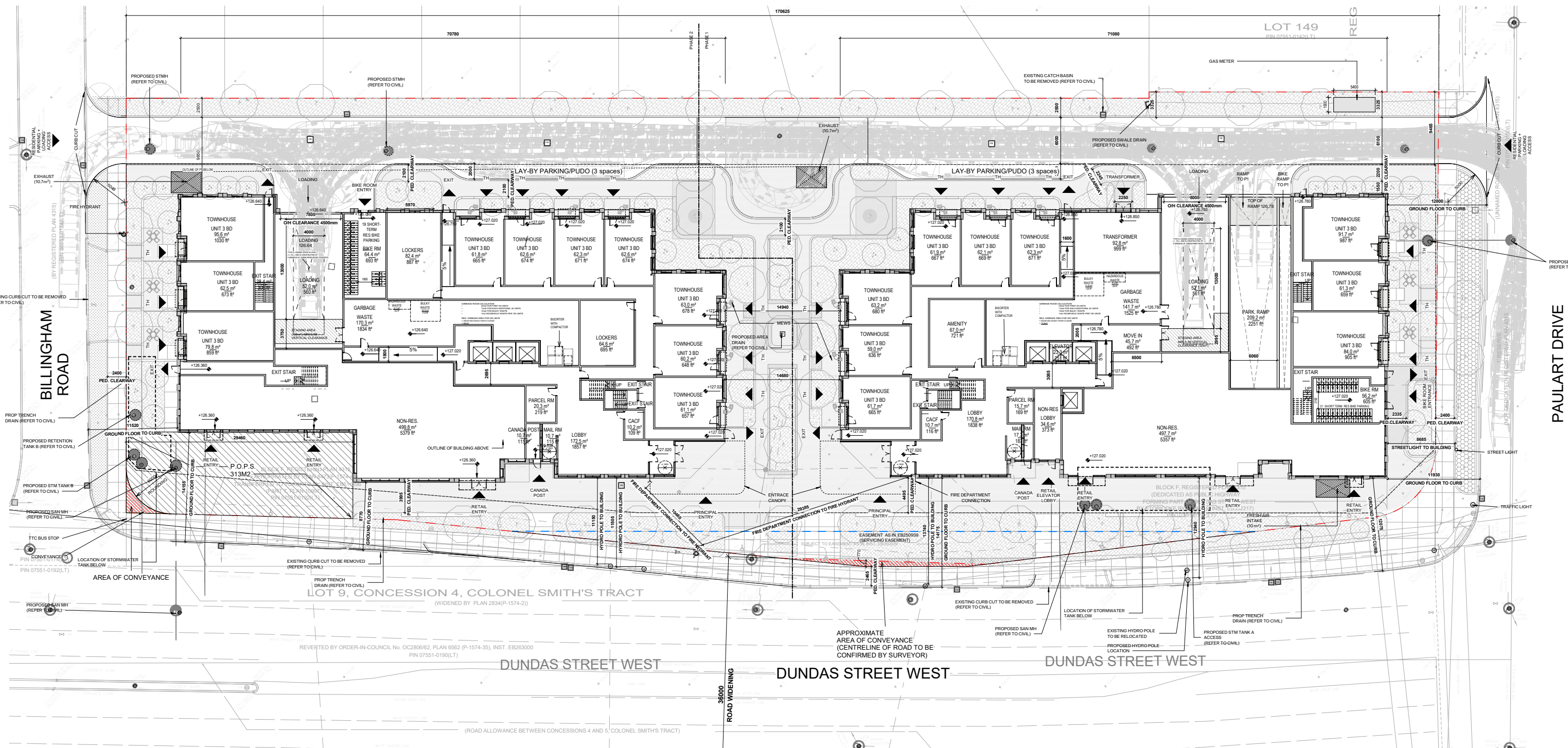


Figure 9 - Ground Floor Plan

Prepared by Superkül

Building A (16 storeys)

Building A occupies the east portion of the subject site and has frontage on Dundas Street West and Paulart Drive. Building A has a height of 16 storeys (57.3 metres to top of roof and 63.3 metres to top of mechanical penthouse). The building is designed with a 4-storey (15.1-metre) base building wrapping all sides, increasing to 5 storeys (20.2 metres) as the building extends closer to the corner of Dundas Street West and Paulart Drive. Building A does not have any projecting balconies.

Building A is set back approximately 4.5 metres from Dundas Street West at its closest point, increasing along the west portion of the frontage. Overall, the proposed siting and building setbacks result in a total curb to building face setback of approximately 12.1 to 14.2 metres, given the curvature of the Dundas Street West right-of-way. Above the height of the base, Building A provides a minimum step back of approximately 3.5 metres along the Dundas Street West frontage.

To the east along Paulart Drive, Building A provides a minimum setback of approximately 6.1 metres, resulting in a curb to building face setback of approximately 12.8 metres. Similar to the Dundas Street West frontage, Building A provides a 3.1-metre step back above the height of the base building.

To the rear (north), the proposed 4-storey base is set back approximately 13.2 to 14.4 metres from the north lot line. Above Level 4, a stepback of approximately 8.0 to 11.6 metres is provided. As a result, Levels 5 to 16 are set back a total of approximately 22.4 to 24.7 metres from the north lot line.

To the west, Building A provides a 4-storey element facing Building B with a 14.7-metre separation distance. A 2.7-metre step back is provided above Level 4.

Above the height of the roof, the proposed mechanical penthouse is sited centrally on the roof and is stepped back on all sides in the order of approximately 3.6 to 18.2 metres.

In terms of uses, the primary residential lobby is situated at the southwest corner fronting Dundas Street West and the central pedestrian courtyard. Extending east along the balance to Paulart Drive is contiguous retail commercial space. Residential townhouse units are proposed at grade along the east, north and west elevations, with direct access from the exterior. To the rear is an internalized loading and servicing area, as well as a shared underground parking ramp serving both buildings. Additional ground-floor elements include parcel and mail rooms, indoor amenity space, garbage and moving rooms, a transformer room, and a bicycle storage room.

Above the ground floor, Levels 2 to 16 are predominantly occupied by dwelling units. Level 5 is a transition floor between the base building (i.e., the ground floor to Level 5) and the upper portion of the building (i.e., Levels 6 to 16) and contains a mix of dwelling units and indoor amenity space.

Building B (14 storeys)

Building B occupies the west portion of the subject site and has frontage on Dundas Street West and Billingham Road. Building B has a height of 14 storeys (51.1 metres to top of roof and 57.1 metres to top of mechanical penthouse). The building is designed with a similar 4-storey (15.1-metre) base building wrapping all sides. Where Building B fronts the proposed POPS at the corner of Dundas Street West and Billingham Road, the base building is recessed and sits flush with the upper floors above, providing for a consistent 14-storey condition in this location. Building B does not have any projecting balconies.

Building B is set back approximately 4.5 metres from Dundas Street West at its closest point and approximately 10.6 metres where the POPS is situated. Overall, the proposed siting and building setbacks result in a total curb to building face setback of approximately 8.8 to 11.5 metres, given the curvature of the Dundas Street West right-of-way. Above the height of the base, Building B provides a minimum step back of approximately 5.7 metres along the Dundas Street West frontage.

To the east, Building B provides a 4-storey element facing Building A with a 14.7 metre separation distance. A 2.7-metre step back is provided above Level 4, matching the condition provided by Building A.

To the rear (north), the proposed 4-storey base is set back approximately 12.2 metres from the north lot line. Above Level 4, a stepback of approximately 8.7 metres is provided. As a result, Levels 5 to 14 are set back a total of approximately 20.9 metres from the north lot line. Given the articulation in the form, the east portion of the massing is set back by a total of 22.5 metres.

To the west along Billingham Road, Building B provides a minimum setback of approximately 6.4 metres, resulting in a curb to building face setback of approximately 11.5 metres. Similar to the other street frontages, Building B provides a 3.1-metre step back above the height of the base building along this elevation.

Above the height of the roof, the proposed mechanical penthouse is sited centrally on the roof and is stepped back on all sides in the order of approximately 5.4 to 20.4 metres.

In terms of uses, Building B has a similar layout to Building A. The residential lobby is proposed at the southeast corner fronting Dundas Street West and the central pedestrian courtyard – i.e., sited facing Building A with a parallel condition. Extending west along the balance of the frontage to Billingham Road and fronting the POPS is retail commercial space. Residential townhouse units are proposed at grade along the east, north and west elevations, with direct access from the exterior. To the rear is an internalized loading and servicing area, as well as a bike storage room. Additional ground-floor elements include parcel and mail rooms, garbage and moving rooms, and storage rooms.

Above the ground floor, Levels 2 to 14 are predominantly occupied by dwelling units. Level 5 is similar designed as a transition floor between the base building (i.e., the ground floor to Level 5) and the upper portion of the building (i.e., Levels 6 to 14) and contains a mix of dwelling units and indoor amenity space.



Figure 10 - South Elevation

Prepared by Superkül

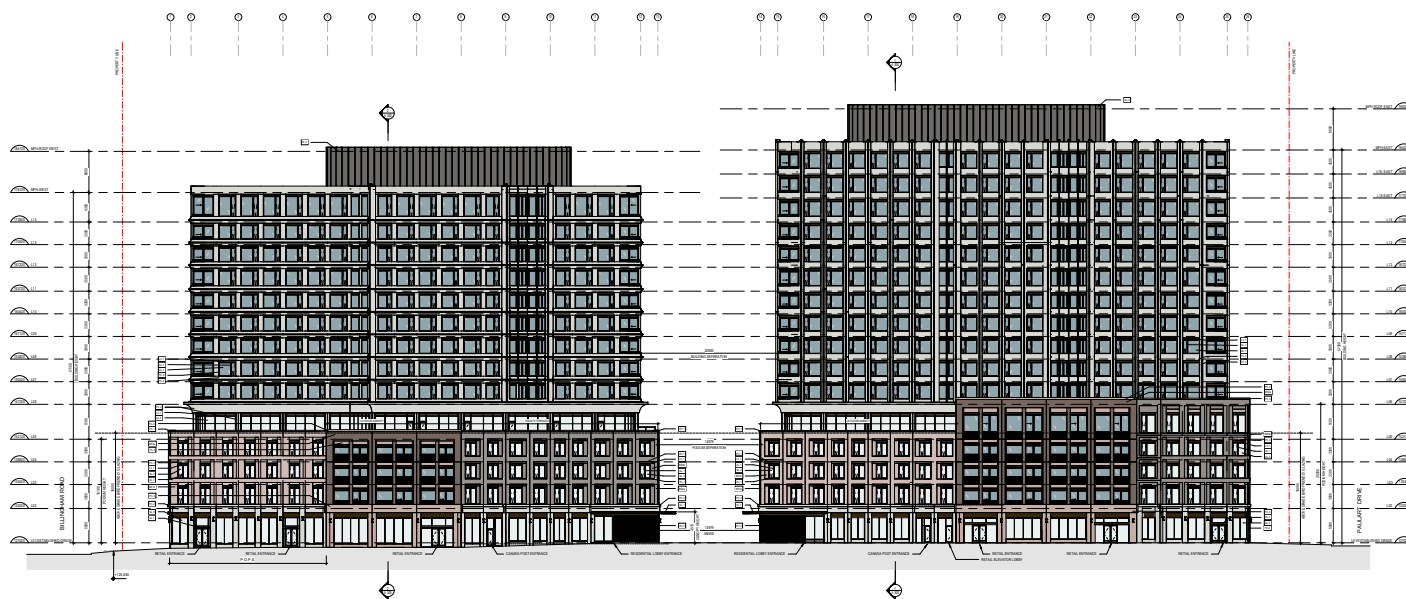


Figure 11 - North Elevation

Prepared by Superkül

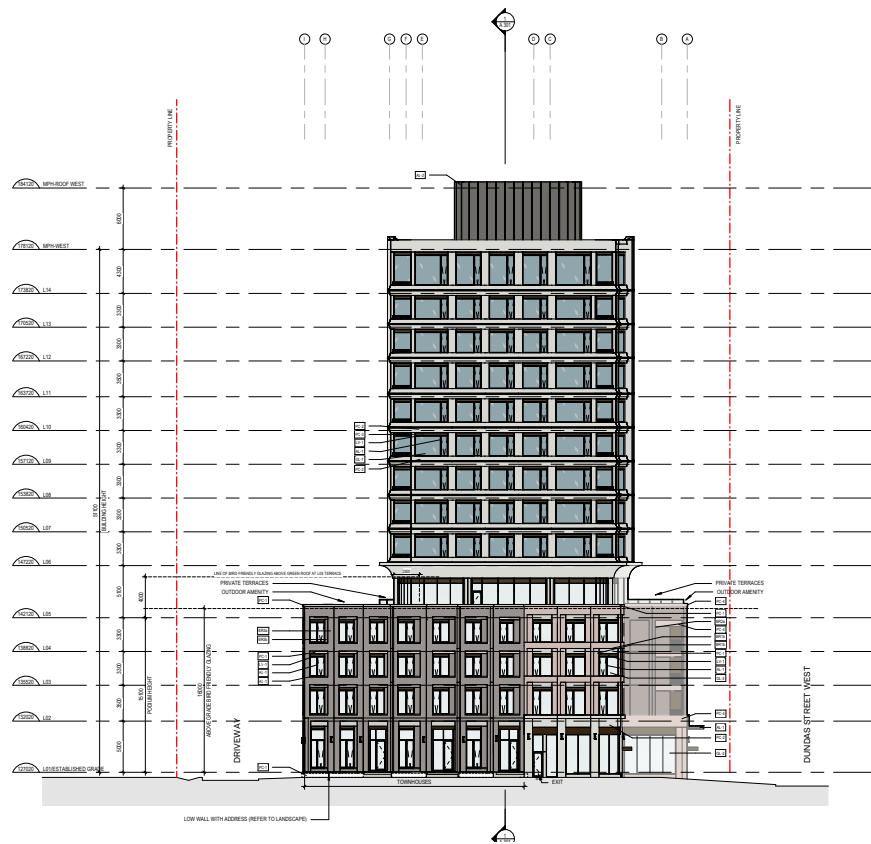


Figure 12 - West Elevation, Prepared by Superkül

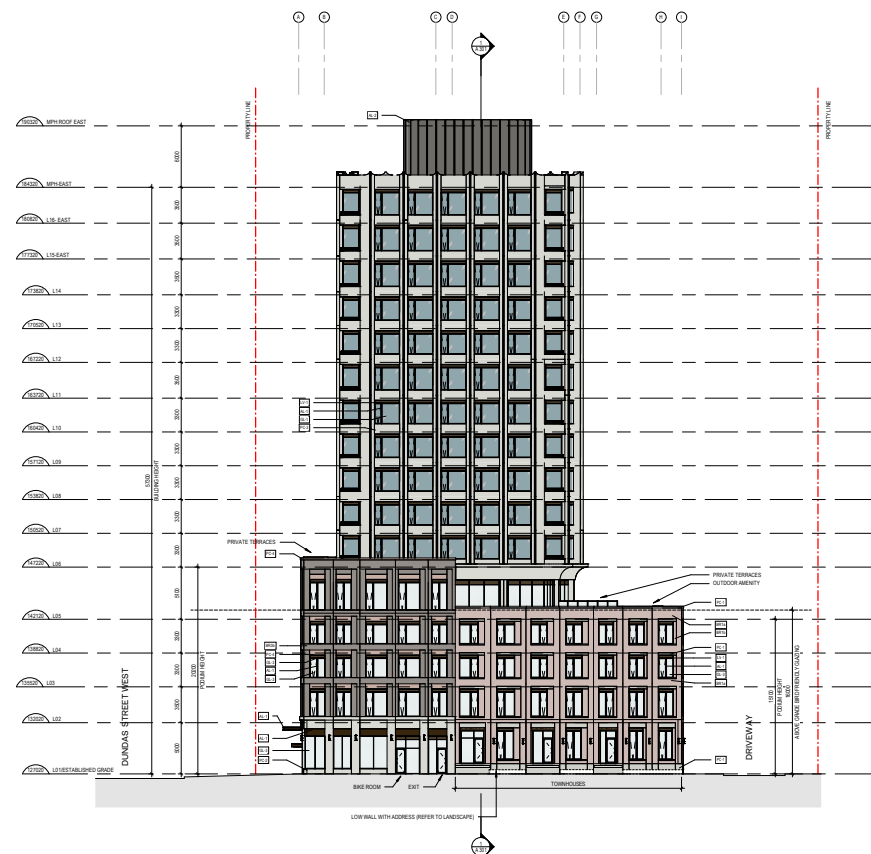


Figure 13 - East Elevation, Prepared by Superkül

Unit Distribution & Amenity Space

The proposed development includes a total of 560 residential units, including a mix of 53 studio (9%), 285 one-bedroom (51%), 149 two-bedroom (27%), and 73 three-bedroom (13%) units. All 19 of the proposed townhouse units are currently anticipated to be three-bedroom units.

Table 2 below provides a breakdown of the proposed units by type.

Table 2 - Unit Breakdown

Building	Studio	1-BR	2-BR	3-BR	Total
Building A	35 (12%)	145 (48%)	82 (27%)	38 (13%)	300
Building B	18 (7%)	140 (54%)	67 (26%)	35 (13%)	260
Total	53 (9%)	285 (51%)	149 (27%)	73 (13%)	560

With respect to amenity space, the proposed development will provide a total of approximately 2,404 square metres of amenity space (4.29 square metres per dwelling unit), comprised of approximately 1,236 square metres of indoor amenity space (2.20 square metres per dwelling unit) and approximately 1,168 square metres of outdoor amenity space (2.09 square metres per dwelling unit) across both buildings. The ultimate design and programming for the amenity spaces will be further refined through the application review process.

The proposed indoor amenity spaces are proposed at grade and on Level 5. The proposed indoor amenity spaces on Level 5 of each building are proposed to be directly contiguous with the outdoor amenity spaces situated on the roof of each base building.

Access, Parking and Loading

Vehicular access to the proposed development will be provided via a two-way private driveway extending between Billingham Road and Paulart Drive. The driveway will provide direct access to internal loading spaces serving each building, as well as to the shared underground parking garage entrance located at the ground floor of Building A.

Pedestrian access to the proposed buildings will be provided directly by way of the enhanced pedestrian sidewalks along Dundas Street West, Paulart Drive and Billingham Road.

In terms of parking supply, the proposed development includes a total of 305 vehicle parking spaces, comprised of 271 residential occupant spaces and 34 residential visitor spaces. A total of approximately 17 parking spaces are designated as barrier-free to accommodate persons with disabilities, and 283 spaces will be equipped with electric vehicle (EV) charging infrastructure. All vehicular parking is accommodated within a shared two-level underground garage that extends beneath both buildings.

In addition, the proposal will provide dedicated PUDO functions along the rear driveway at grade.

In terms of bicycle parking, the development provides a total of 430 bicycle parking spaces, including 390 residential "long-term" spaces, 40 residential "short-term" spaces. Two "long-term" bicycle storage rooms are located on the P1 level. Both rooms will include bicycle repair facilities to support residents' needs. In turn, each building contains a "short-term" bicycle room at grade.

With respect to loading, the buildings will each contain 1 Type “G” internal loading space, both accessed from the rear driveway. The proposed loading spaces and servicing areas and internalized within each building.

3.2 Key Statistics

Table 3, below, contains a summary of the development statistics.

Table 3 - Key Development Statistics

Statistics		
Gross Site Area	9,751.5 square metres	
Less: Road Conveyances	19.6 square metres	
Net Site Area	9,731.9 square metres	
POPS	313 square metres	
Height	Building A	Building B
Storeys	16 storeys	14 storeys
Metres – Top of Roof	57.3 metres	51.1 metres
Metres – Top of MPH	63.3 metres	57.1 metres
Total Gross Gloor Area	46,348 square metres	
Residential	45,350 square metres	
Retail	998 square metres	
Gross Density	4.76 FSI	
Total Units	560 units	
Studio	53 units (9%)	
One-bedroom	285 units (51%)	
Two-bedroom	149 units (27%)	
Three-bedroom	73 units (13%)	
Total Amenity Space	2,404 square metres (4.29 square metres / unit)	
Indoor Amenity Space	1,236 square metres (2.20 square metres / unit)	
Outdoor Amenity Space	1,168 square metres (2.09 square metres / unit)	
Total Vehicle Parking	305 spaces	
Residential Parking	271 spaces	
Residential Visitor Parking	34 spaces	
Non-residential Parking	0 spaces	
Bicycle Parking	430 spaces	
Long Term Residential	390 spaces	
Short Term Residential	40 spaces	
Loading	2 Type “G” spaces	

3.3 Previous Approvals

At its meeting on October 8 to 11, 2013, City Council adopted staff recommendations to approve a rezoning application for the subject site. The approved proposal included redeveloping the subject site with two, 2-storey retail commercial buildings, each approximately 17 metres in height, with a total of 7,565 square metres of non-residential GFA and an overall site density of approximately 0.87 times the lot area.

The proposed buildings included ground floor retail uses and a mix of retail and office uses on the second floor, with the remainder of the site allocated to driveways, surface parking, and landscaped areas, and included right-of-way widening conveyances along Dundas Street West and Paulart Drive.

The final Bills were withheld pending the applicant entering into a Site Plan Agreement under Section 41(16) of the Planning Act and Section 114 of the City of Toronto Act and completing arrangements with Engineering and Construction Services regarding building setbacks and the requested right-of-way widenings. As the Bills were never enacted, the 2013 rezoning approval has not been formally brought into force.

3.4 Required Approvals

In our opinion, the proposal conforms with the City of Toronto Official Plan and is permitted by the applicable *Avenues* identification and *Mixed Use Areas* designation. Moreover, it is our opinion that the proposal conforms with SASP 368, which directs that the scale of built form will be mid-rise buildings.

The proposal requires amendments to the former City of Etobicoke Zoning By-law 11,737, as amended, to permit the proposed residential and non-residential uses, height, density and other performance standards necessary to accommodate the development. The proposed Zoning By-law Amendment would add the lands to the City-wide Zoning By-law 569-2013, as amended, and apply a CR (Commercial Residential) zone label with a site-specific exception to permit the proposed development.

A future application for Site Plan Approval will also be required in advance of development and will be submitted once the Zoning By-law Amendment application has been appropriately advanced.

View looking northeast across Dundas Street West



View looking west



View looking north across Dundas Street West





Policy & Regulatory Context

4.1 Overview

As set out below, it is our opinion that the proposal is supportive of the policy directions set out in the Provincial Planning Statement (2024), the 2041 Metrolinx Regional Transportation Plan, the City of Toronto Official Plan and Site and Area Specific Policy 368, all of which promote and encourage intensification within built-up urban areas, particularly in areas that are well served by municipal infrastructure.

4.2 Bill 23 – More Homes Built Faster Act, 2022 / Housing Action Plan

On October 25, 2022, the Province of Ontario introduced Bill 23, the *More Homes Built Faster Act, 2022*, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022. The Bill amended various pieces of legislation to promote and permit the construction of 1.5 million homes by 2031, including 285,000 units in the City of Toronto. The intent of these legislative changes is to provide a long-term strategy to increase housing supply and provide attainable housing options as the population of Ontario continues to grow.

In response to the Province's Housing Supply Action Plan, City Council at its meeting on December 14, 2022 directed staff to develop a "2023 Housing Action Plan" for the 2022-2026 term of Council to enable market, non-market and mixed housing production in order to achieve or exceed the provincial housing target of 285,000 new homes over the next 10 years. The Housing Pledge was subsequently confirmed by Council on May 10, 2023. The Housing Action Plan, as endorsed by Executive Committee on March 21, 2023 and by Council on May 10, 2023, specifically includes measures to amend the Zoning By-law to increase zoning permissions on major streets and to review the *Avenues* and *Mixed Use Areas* policies.

The Housing Action Plan priorities for the 2022-2026 term of City Council include aggressive timelines for approving and implementing a wide range of actions, policies and programs to increase the housing supply within complete, inclusive and sustainable communities with the critical infrastructure to support growth.

The report outlines specific actions City staff will focus on during 2023-2026, including:

- removing policy and zoning barriers to building housing;
- leveraging public lands to increase the housing supply;
- preserving existing rental homes;
- supporting the development of a range of purpose-built rental homes (including market and non-market) through new and strengthened housing policies and programs; and
- supporting the community sector (including non-profit and co-op housing providers) to modernize and grow their stock.

4.3 Provincial Planning Statement (2024)

On August 20, 2024, the Ministry of Municipal Affairs and Housing released the Provincial Planning Statement 2024 (the “2024 PPS”), which came into effect on October 20, 2024 and replaced the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019).

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

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

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

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

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

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

Key policy directions that continue to be expressed in the 2024 PPS are to build complete communities with a mix of housing options and promoting efficient development and land use patterns.

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

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

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

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

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

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

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

areas where growth or development will be focused. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

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

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

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

The 2024 PPS defines a “major transit station area” as “the area including and around any existing or planned higher order transit station or stop within a settlement area ... Major transit station areas generally are defined as the area within an approximate 500- to 800-metre radius of a transit station”. In turn, “higher order transit” is defined as “transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way”.

In accordance with the similar policy directions set out by the 2019 Growth Plan, the City of Toronto has since delineated the boundaries of several major transit station areas City-wide. The subject site is not included within the in-force Protected Major Transit Station Area delineation associated with the Kipling Transit Hub. However, the subject site is located directly along the planned Dundas BRT alignment. While the design of the Dundas BRT is still underway, a station stop is currently being planned by Metrolinx in the vicinity of Dundas Street West and The East Mall Crescent, adjacent to the subject site.

Policy 2.4.2.2 of the 2024 PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit. In this regard, Policy 6.1.12 indicates that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the 2024 PPS or any other provincial plan.

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

With respect to frequent transit corridors, Policy 2.4.3.1 directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate. Frequent transit corridors are defined as corridors with public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. In this regard, the subject site is directly served by existing frequent transit in the form of the TTC 900 Airport Express and 927 Highway 27 bus routes.

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

Chapter 3 of the 2024 PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate planning for infrastructure and public service facilities with land use planning and growth management.

4.4 Metrolinx 2041 Regional Transportation Plan

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

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

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up to date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the 2024 PPS, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the 2024 PPS.

For the reasons set out in **Section 5.1** and **5.2** of this report, it is our opinion that the proposed development and the requested Zoning By-law Amendment are consistent with the 2024 PPS, specifically the policies that seek to optimize the use of infrastructure and to encourage growth and intensification in strategic growth areas.

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

The 2041 RTP provides a vision statement that "the GTHA will have a sustainable transportation system that is aligned with land use and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment". In pursuit of this vision, the 2041 RTP outlines three goals:

- **Strong Connections** – connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities;
- **Complete Travel Experiences** – designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers; and
- **Sustainable and Healthy Communities** – investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low carbon footprint, while leveraging innovation.

The 2041 RTP then sets out a path to achieve this vision and goals by establishing five strategies, each with different priority actions:

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

2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs. In this regard, the subject site is located directly along the planned Dundas BRT alignment and is within proximity of the Kipling Transit Hub.

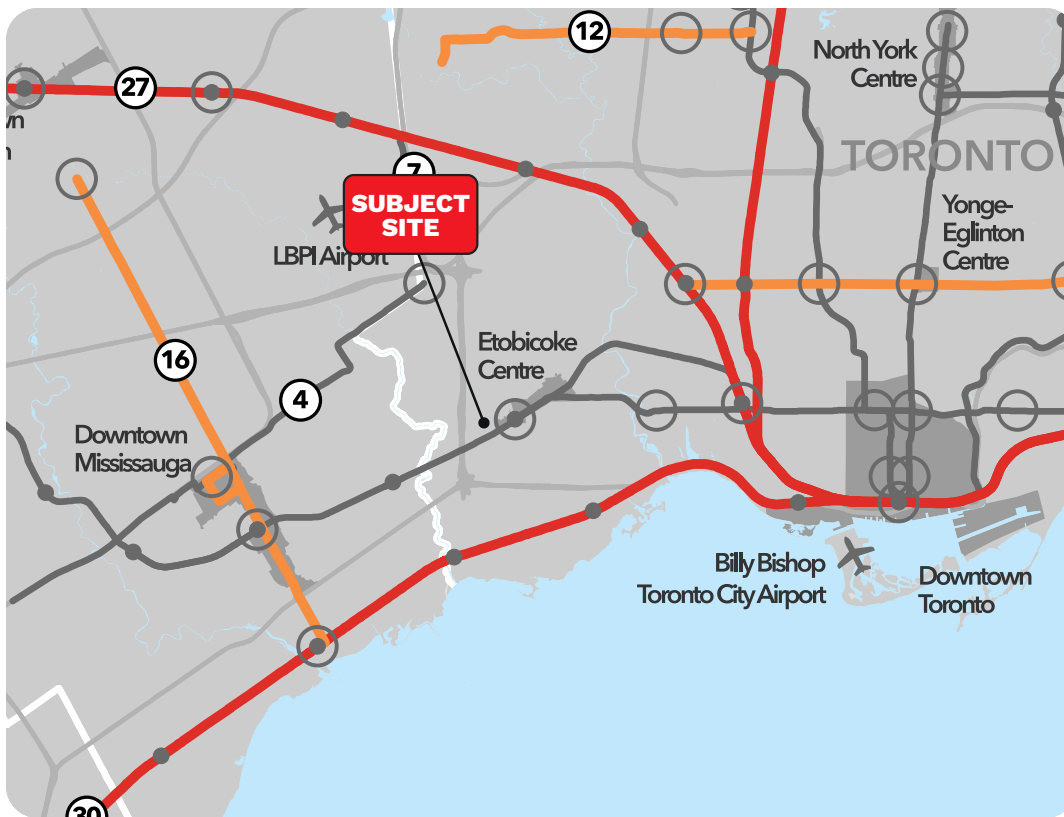
Strategy 1: recommends completing regional transit projects that are now In Delivery or In Development, while also modifying some projects from The Big Move to reflect more up-to-date information. Further, the In Development projects, including the Dundas BRT, are identified as being needed to meet the needs of the region in the near term. Map 4 identifies the Dundas BRT as a "Project in Development" and Map 6 identifies this route as forming part of the rapid transit network.

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

- make investment in transit projects contingent on transit-supportive planning being in place;
- focus development at mobility hubs and major transit station areas along priority transit corridors;
- evaluate financial and policy-based incentives and disincentives to support transit-oriented development;
- plan and design communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embed TDM in land use planning and development; and
- rethink the future of parking.

A key component of Strategy 4 is creating a system of connected mobility hubs and "major transit station areas". As identified in the 2041 RTP and defined in the 2024 PPS, "major transit station areas" are an important planning concept. They intend to create important transit network connections and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned higher order transit service with an elevated development potential. The subject site is also located within proximity of the Kipling Mobility Hub, as identified on Map 3 of the 2041 RTP.

In our opinion, the proposed development is in keeping with the strategic directions set out in the 2041 RTP.



Legend

- Urban Growth Centre
- GGH Built Boundary
- Greenbelt Designation
- Existing or Future Expressway / Provincial Highway
- Existing or In Delivery GO Rail Station
- Mobility Hubs on Priority Transit Corridors and Subways
- International Airport
- Regional Rail and Rapid Transit Existing as of 2017

Projects In Delivery

- Subway
- LRT / BRT
- GO Rail - 15-min Two-Way All-Day
- GO Rail - Two-Way All-Day
- GO Rail - Peak Only

New Since 2008

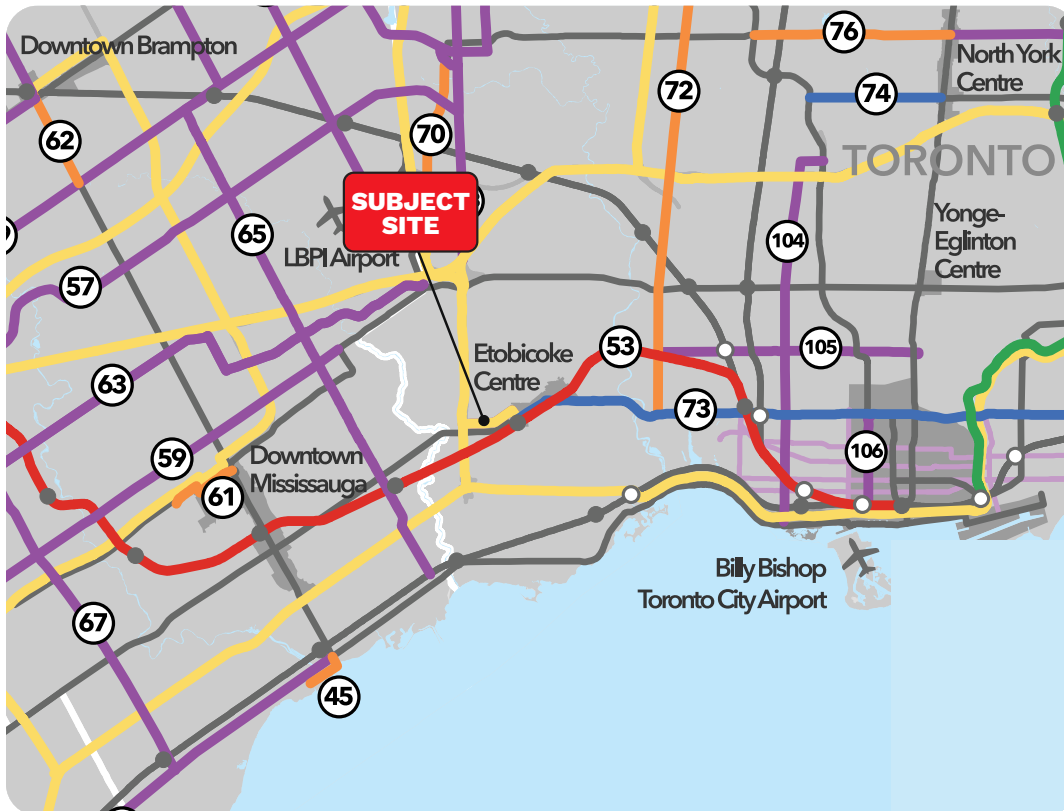
1. Kitchener Extension
2. Barrie Extension
3. West Harbour Extension
4. Mississauga Transitway
5. Highway 7 East BRT
6. Davis Drive BRT
7. UP Express
8. Gormley Extension
9. Spadina Subway Extension

Projects In Delivery

10. Eglinton Crosstown LRT
11. Sheppard East LRT
12. Finch West LRT
13. Scarborough Subway
14. Hamilton B-Line LRT
15. Highway 7 West BRT
16. Hurontario LRT
17. Yonge North BRT
18. Yonge South BRT
19. Bloomington Extension
20. Bowmanville Extension
21. Confederation Extension
22. Niagara Extension
23. Lakeshore West Line Two-Way All-Day
24. Barrie Line Two-Way All-Day
25. Kitchener Line Two-Way All-Day
26. Stouffville Line Two-Way All-Day
27. Kitchener Line 15-min
28. Barrie Line 15-min
29. Stouffville Line 15-min
30. Lakeshore West Line 15-min
31. Lakeshore East Line 15-min

For more details, see Appendix 3A and 3B.

Figure 14 - Metrolinx 2041 RTP, Map 3



Legend

- Urban Growth Centre
- GGH Built Boundary
- Greenbelt Designation
- Expressway / Provincial Highway
- Existing or In Delivery GO Rail Station
- Planned GO Rail Station
- International Airport
- Potential Future Airport
- Existing, In Delivery & In Development
- Regional Rail and Rapid Transit

Frequent Rapid Transit

- Subway
- LRT / BRT
- GO Rail - 15-min Two-Way All-Day
- Priority Bus / Priority Streetcar
- Frequent Regional Express Bus
- TTC Streetcar Network

Regional Rail

- GO Rail - Two-Way All-Day

45. Waterfront West LRT Extension
46. Lakeshore West Line 15-min Extension
47. Hamilton A-Line
48. Hamilton A-Line South
49. Dundas Connector
50. Hamilton L-Line
51. Hamilton S-Line
52. Hamilton Mohawk T-Line
53. Milton Line 15-min
54. Trafalgar
55. Brant
56. Bronte / Regional Road #25
57. Derry
58. Harvesters / Speers / Cornwall
59. Eglinton Mississauga
60. Trafalgar North
61. Downtown Mississauga Transitway
62. Hurontario LRT North Extension
63. Britannia / Matheson
64. Hurontario North
65. Dixie / Bramalea
66. Airport Rd.
67. Erin Mills / Mississauga Rd.
68. Bovard / Castlemore
69. Steeles West
70. Finch West LRT West Extension
71. Jane North
72. Jane South
73. Line 2 and Bloor / Yonge capacity enhancements
74. Sheppard Subway West Extension
75. Steeles
76. Finch West LRT East Extension
77. Leslie North
78. Don Mills / Leslie
79. McCowan
80. Finch East
81. Sheppard East LRT Extension
82. Kingston
83. Malvern Connection
84. Major Mackenzie West
85. Major Mackenzie
86. Major Mackenzie East
87. Green Lane
88. Barrie Line 15-min Extension
89. Stouffville Line 15-min Extension
90. Richmond Hill Line Two-Way All-Day
91. Steeles / Taunton
92. Whites Rd.
93. Brock Rd.
94. Westney
95. Bayly
96. Brock St. / Baldwin
97. Lakeshore East Line 15-min Extension
98. Simcoe
99. Highway 2
100. Lakeshore East Line Two-Way All-Day
101. Highway 7 Pickering
102. Brampton Queen West
103. Highway 27
104. Dufferin
105. St. Clair
106. Spadina

Figure 15 - Metrolinx 2041 RTP, Map 5

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002, and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of Official Plan Reviews initiated in 2011 and 2020.

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

Growth Management Policies

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

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

To that end, Policy 2.1(3) provides that Toronto is forecast to accommodate 3.65 million residents and 1.98 million jobs by the year 2051. The sidebar regarding Toronto's growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

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

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

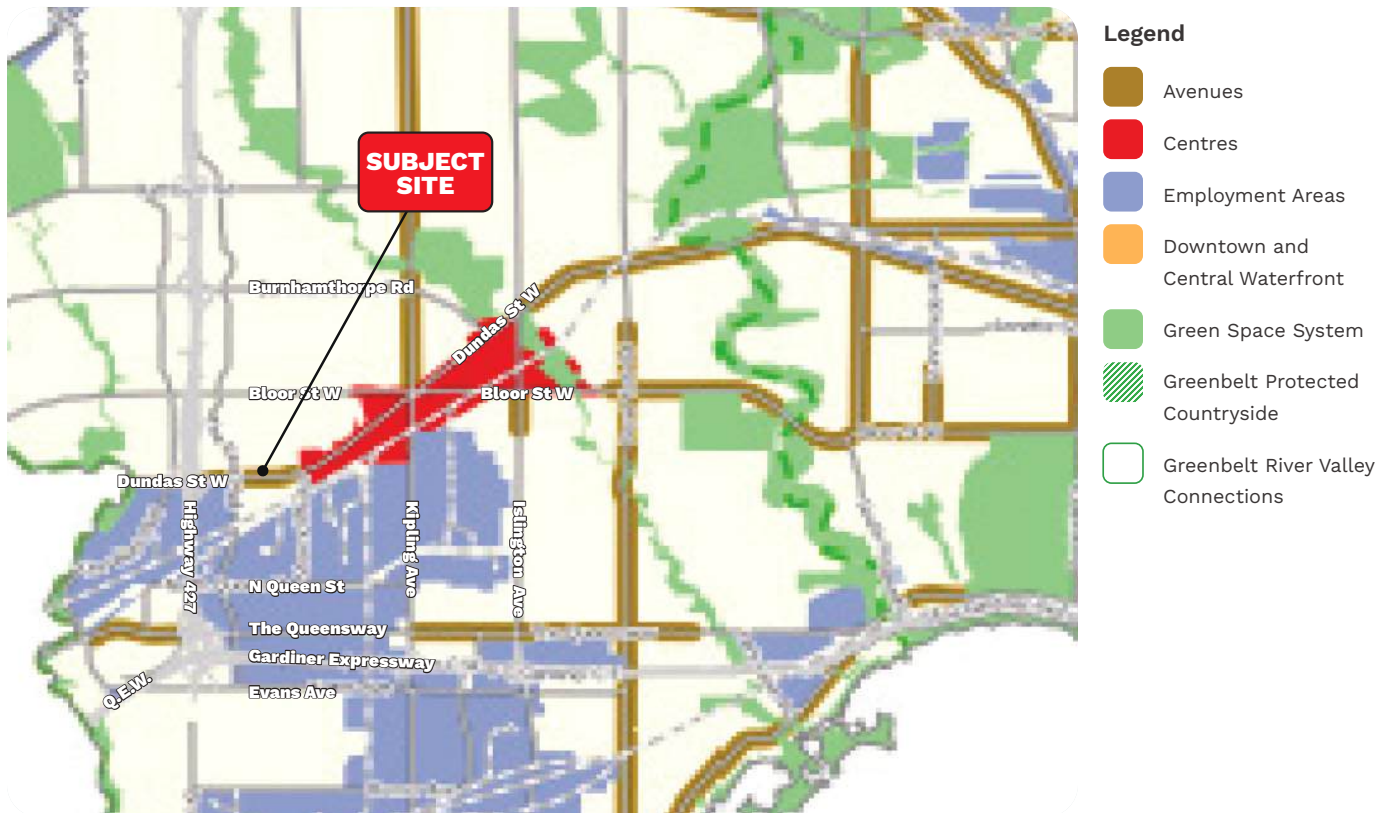


Figure 16 - City of Toronto Official Plan, Map 2 - Urban Structure

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

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

It further provides that:

“The integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout the City. Transportation accessibility – a measure of the ease of reaching activity locations – has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed, timeliness or directness of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize access to opportunities.”

Policy 2.2(1) provides that a better urban environment, a competitive local economy and a more socially cohesive and equitable city will be created through the integration and coordination of transportation planning and land use planning by:

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

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

- using municipal land, infrastructure and services efficiently;
- concentrating jobs and people in areas well served by surface transit and higher-order transit stations;
- promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- offering opportunities for people of all means to be affordably housed;
- facilitating social interaction, public safety and cultural and economic activity;
- improving air quality and energy efficiency and reducing greenhouse gas emissions; and
- protecting neighbourhoods and green spaces from the effects of nearby development.

The introductory text of Section 2.2.3 (*Avenues: Creating Complete Communities Along Strategic Transit Corridors*), as recently amended by Official Plan Amendment No. 778, highlights that Toronto’s *Avenues* play a key role in Toronto’s growth, and as major streets that are well served by public transit, *Avenues* will change and grow to provide a full range of housing options and contribute to Toronto’s fabric of complete communities.

Within this framework, some *Avenues* are envisioned to act as 'main streets' while other *Avenues* will be primarily 'residential'. Lands that are designated *Mixed Use Areas* along *Avenues* will play a 'main street' role, with uses that activate the ground floor like shops and services that residents can conveniently access to meet their daily needs. These 'main street' *Avenues* are intended to be neighbourhood focal points, with attractive and busy sidewalks, meeting places for residents, and a broad range of housing options.

The Official Plan notes that while some *Avenues* already fulfill this role, others are still developing their potential. For those already functioning as 'main streets,' redevelopment on *Avenues* must preserve or enhance this role. Special efforts are also needed to ensure that the displacement of existing small businesses and community service providers is addressed. New development should maintain, if not improve, the ability of these *Avenues* to meet residents' daily needs by providing space for activating uses on the ground floor and, where possible, a variety of unit space sizes to encourage a range of uses.

While the function of *Avenues* varies, the Official Plan notes that the planned built form of *Avenues* is mid-rise, except where existing and planned subway, light rail transit, and GO rail stations can potentially support greater intensification along *Avenues*.

Moreover, the Official Plan notes that *Mixed Use Areas* along *Avenues* with existing or planned higher order transit stations offer unique opportunities where redevelopment at a greater scale may be appropriate. These areas can support more housing supply and a diverse mix of uses that activate the street and offer the potential for larger format commercial and institutional uses such as grocery

stores, recreational facilities, and schools. These areas are not all the same and it is important that development in these areas be contextually appropriate and meet the intent of the built form policies of the Official Plan. The introductory text concludes by stating that generally, development with the greatest height and scale should be located at the higher order transit stations and transition down in height and scale further from the stations.

Policy 2.2.3(1) provides that growth and intensification will be directed to *Avenues* to concentrate jobs and housing in areas well-served by public transit; accommodate and contribute to complete communities; and provide a full range of housing, including affordable housing.

Policy 2.2.3(3) states that to achieve growth and intensification on *Avenues*, development will:

- be up to the height and scales of a mid-rise building in *Mixed Use Areas* and *Apartment Neighbourhoods*; and
- may go beyond the height and scale of a mid-rise building in *Mixed Use Areas* when located within a 500 to 800-metre walking distance of an existing or planned subway station, light rail transit station, or GO rail station as shown on Map 4 of the Official Plan.

Policy 2.2.3(4) emphasizes the activation of ground floors along *Avenues* to ensure convenient access to daily amenities that serve the daily needs of residents. In *Mixed Use Areas*, ground floors are to provide appropriate uses that activate the ground floor and minimize ground floor residential uses (a); and be encouraged to include a variety of unit space sizes that activate the ground floor (c).

To facilitate sustainable, complete communities that are attractive to residents and businesses, *Avenues* will:

- include public realm and streetscape improvements, including green infrastructure;
- have publicly accessible spaces and buildings that are universally accessible to all;
- include transportation improvements such as transit priority measures, improved connections to higher order transit stations, new or improved laneways and shared off-street parking facilities, cycling improvements, and new walkways;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; and
- be served by adequate parks, community services and facilities, and water and sewer infrastructure.

Transportation Policies

From a transportation perspective, Map 4 (Higher Order Transit Corridors) identifies the Kipling Transit Hub (i.e., Kipling Station along TTC Line 2 (Bloor-Danforth) and the Kipling GO Station) as existing TTC Subway and GO Rail Lines. It also identifies Dundas Street West from the Kipling Transit Hub into the City of Mississauga as a Transit Corridor Expansion Element. Additionally, Map 5 (Enhanced Surface Transit Network) identifies above noted segment of Dundas Street West as Transit Priority Segment Expansion Element. The noted Expansion Elements on Maps 4 and 5 are currently being fulfilled through the planned Dundas BRT.

Policy 2.2(3) directs 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 and to be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

Policy 2.2(7) requires that the City work with its partners to improve and expand the higher-order transit network by, among other things, protecting corridors identified on Map 4 for possible future higher-order transit services, and implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities as funding becomes available. Moreover, Policy 2.2(8) provides that the City will work with its partners to improve transit along Transit Priority Segments through the introduction of transit priority guidelines and transit priority measures such as transit signal priority or other signal timing changes, high-occupancy vehicles lanes and partially or fully exclusive transit lanes.

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

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

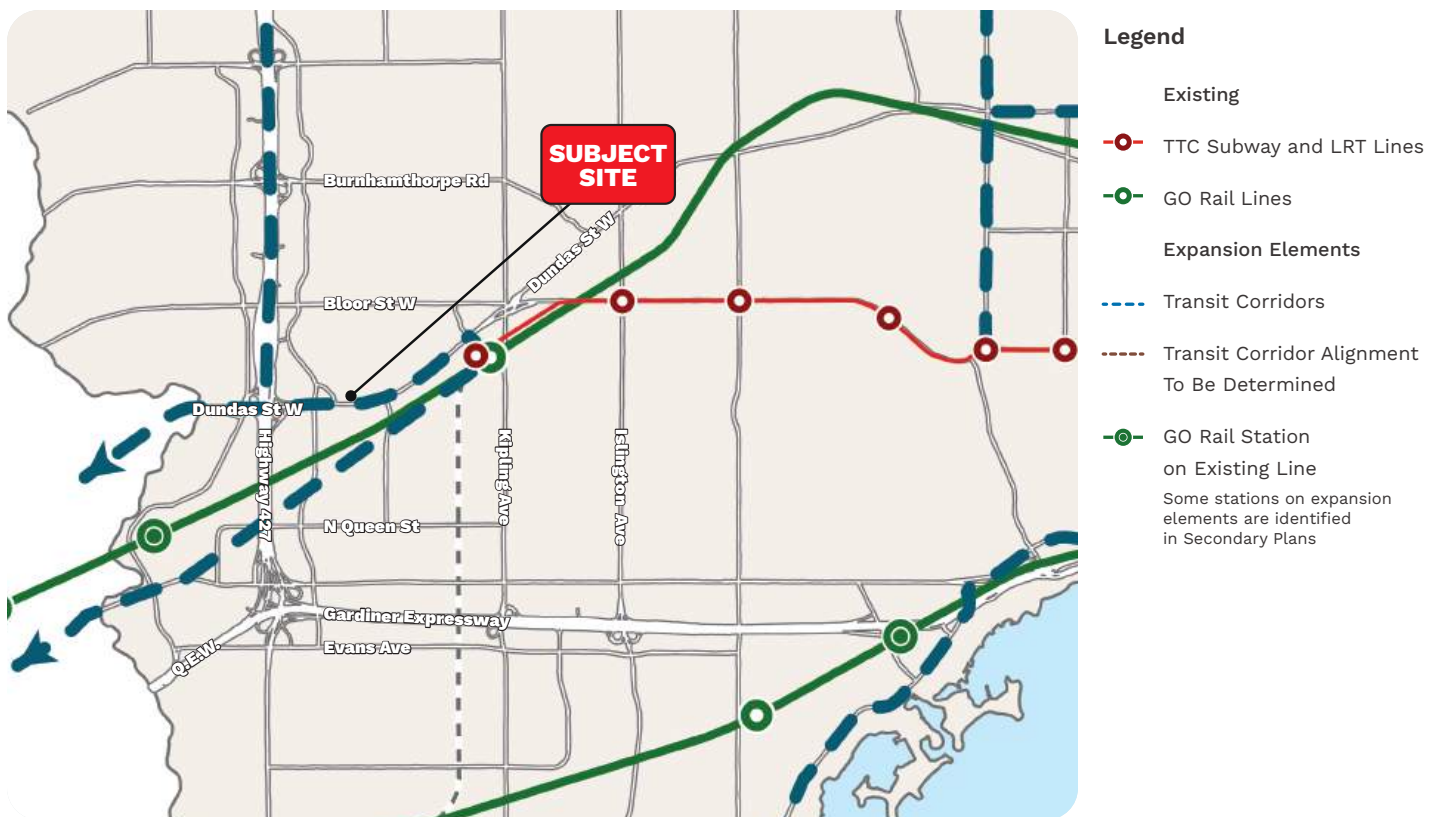


Figure 17 - Toronto Official Plan Map 4 - Higher Order Transit Corridors

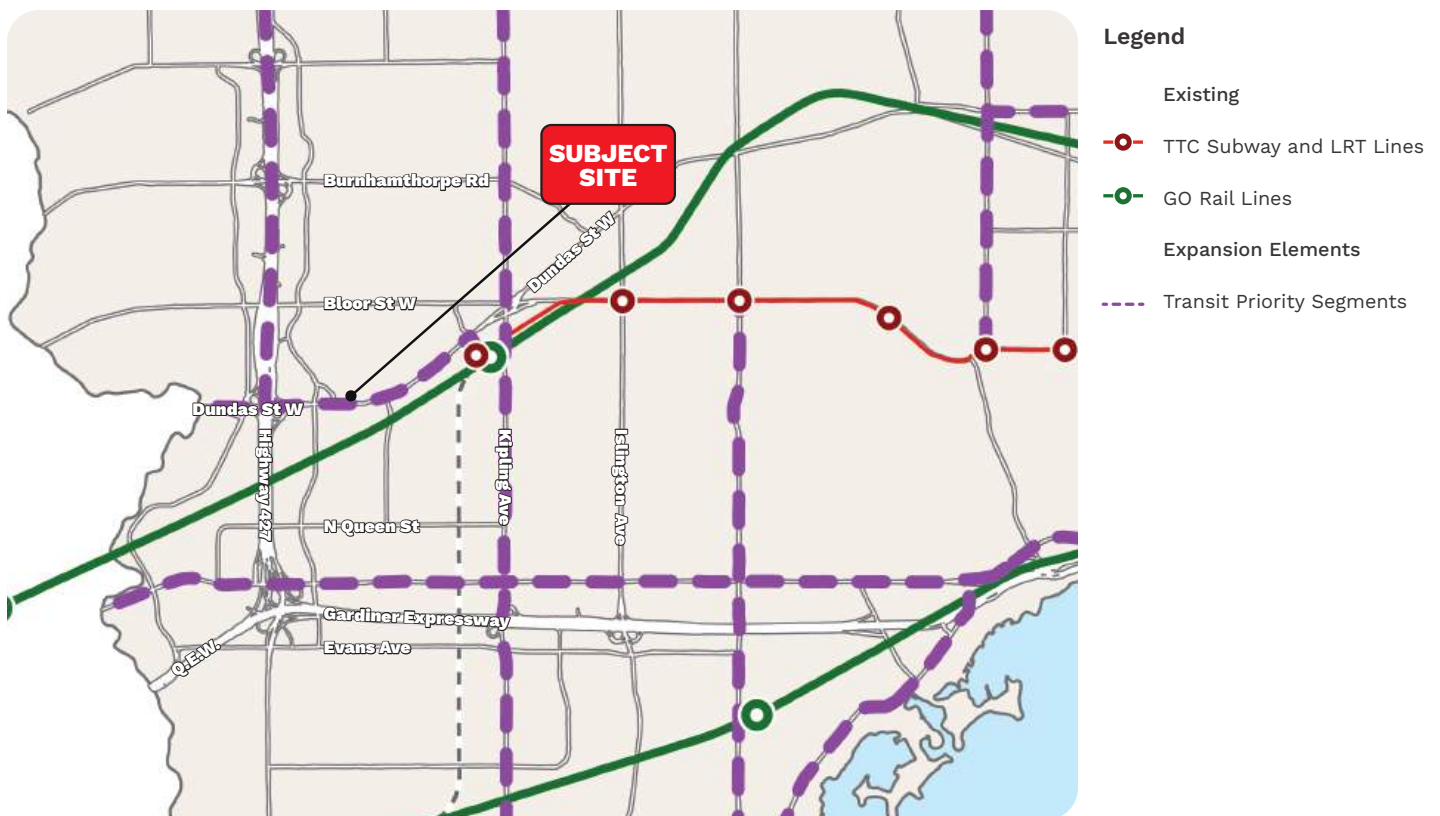


Figure 18 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Healthy Neighbourhoods Policies

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

Policy 2.4(8) provides that, for sites in areas well serviced by transit, such as locations around higher-order transit stations and along major transit routes, consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements.

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

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

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in *Centres, along the Avenues*, and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. Policy 2.3.1(1) states that *Neighbourhoods* and *Apartment Neighbourhoods* are considered to be physically stable areas, and development will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

Policy 2.3.1(3) provides that developments in *Mixed Use Areas, Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of the Official Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*;
- orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Policy 2.3.1(4) states that intensification near *Neighbourhoods* or *Apartment Neighbourhoods* will be carefully managed to avoid negative impacts. Where a significant intensification is proposed near these areas, Council will determine whether a Secondary Plan, area-specific zoning by-law, or targeted policy should be developed, informed by an area-based study and consultation with the local community.

The subject site directly borders *Neighbourhoods* designated lands to the north.

Land Use Policies

The subject site is designated *Mixed Use Areas* on Map 15 of the Official Plan (see **Figure 19**). There are lands designated *Mixed Use Areas* to the immediate south, west and east.

Directly abutting the subject site to the north are lands designated *Neighbourhoods*, reflecting the adjacent low-rise neighbourhood. There are also lands designated *Core Employment Areas* generally to the west of The East Mall (south of Dundas Street West) and south of the CPKC rail corridor.

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

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

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

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

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands within the *Avenues* and other lands designated *Mixed Use Areas*;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;

- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- providing access to schools, parks, community centres, libraries and childcare;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents; and
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

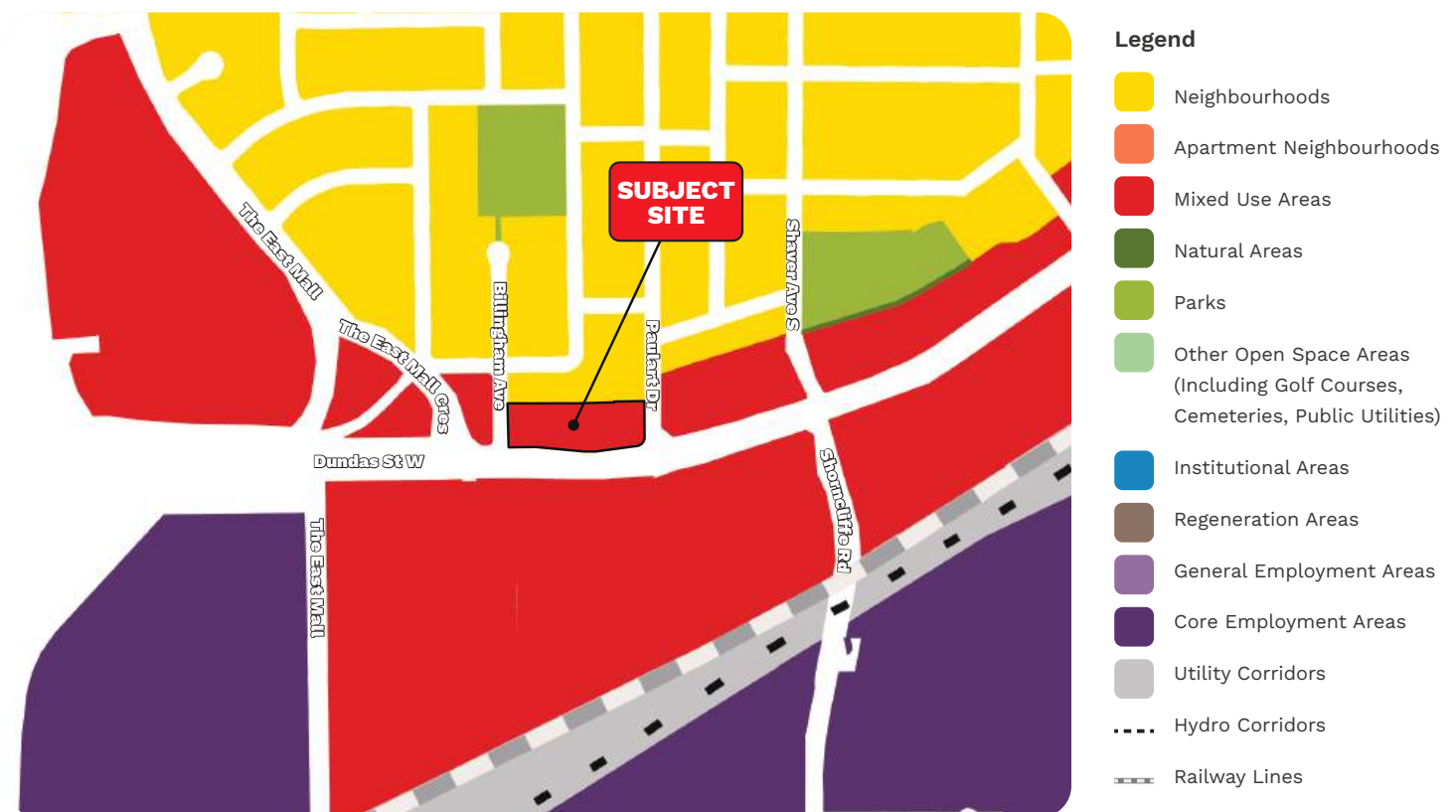


Figure 19 - City of Toronto Official Plan, Map 15 – Land Use Plan

Public Realm and Built Form Policies

Public Realm

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

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

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

Policy 3.1.1(6) recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a "Complete Streets" approach by,

among other things: balancing the needs, priorities and safety of all users and uses within the right-of way, including pedestrians, cyclists and motorists, together with ensuring space for trees, landscaping, green infrastructure and street furniture; improving the quality and convenience of active transportation options; and serving as community destinations and public gathering places.

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

Policy 3.1.1(13) directs that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

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

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

Policy 3.1.1(15) provides that new and existing city blocks and development lots within them will be designed to, among other things: expand and enhance the public realm network; have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space; promote street-oriented development with buildings fronting onto and having access and address from street and park edges; and provide adequate room within the development lot or block for parking and servicing needs, including the provision and extension of public lanes for service and delivery access where technically feasible and appropriate.

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

Policy 3.1.1(19) adds that parks and publicly accessible open spaces such as POPS and schoolyards should be made prominent, visible, functional and accessible by: locating parks and publicly accessible open spaces on appropriate public street frontages to establish direct visual and physical access; and promoting buildings that face parks and open spaces and have active uses along the frontages.

Policy 3.1.1(20) provides that POPS are spaces that contribute to the public realm but remain privately owned and maintained. POPS provided through development will:

- generally be publicly accessible and may include temporary commercial uses which animate the POPS;
- be designed and programed for users of a variety of ages and abilities to serve the local population;
- be sited in highly visible locations;
- be sited and designed to be seamlessly integrated and connected into the broader public realm;
- include new trees, seating, public art, landscaping and integration of stormwater capture where appropriate;
- include the City's POPS signage identifying the space as being publicly accessible; and
- be informed by the City's Urban Design Guidelines for POPS;

Finally, Policy 3.1.1(27) provides that access to publicly accessible spaces and buildings will be ensured by, amongst other things, creating and maintaining a connected network of streets, parks and open spaces with unobstructed pedestrian clearways and curb cuts at corners on all City streets; and requiring that plans for all new and altered buildings, transit facilities and public works meet City and Provincial accessibility standards.

Built Form

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

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

Section 3.1.3 sets out principles that speak to the relationship between the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure each new building will promote and achieve the overall objectives of the Plan.

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

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

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

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

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

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

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

Policy 3.1.3(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. Policy 3.1.3(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines. Policy 3.1.3(8) adds that, where development includes, or is adjacent to, a park or open space, the building should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

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

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

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

- improvements to adjacent boulevards and sidewalks including sustainable design elements, which may include landscaping, permeable paving materials and street furniture;

- coordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings; and,
- landscaped open space within the development site.

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

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

Built Form – Building Type

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

The Official Plan states that mid-rise buildings are a transit-supportive form of development where heights are to be contextual and informed by right-of-way widths onto which they front. Mid-rise buildings are to help establish and reinforce an urban environment that has a predictable street proportion, allows for access to midday sunlight in the spring and autumn, and provides sky views from the street. Mid-rise buildings provide a good transition in scale that has predictable impacts on adjacent low-scale uses.

Policy 3.1.4(4) states that mid-rise buildings will be designed to:

- have heights generally no greater than the right of-way width;
- maintain street proportion and open views of the sky by stepping back buildings generally at a height equivalent to 80% of the adjacent right-of way width; and
- allow for daylight and privacy for ground floor units by providing appropriate facing distances, building heights, angular planes and setbacks.

For mid-rise buildings on corner sites with different right-of-way widths, Policy 3.1.4(5) directs that the building heights along each street edge will relate to the corresponding right-of-way width, while Policy 3.1.4(6) provides that mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

The applicable public realm and built form policies are addressed in **Sections 5.4, 5.5 and 5.6** of this report.

Housing Policies

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

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

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

There are no existing dwelling units on the subject site and therefore Policies 3.2.1(5), 3.2.1(6) and 3.2.1(11) are not relevant to the application. Similarly, the subject site is not located within an in-force Protected Major Transit Station Area, and as such, Inclusionary Zoning is not applicable to the site.

The applicable housing policies are addressed in **Section 5.3** of this report.

Community Services & Facilities

Section 3.2.2 of the Plan notes that locally delivered community services form part of the essential support to people living and working in Toronto and are the building blocks of our neighbourhoods. Preserving and improving access to facilities in established neighbourhoods and providing for a full range of community services and facilities in areas experiencing major or incremental physical growth is a responsibility to be shared by the City, public agencies and the development community.

Policy 3.2.2(1) provides that adequate and equitable access to community services and local institutions will be encouraged by (a) providing and preserving local community service facilities and local institutions across the City dedicated to this purpose; (b) improving and expanding local community service facilities and local institutions in established neighbourhoods that are under or poorly served; and (c) ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth.

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

Parks and Open Space Policies

The Official Plan recognizes the significance of parks and open spaces as an integral part of people's quality of life and social well-being. The Plan's policies support the expansion, improvement and maintenance of the City's parks and open space system in a manner which has regard for the diversity and complexity of the City's parks and open space system, as well as the diverse and complex needs of residents and neighbourhoods across the City.

The subject site is located in proximity to Silverhill Park and Cloverdale Park. Policy 3.2.3(3) states that development impacts from adjacent properties on parks and open spaces, including additional shadows, noise, traffic and wind, will be minimized as necessary to preserve their utility.

Implementation Policies

Policy 5.3.2(1) of the Official Plan provides that while implementation plans, strategies and guidelines express Council policy, such documents are not part of the Plan unless the Plan has been specifically amended to include them, and therefore, do not have the status of Official Plan policies adopted under the *Planning Act*. This policy is relevant with respect to the status of the guidelines discussed in **Sections 4.9** below.

Policy 5.6(1) provides that the Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Policy 5.6(1.1) states that the Plan is more than a set of individual policies and should not be read in isolation or to the exclusion of other relevant policies in the Plan. When more than one policy is relevant, all appropriate policies are to be considered in each situation. The goal of this Plan is to appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City.

4.6 Site and Area Specific Policy 368

On July 12, 13 and 14, 2011, following the conclusion of the Dundas Street West/Highway 427 Planning Framework Study, City Council adopted Official Plan Amendment Nos. 156 and 159 ("OPA 156" and "OPA 159", respectively) applying to the south and north sides of Dundas Street West, generally between Shorncliffe Road / Shaver Avenue South and Highway 427.

OPA 159 introduced Site and Area Specific Policy 368 ("SASP 368") which applies to the lands on the north side of Dundas Street West, between The East Mall Crescent and Shaver Avenue. As such, SASP 368 applies to the subject site. See **Figure 20**, Official Plan Amendment No. 159 (SASP 368), Map 1. OPA 156 correspondingly applies to the south side of Dundas Street West.

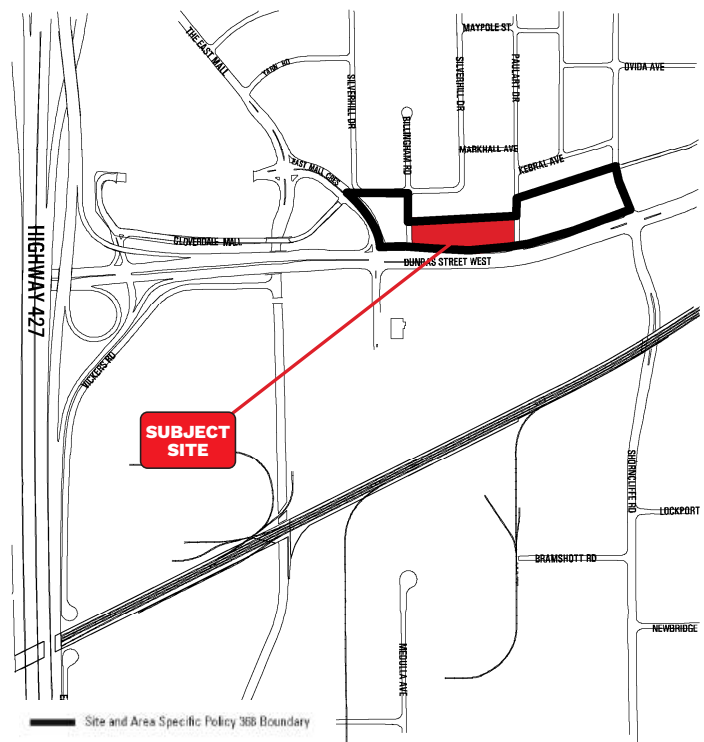


Figure 20 - Official Plan Amendment No. 159 (SASP 368), Map 1

The purpose of SASP 368 is to provide a policy framework to guide growth and redevelopment along the north side of Dundas Street West, with the goal of supporting a transit-supportive, pedestrian-oriented complete community. SASP 368 sets out the following key objectives:

- the lands are to be developed consistent with the policies of the Official Plan, including the policies of the *Mixed Use Areas* designation;
- improvements to water and sanitary sewer infrastructure, and community facilities are required to support development;
- a range of housing opportunities in terms of size, affordability and tenure is required; and
- development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

To achieve these objectives, SASP 368 establishes policy direction pertaining to public realm and built form, community services and facilities and municipal infrastructure.

Public Realm & Built Form

SASP 368 sets out the following direction for public realm and built form:

- A high quality public realm will be established throughout the area and will be organized to physically connect and relate to Dundas Street West and surrounding streets and properties.

- Development will minimize curb cuts, encourage shared driveways and the use of lanes, and include enhanced street tree planting, street furniture and street lighting.
- Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will be located parallel to public streets with main building entrances on the street facing facades.
- The scale of built form will be mid-rise buildings. Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition to the low scale residential neighbourhood to the north, adequately limiting shadow impacts and providing for comfortable pedestrian conditions.
- No stand alone townhouse units will be permitted within the Mixed Use Areas except for townhouse units that form and are an integral part of the podium element of a building.
- Development on Dundas Street West will be setback from the Dundas Street West property line to achieve a generous pedestrian area, and setback from the north property line to achieve a rear lane.

Community Services & Facilities

SASP 368 provides that community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area where capacity may not exist. Moreover, the policy provides that community facilities may be permitted to be integrated with private development. Community service and facility priorities for the area include child-care centres, and multi-purpose community space.

Municipal Infrastructure

With respect to municipal infrastructure, SASP 368 provides that municipal infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way, and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.

Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed development within the tributary area, identify any required improvements to support proposed development, and determine mitigation measures to minimize any impacts to the servicing network.

SASP 368 also sets out direction with respect to the provision of potential (H) Holding symbols in implementing zoning by-laws.

4.7 Draft Official Plan Amendment No. 846

The City of Toronto is currently in the process of completing a two-phase 2024 PPS Consistency Exercise, which is meant to bring forward Official Plan Amendments to ensure the City's Official Plan is consistent with the 2024 PPS.

At its meeting on November 12 and 13, 2025, the City's Plan approved a motion to adopt Official Plan Amendment No. 846 ("OPA 846"), which will implement plan-wide changes reflecting the conclusions of Phase 1 of the Consistency Exercise. OPA 846 has not yet been approved by the Province and, accordingly, is not yet in force.

Through Phase 1, seven areas of policy conflict between the Official Plan and 2024 PPS were identified and recommended to be addressed through OPA 846. These include:

- Population and Employment Growth Forecasting;
- Transit and Mobility Hubs;
- Urban Growth Centres;
- Former Provincial Plans;
- Heritage and Archaeology;
- Municipal Comprehensive Review; and
- Land Use Compatibility.

The proposed amendments within OPA 846 would affect the following sections and maps of the Official Plan:

- Table of Contents, Official Plan: List of Maps;
- Chapter 2, Section 2.1 Building a More Liveable Urban Region;
- Chapter 2, Section 2.2.1 Downtown: The Heart of Toronto;
- Chapter 2, Section 2.2.2 Centres: Vital Mixed Communities;
- Chapter 2, Section 2.2.4 Employment Areas: Supporting Business and Employment Growth;
- Chapter 3, Section 3.1.6 Heritage Conservation;
- Chapter 3, Section 3.4 The Natural Environment;
- Chapter 4, Section 4.6 Employment Areas;
- Chapter 6, Secondary Plans 8, 10, 17, 18, 21, 41 and 42;
- Chapter 7, Site and Area Specific Policies 29, 395 and 426; and
- Map 6: Downtown Toronto Urban Growth Centre.

With respect to the introductory text and policies summarized in **Section 4.5** of this report above, OPA 846 would result in several amendments. With respect to growth management, OPA 846 would amend the non-policy text in Section 2.1 (Building a More Liveable Region) to state:

“On October 20, 2024, Toronto was removed from the geographic area of the Growth Plan for the Greater Golden Horseshoe and, therefore, is no longer subject to its forecasts and guidance. However, as per Provincial Planning Statement (2024) Policy 2.1 (2), the City will continue to forecast growth using the population and employment forecasts previously issued by the Province for the purposes of land use planning. At the time of the next City-initiated Official Plan Review under s. 26 of the Planning Act, the growth projections and forecasts of this Plan will be reviewed and based on the Ontario Population Projections published by the Ministry of Finance as may be further modified, as appropriate, and will be informed by applicable Provincial guidance. In reviewing the growth projections and forecasts of this Plan, the City may modify the Provincial projections and forecasts and apply a methodology in a manner that satisfies or exceeds the objectives of the applicable Provincial projection methodology guidance. Ultimately, the policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres, corridors, and other manners of intensification.”

Phase 2 of the Consistency Exercise is still underway and is planned to focus on ensuring that the Official Plan aligns with and supports the objectives of the 2024 PPS. It may address policy conflicts including:

- direction on engagement with Indigenous communities;
- policy direction for compatible employment uses in mixed use areas;
- further review of Chapter 6 and 7 for consistency with 2024 PPS; and
- reviewing Chapter 5, Section 37 policies for updates to reflect Community Benefits Charge provision.

4.8 Zoning

The subject site is regulated by the former City of Etobicoke Zoning By-law No. 11,737, as amended. The City-wide Zoning By-law 569-2013 does not currently apply to the subject site.

As it relates to the subject site, the former City of Etobicoke Zoning By-law No. 11,737 was amended by By-law 939, which was enacted in December 1968. Through By-law 939, the subject site was re-zoned to Limited Commercial (CL).

By-law 939 restricts the permitted uses on the site to new and used car sales room and sales lot, motor vehicle service, parking and storage of new motor vehicles. It also requires a 3.05-metre landscape buffer along the north lot line abutting lots in a Second Density Residential zone classification.

4.9 Urban Design Guidelines

Etobicoke Centre Public Space and Streetscape Plan

On November 29, 2011, by City Council endorsed the vision put forward in the Public Space and Streetscape Plan for Etobicoke Centre (October 2011) and supported, in principle, the projects and initiatives identified in the report to incrementally improve the quality and character of open space in the Etobicoke Centre. At the same time, Council also directed that the strategies and implementation tools identified in the corresponding City staff report (dated October 13, 2011) be extended to apply to the Dundas Street West corridor up to Highway 427 to achieve a consistent streetscape design with Etobicoke Centre.

The general strategies set out in the Public Space and Streetscape Plan and corresponding staff report are intended to unify the diverse conditions and characteristics of the Centre. They are supported by detailed and specific projects that support and achieve the goal of an improved and distinctive public space. The seven general strategies are summarized below:

- Grow the urban forest;
- Improve pedestrian environment and street linkages;
- Balance the transportation network;
- Create a sense of entry;
- Encourage public art;
- Build the bicycle network and integrate cycling facilities; and
- Development and enhance public spaces;

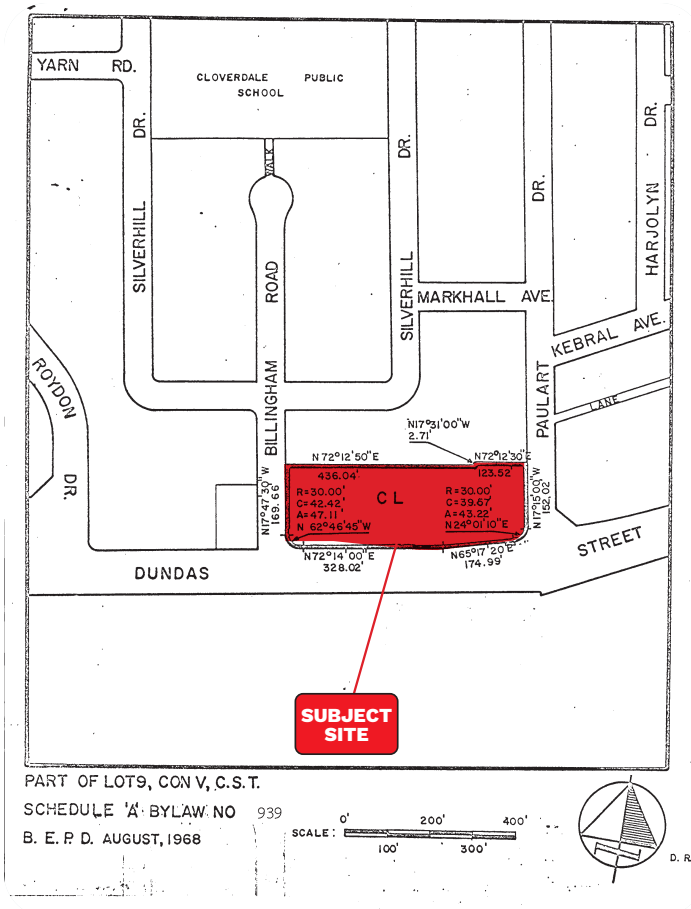


Figure 21 - By-law 939

The Public Space and Streetscape Plan divides Etobicoke Centre into 6 character areas. While the subject site is not located within Etobicoke Centre, it is located in proximity to the Dundas West Area, which terminates at Shaver Avenue South / Shorncliffe Road.

The Concept Plan identifies Dundas West as a future urban, mixed-use corridor. While the corridor will continue to accommodate significant vehicular movement, improvements are envisioned to enhance the pedestrian and cyclist experience, with an emphasis on comfort, connectivity, and access to parks and open spaces. Planned enhancements include increased tree canopy, wider and more comfortable sidewalks, and dedicated cycling infrastructure.

The Concept Plan presents 50 key projects to improve the public space and streetscape of Etobicoke Centre. These projects range from park and mobility infrastructure improvements to tree plantings and gardening opportunities. No projects are identified on the subject site.

In terms of implementation, the corresponding City staff report notes that improvements will be undertaken primarily in association with private development in the Centre, but also as part of regular sidewalk and roadway work undertaken by other City divisions and local Business Improvement Areas.

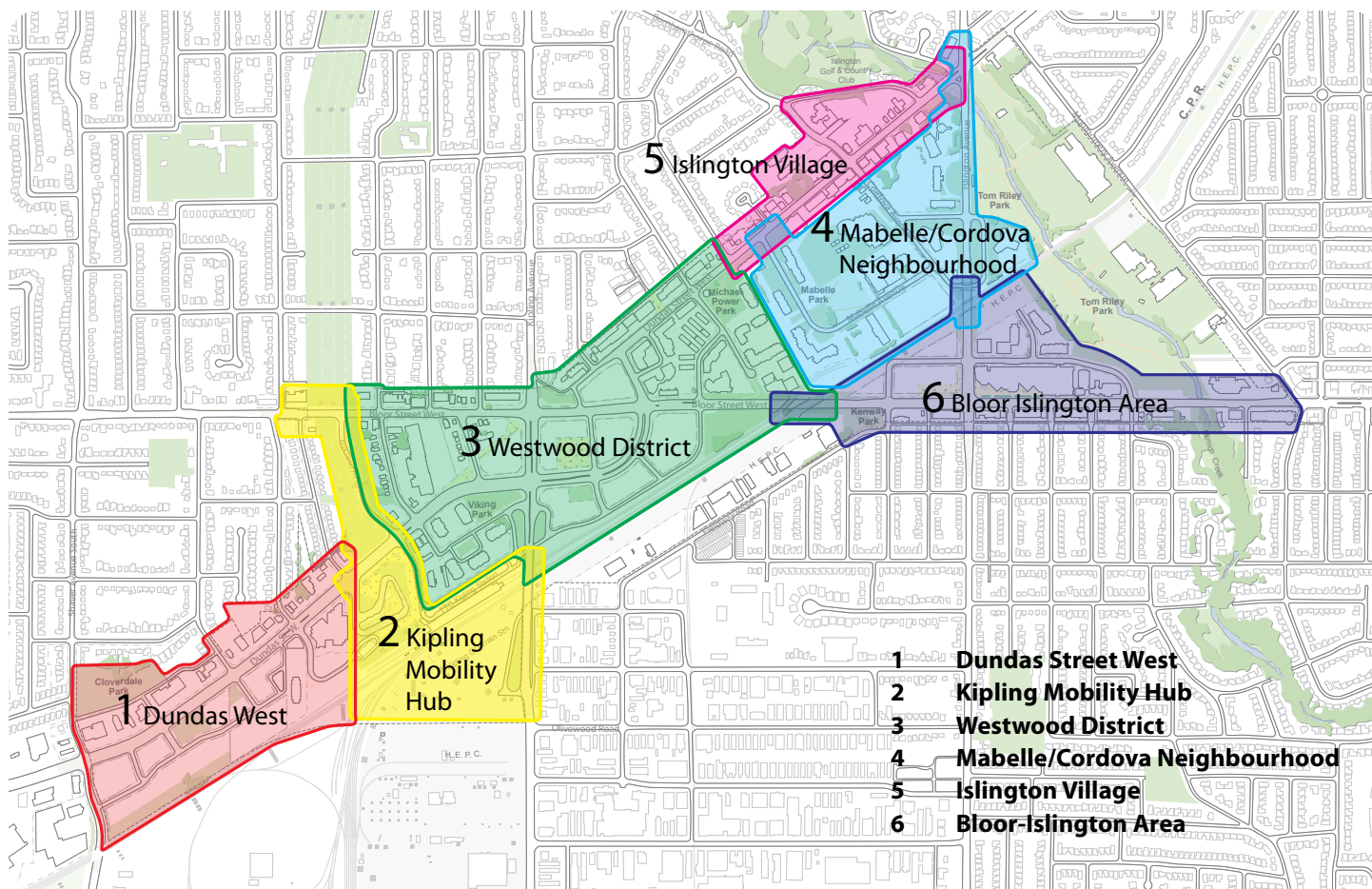


Figure 22 - Map 31 Etobicoke Centre Focus Areas

Mid-Rise Building Design Guidelines (2024)

In July 2010, City Council adopted the Avenues and Mid-Rise Buildings Study (the "Mid-Rise Guidelines (2010)"), which set out a series of performance standards intended to guide the design of mid-rise buildings, primarily along *Avenues* identified on Map 2 of the Official Plan. The Guidelines provided direction on matters such as building height, angular planes, setbacks, and stepbacks, with the goal of ensuring that mid-rise buildings delivered appropriate intensification while protecting sunlight, sky views, and pedestrian comfort. In April 2016, an Addendum expanded the application of the Guidelines beyond *Avenues* to include sites in *Mixed Use Areas*, *Employment Areas*, *Institutional Areas*, and certain *Apartment Neighbourhoods* where the existing built form context supported mid-rise development on major streets with right-of-way widths of at least 20 metres wide.

On November 14, 2024, City Council adopted a staff report regarding the "Housing Action Plan: As-of-Right Zoning for Mid-rise Buildings on Avenues and Updated Rear Transition Performance Standards", adopting a Zoning By-law Amendment to provide as-of-right mid-rise zoning permissions along segments of the *Avenues*, and directed the Chief Planner and Executive Director, City Planning to consider various opportunities to enable additional residential intensification through the Housing Action Plan work program, including updates to the Mid-Rise Design Guidelines to provide flexibility and enable opportunities for taller and denser mid-rise built form along Avenues in the Official Plan and report back to the December 5, 2024 Planning and Housing Committee meeting.

On December 5, 2024, the Planning and Housing Committee considered and adopted the updated *Mid-Rise Building Design Guidelines (2024)*. The updated Guidelines acknowledge the evolving role of mid-rise development, emphasizing climate action, sustainable design practices, and construction innovations such as mass timber and prefabrication. The Guidelines recognize that mid-rise buildings remain an ideal scale for shaping Toronto's urban fabric: tall enough to support density and active ground-floor uses, but low enough to preserve access to sunlight and views of the sky.

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

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

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

These changes are intended to simplify construction while making buildings more economical to construct. The Mid-Rise Building Design Guidelines (2024) encourage a mid-rise form that supports intensification through flexible massing, without compromising access to sunlight, sky view and pedestrian comfort along adjacent sidewalks and public spaces.

The majority of Dundas Street West is identified as an *Avenue* in the Official Plan, including the segment within which the subject site is situated. The proposed development has been assessed against the performance standards contained in the Mid-Rise Building Guidelines (2024) in **Sections 5.4** and **5.6** of this report.

Growing Up: Planning for Children in New Vertical Communities Guidelines

In 2015, the City initiated a study entitled Growing Up: Planning for Children in New Vertical Communities (the “Growing Up Guidelines”) and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on

May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017, and adopted without amendments. On July 28, 2020, a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

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

- The Neighbourhood Scale: At the neighbourhood scale, the Guidelines focus on children’s experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- The Building Scale: At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.

- **The Unit Scale:** At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

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

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

In our opinion, the proposal is generally in keeping with the Growing Up Guidelines, as outlined in **Section 5.3** of this report.

Pet-Friendly Design Guidelines for High Density Communities

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

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

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

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

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



5

Planning & Urban Design Analysis

5.1 Intensification

The proposed mixed-use intensification on the subject site is supportive of the policy directions articulated in the 2024 PPS, the 2041 RTP, the City of Toronto Official Plan and SASP 368, all of which support intensification on sites that are well served by municipal infrastructure, including transit. The proposal will redevelop, re-urbanize and improve an underutilized site that is served by existing frequent transit, within proximity to the multi-modal Kipling Transit Hub, and is situated along the planned Dundas BRT corridor.

The subject site is located within the City of Toronto and, as a result, is within an existing settlement area as defined by the 2024 PPS. More locally, the subject site is located along Dundas Street West, a "major arterial" road that is served by "frequent transit" service in the form of the 900 Airport Express and 927 Highway 427 Express bus routes, which have current headways of 10 minutes or better. The subject site is also located approximately 1.1 kilometres walking distance (an approximate 15-minute walk) of the Kipling Transit Hub, which provides connections along the Milton GO Rail Line as well as the Line 2 (Bloor-Danforth) subway. The subject site is planned to be directly served by the Dundas BRT, which has a planned stop at Dundas Street West and The East Mall Crescent.

Accordingly, the subject site is located within a "strategic growth area" served by "frequent transit" as defined by the 2024 PPS. Strategic growth areas are the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Moreover, while the City has yet to delineate the boundaries of "major transit station areas" associated with the future Dundas BRT, the 2024

PPS directs that the boundaries of "major transit station areas" are to be delineated in a manner that maximizes the number of potential transit users that are within walking distance of the station. In this respect, the proposed development is supportive of provincial policy directions which promote densities and a mix of land uses which efficiently use land and infrastructure, and which are transit-supportive where transit exists or is planned.

With respect to the Official Plan, there is strong policy support expressed in the Official Plan for mixed-use intensification along the City's *Avenues*, particularly on lands designated *Mixed Use Areas* served by existing and planned transit. *Mixed Use Areas* are one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy. The Official Plan also notes that *Mixed Use Areas* will absorb much of the new housing anticipated in the coming decades.

The re-urbanization of this segment of Dundas Street West with mid-rise intensification is a planning objective that dates back to the conclusion of the Highway 427 / Dundas Street West Study in 2011. While there have been numerous policy and regulatory updates since that time (i.e., it predates the 2024 PPS, the latest *Avenues* policies in the Official Plan as established by OPA 778, 2024 Mid-rise Building Design Guidelines, and the planned Dundas BRT), the principles of the Study which provide for mid-rise, mixed-use intensification to re-urbanize Dundas Street West with new housing, jobs and public realm enhancements remain relevant.

The subject site is currently occupied by an automotive dealership and surface parking; and as such, represents an underutilization of existing infrastructure given the applicable policy framework and the surrounding context. The existing use of the site does not optimize the use of available land and infrastructure along a "major arterial" road and more broadly, in proximity to existing and planned higher order transit infrastructure. The redevelopment of the subject site with new housing, retail commercial and open space uses, along with streetscape enhancements, will improve the quality of the public realm and support increased transit ridership, particularly in the context of existing surface transit along Dundas Street West and will help to enliven this stretch of Dundas Street West with additional pedestrian foot traffic. In this regard, the proposal will help to support the on-going transition of Dundas Street West from a highway commercial corridor into a main street *Avenue* and will capitalize on the site's existing and planned transit connections.

The proposed scale of intensification reflects the size, prominence and visibility of the subject site and is consistent with the existing and emerging context along Dundas Street West, west of the Kipling Transit Hub. The increased density proposed for the subject site will also support the broader policy goals of the 2024 PPS and the Official Plan as it relates to furthering the integration of land use and transportation planning within an identified intensification area. The proposal will also help to achieve a key Provincial and municipal goal as it relates to supplying new high-quality housing and non-residential uses in proximity to investment in transit. In our opinion, optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. In this respect, to "optimize" means to make something "as fully perfect, functional, or effective as possible".

In the non-policy sidebar within Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce demands on nature and improves the liveability of the urban region by: reducing the pace at which the countryside is urbanized; preserving high-quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

5.2 Land Use

The proposed mix of residential, retail commercial and open space uses are desirable given the planned main street context of Dundas Street West. The proposed uses align with the land use permissions of the *Mixed Use Areas* designation in the Official Plan and the requested "CR" (Commercial Residential) zoning under City-wide By-law 569-2013, both of which permit a broad range of residential and commercial uses.

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

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

The Official Plan provides that lands designated *Mixed Use Areas* are to absorb most of the anticipated increase in retail, office, and service employment in Toronto in the coming decades, as well as much of the new housing. Additionally, the objective of the Official Plan in intensifying *Mixed Use Areas* is that of mixed-use reurbanization and the enhancement of the public realm, which is also consistent with the objectives set out by SASP 368.

The proposed mix of uses will implement the overall planning objectives of the *Mixed Use Areas* designation and implement the development criteria set out in Policy 4.5(2) of the Official Plan by creating a balance of high-quality residential and non-residential uses in a compact built form that reduces automobile dependency and will support the convenience retail needs of the local community. The proposed mix of uses and public realm enhancements will contribute to the emerging mixed-use and pedestrian-oriented character along Dundas Street West, as envisioned in SASP 368, and introduce residential uses that can further support the existing and planned concentration of commercial uses along Dundas Street West. The proposal will also provide at grade residential townhouse units and landscaping enhancements along the flanking residential streets being Billingham Road and Paulart Drive.

The proposal includes contiguous retail commercial uses within the ground floor of each building along the Dundas Street West frontage totalling approximately 998 square metres. The proposed retail commercial uses are designed to have direct access and visibility from the sidewalk, and in the case of Building B, from the proposed POPS. As a result, there will be a direct interface between the proposed retail commercial and open space uses on site.

The proposed retail commercial spaces are designed with tall transparent glazing providing a high degree of visibility to and from the street. Moreover, the spaces are designed with multiple entrances from Dundas Street West, allowing for the spaces to be consolidated or re-demised to accommodate tenant needs.

Land Use Compatibility/Mitigation

As required by Policies 2.2.4(5) to (7) of the Official Plan, the revised proposal is supported by technical studies which consider and evaluate the impacts associated with nearby employment uses in addition to other impact sources such as vehicle traffic.

In this regard, an Air Quality Assessment and a Noise & Vibration Impact Study, were both prepared by Rowan Williams Davies & Irwin Inc. ("RWDI"). The Air Quality Assessment was prepared in accordance with the Ontario Ministry of Environment, Conservation and Parks ("MECP") Land Use Compatibility Guidelines (D-Series) and other relevant MECP Guidelines. The air quality study concludes that no adverse odour impacts are anticipated on the proposed development from surrounding employment uses. Similarly, no potential compatibility issues were noted from an air quality perspective as it relates to Dundas Street West, Highway 427 and the Milton GO Rail Line.

The findings of the Noise & Vibration Assessment indicate that the proposed development is anticipated to exceed Class 1 sound criteria and is expected to meet the Class 4 sound criteria.

The findings of the Air Quality Assessment and the Noise & Vibration Impact Study are set out in Sections **5.9** and **5.10** of this report.

5.3 Housing

The redevelopment of the subject site will result in new housing supply on an underutilized site in a compact urban form that supports the wider housing policy objectives of the 2024 PPS and the Official Plan. The proposal will enhance and add to the existing housing stock in the area in conformity with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan and the key objectives of SASP 368, and with regard to the City's Growing Up Guidelines.

The subject site is located in an area that contains a mix of low-rise housing, interspersed with mid-rise to tall buildings further to the east along Dundas Street West surrounding the Kipling Transit Hub. The subject site is located within the "Islington" neighbourhood, on the border with the "Etobicoke City Centre" neighbourhood. As of 2021, the City of Toronto Neighbourhood Profile for the "Islington" neighbourhood noted that approximately 57.3% of private dwellings were low-rise housing types (i.e., detached, semi-detached, townhouse, duplex and apartments under 5 storeys); whereas 42.8% were apartments of greater than 5 storeys. Conversely, in the "Etobicoke City Centre" neighbourhood, the rates were 14.9% and 85.1%, respectively. The split of renter households to owner households was approximately 32% renter and 68% owner in "Islington" and approximately 50% each in "Etobicoke City Centre".

The proposed tenure of the buildings has yet to be determined. In any case, the proposed mix of units will support the diversification of housing stock along this segment of Dundas Street West. In this regard, the proposal conforms with the housing policies set out in the Official Plan (Policy 3.2.1(1), in addition to the key objectives set out in SASP 368, which provide for a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods.

The proposed unit mix provides a variety of housing options intended to serve a wide range of households, including families, young professionals, and seniors. The development includes 222 larger units (40%) with two or more bedrooms, consisting of 149 two-bedroom units (27%) and 73 three-bedroom units (13%). As such, the proposal will exceed the targets identified in Section 2.1 of the Growing Up Guidelines by approximately 82 units (15%). Approximately 19 units will consist of 2-storey three-bedroom townhouse units at grade.

The proposal also responds to the recommended unit sizes set out in the Growing Up Guidelines. The proposed two-bedroom units have an average size of 74.42 square metres (801 square feet), while the proposed three-bedroom units have an average size of 104.28 square metres (1,122 square feet). In this regard, the Growing Up Guidelines promote two-bedroom units of 87 square metres (936 square feet) and three-bedroom units of 100 square metres (1,076 square feet). In our opinion, the overall unit mix and average unit sizes contribute meaningfully to housing choice and support the objectives of SASP 368 and the Growing Up Guidelines.

5.4 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site is appropriate for mixed-use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is an appropriate location for two tall mid-rise buildings of 14 and 16 storeys.

With respect to **height**, it is our opinion that the subject site is an appropriate location for a mid-rise building given:

- the size (0.98 hectares) and configuration of the subject site, including its positioning along three public streets;
- the depth of the subject site, which ranges from approximately 54 to 58 metres;
- the subject site's location and 172 metres of frontage along Dundas Street West, a "major arterial" road and one of the City's *Avenues*;
- the site's *Mixed Use Areas* designation in the Official Plan;
- the existing right-of-way width of Dundas Street West adjacent to the subject site, which provides for a varying width of approximately 35 to 42 metres. Dundas Street West has a planned right-of-way width of 36 metres in the Official Plan;
- the site's location in proximity to existing frequent transit service in the form of the 900 Airport Express and 927 Highway 27 Express bus routes, which have stops directly in front of the subject site;
- the site's location within proximity to the Kipling Transit Hub;
- the site's location along the planned Dundas BRT, which is anticipated to have a station stop at Dundas Street West and The East Mall Crescent;
- the updated Mid-Rise Building Design Guidelines (2024) which provide for increased flexibility in building massing and simplified built form;
- the existing highway commercial context surrounding the site, particularly to the west, south and east;
- the evolving character of the Dundas Street West corridor in proximity to the subject site, including the positioning of the subject site between the existing and emerging tall building nodes surrounding the Kipling Transit Hub to the east and Cloverdale Mall to the west; and
- separation distances from, interface with and ability to provide an appropriate transition to *Neighbourhoods* designated properties to the north of the subject site.

Based on the foregoing, it is our opinion that the proposed development is consistent with the policy direction in the Official Plan regarding mid-rise buildings as set out in Section 3.1.4.

From an urban structure perspective, the proposed tall mid-rise building typology is, in our opinion, appropriate and desirable given the site-specific and locational characteristics of the subject site. The subject site is positioned along a segment of Dundas Street West that is anchored by two tall building nodes. To the east of the subject site is Etobicoke *Centre*, where there is an existing tall building node surrounding the Kipling Transit Hub.

As illustrated in **Figure 23** (Height Map), development along Dundas Street West surrounding the Kipling Transit Hub includes existing, under construction and approved tall buildings ranging up to 50 storeys in height. As Dundas Street extends westward, away from the transit hub, the established pattern of heights begin to scale downward, with several existing and approved towers ranging from 21 to 28 storeys generally situated along the Dundas Street West frontage to Shorncliffe Road and heights of up to 32 to 44 storeys further to the south along the CPKC Rail corridor (i.e., Pinnacle Etobicoke & Kip District). Furthermore, immediately south of the subject site is the approved development on the Honeydale Mall lands, which currently provides for heights ranging from 8 storeys along Dundas Street West frontage and to up to 20 storeys further south.

To the west, the subject site is located in proximity to an emerging tall building node at Cloverdale Mall, which was established through the approval of The Clove, a 33-storey mixed-use building just west of the subject site, and the planned redevelopment of the Cloverdale Mall lands, which includes proposed heights ranging up to 41 storeys.

In this regard, the low-rise highway commercial character of this segment of Dundas Street West is actively in the process of transition through the provision of increased densities and heights that support the development of a diverse mixed use community. In our opinion, the proposed heights of 14 and 16 storeys appropriately balance the site’s proximity to existing and planned transit along an *Avenue*; its transitional location between the tall building development to the east and west; and its location on the north side of Dundas Street West and abutting low-rise residential neighbourhoods to the north.

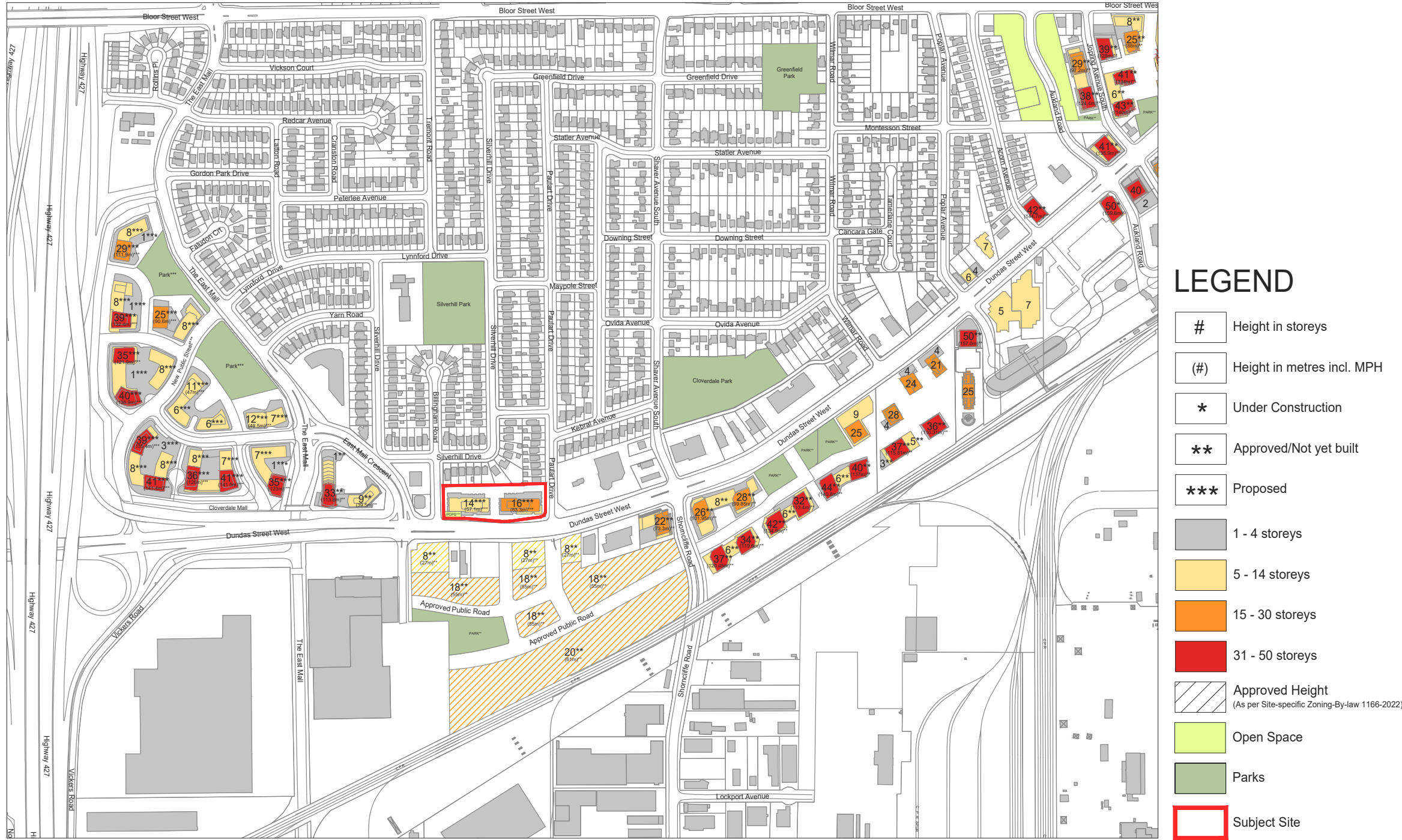


Figure 23 - Height Map

From a built form perspective, the proposed heights of 14 and 16 storeys (57.1 and 63.3 metres including mechanical penthouse) conform with the direction set out in SASP 368, which provides that the scale of built form will be mid-rise buildings and that maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition to the low scale residential neighbourhood to the north, adequately limiting shadow impacts and providing for comfortable pedestrian conditions.

Moreover, it is our opinion that the proposed heights have appropriate regard for the direction set out in the Mid-rise Design Guidelines (2024). In particular, Guideline 3.1 notes that mid-rise building scale is contextual and maximum building height corresponds to the width of the right-of-way, up to 14 storeys (45 metres), noting that achieving the maximum building height will be based on site conditions, geometry and sun/shadow performance. However, Guideline 3.1(c) notes that additional height taller than the adjacent ROW may be considered on deep lots, provided that the development meets the objectives of the Official Plan policies and other guidelines, including but not limited to:

- fits with the existing and planned context;
- maintains an overall mid-rise building scale with good street proportion;
- meets required sun/shadow performance on the adjacent street and public realm;
- provides appropriate setbacks, step-backs and separation distances; and
- provides appropriate transition in scale and massing to adjacent heritage properties and context.

As set out above, the proposed building heights fit within the existing and planned context along this segment of Dundas Street West, reflecting the location of the subject site between two tall building nodes. While the proposed heights of 14 and 16 storeys (57.1 and 63.3 metres including mechanical penthouse) are taller than the width of the Dundas Street West right-of-way, it is our opinion that the size and depth of the subject site affords greater room to appropriately distribute height in relation to its surrounding context and built form adjacencies.

In this regard, the proposed scale and form of development continues to be mid-rise, and the proposed buildings are sited with appropriate scale and street proportion, featuring 4-to 5-storey (15.1 to 20.2-metre) base buildings that are less than 80 percent of the Dundas Street West right-of-way width and equal to or less than the width of the Billingham Road and Paulart Drive rights-of-way. Above the base buildings, the taller portions of each building are sited generally along the Dundas Street West frontage with minimum stepbacks of 3.0 metres or greater along the three public street frontages.

In turn, by siting the tallest building elements along Dundas Street West, the proposal also provides significant separation distance and transition to the low-rise residential uses to the north. The proposal provides minimum rear yard setbacks of 12.2 to 13.2 metres up to Level 4, increasing to approximately 22.4 metres for Levels 5 to 16 of Building A and 20.9 metres for Levels 5 to 14 of Building B. Where the Mid-rise Building Design Guidelines (2024) provide for a minimum rear setback of 10.0 metres from low-rise residential uses for building elements above a height of 6 storeys and 20.0 metres, the proposal achieves significantly greater setbacks. In addition to the considerations set out above, the subject site is appropriate for increased height beyond the width of the right-of-way, in part, because the proposed massing is deployed in a manner whereby increased horizontal separation distance from low-rise residential uses is achieved beyond what is provided for in the Guidelines.

In terms of **massing**, the proposed development fits within the emerging built form context and is designed with an appropriate scale. The proposal provides for two distinctive base buildings that will define the Dundas Street West, Billingham Road and Paulart Drive frontages with a 4- to 5-storey base buildings, with distinguished upper building elements that are well stepped back by 3.0 metres or greater. As set out above, the proposed massing is deployed whereby additional setbacks and separation distance is provided from the north lot line, and as a result, is sensitive to the *Neighbourhoods* designated properties to the north.

The proposed buildings have 4- to 5-storey (15.1 to 20.2-metre) base building elements that are massed with good proportion to the existing right-of-way width of Dundas Street West (i.e., 35 to 42 metres) and reflect the widths of Billingham Road and Paulart Drive (i.e., 20 metres). While there is a lack of an existing streetwall context immediately surrounding the site, the height of the proposed streetwall is reflective of the nearby approval at 2-10 The East Mall Crescent (i.e., The Clove), which was approved with a streetwall height of 16.5 metres along Dundas Street West (By-law 136-2024).

The pedestrian scale is further emphasized through the provision of generous curb to building face setbacks of approximately 8.8 to 14.2 metres along Dundas Street West, 11.5 metres along Billingham Road and 12.8 metres along Paulart Drive, in excess of the typical 6.0 metres set out by the Mid-rise Building Design Guidelines (2024). The proposed minimum building setbacks are supplemented by 3.0-metre or greater pedestrian perception stepbacks along the Dundas Street West, Billingham Road and Paulart Drive frontages. Within the interior side yard, the proposed buildings provide a 4-storey scale fronting the central pedestrian courtyard with

a separation distance of 14.7 metres. Moreover, the 4-storey base buildings are extended along the side streets beyond the depth of the upper floors, providing for a lower scale as the building extends towards the low-rise neighbourhood. In this regard, the base buildings have appropriate regard for the direction set out in Mid-rise Building Guidelines (2024).

Above the height of the base buildings, the upper floors of each building provide a floor plate of approximately 65.6 metres in width (east-west) and 22.0 metres in depth (north-south). In accordance with the Mid-rise Building Guidelines (2024), the proposal provides a 20-metre separation distance between the upper building elements and is articulated with a series of small concave edges along the primary north and south elevations of each building to break up the overall massing. In our opinion, given the overall width of the subject site, the proposed 20-metre separation distance, the setbacks and stepbacks along each public street frontage and the proposed depth of the floor plates, the proposed development will maintain appropriate sky view, particularly when viewed from Dundas Street West and from the north.

From a **density** perspective, the proposed gross density of 4.76 FSI is appropriate. It is important from a planning policy perspective to optimize density on the subject site given its frontage along a major street and "major arterial" road, its location relative to existing and planned infrastructure, frequent transit and community facilities, and the appropriateness of the proposed height and massing in relation to surrounding existing and evolving built form context. Secondly, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical

figures and land use permissions that will reflect the tremendous variety of communities across the City". Accordingly, it is reasonable to establish an appropriate density for the site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

The proposed development will contribute to residential mixed-use intensification in an area that is targeted for such intensification by the 2024 PPS and the Official Plan. As outlined above, it is our opinion that the proposed redevelopment is appropriate within a policy context that promotes intensification, and the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections of this report, the proposed development has no unacceptable built form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.5 Built Form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. The Official Plan development criteria applying to the *Mixed Use Areas* designation have a particular focus on the potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5.2(c) requires buildings to be located and massed to provide transition through appropriate setbacks and/or a stepping down of heights towards lower scale *Neighbourhoods*, while Policy 4.5.2(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.

In this case, the closest lands designated *Neighbourhoods* are those to the immediate north of the subject site.

As outlined in the Official Plan's built form policies, there are several approaches that may be used in evaluating and achieving fit and transition, such as applying angular planes, as well as minimum horizontal separation distances and other building envelope controls (including the stepping of heights, building setbacks and building stepbacks). Furthermore, the Official Plan states that the actual design approach and methods used to achieve appropriate fit and transition will be determined on a site-by-site basis and may vary according to the applicable regulatory framework; existing and planned context; size of the development site; planned intensity of use and scale of development; proximity and scale of adjacent built form; and potential impact on privacy, daylight, sky view, sunlight/shadow for the public realm and neighbouring properties.

Other objectives such as integrating land use planning and transportation by building transit-supportive developments or optimizing transit by locating the greatest intensity closest to transit, are part of the evaluation in determining appropriate fit and transition.

In light of such considerations, it is appropriate to consider other approaches in evaluating fit and transition, including analyzing separation distances between buildings, shadow impacts and the maintenance of sky views and privacy between residential buildings. In this regard, as detailed below, the proposed development does not result in unacceptable adverse built form impacts in terms of light, view and privacy, as well as shadowing wind impacts.

Light, View and Privacy

Light, View and Privacy ("LVP") impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development appropriately limits its impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and low-rise neighbourhoods, specifically with regards to adequate sunlight.

In Zoning By-law 569-2013, the general separation distance requirements set out in the CR (Commercial Residential) zoning standards with respect to issues of light, view and privacy are addressed by an 11.0 metre separation distance between openings in dwelling unit main walls, and a 5.5 metre separation distance between main walls if there are no openings to dwelling units in one of the walls. Put another way, this means that the City's zoning standards require a privacy separation between two residential windows of 11.0 metres, to be achieved by setbacks on both sides of a property line; a 5.5 metre setback from a property line for daylight and an additional 5.5 metre minimum setback for view and privacy. This separation distance requirement between main walls is reduced from 11.0 metres to 5.5 metres if there are no openings to dwelling units in one of those main walls.

Based on the analysis set out below, it is our opinion that the proposed building conforms with the built form policies of the Official Plan that address LVP impacts, and as such, would not result in any unacceptable light, view or privacy impacts on adjacent buildings and properties.

The subject site is sited fronting three public streets, which have existing right-of-way widths of 35 to 42 metres (Dundas Street West) and 20 metres (Billingham Road and Paulart Drive), respectively. Given the presence of the existing public rights-of-way, in addition to the proposed building setbacks and stepbacks along these frontages, it is our opinion that there will be no light, view or privacy impacts to the south, west or east.

Within the subject site, the two buildings provide a separation distance of 14.7 metres between the 4-storey base buildings, increasing to 20 metres between the upper 16- and 14-storey building elements. In this regard, it is our opinion that appropriate separation distance is provided in this condition and that there will be no light, view or privacy impacts.

To the north, the proposed development abuts the rear and side yards of existing low-rise residential uses. In response to this condition, the proposed buildings provide substantial setbacks and separation distance from the rear lot line. The proposed buildings provide minimum rear yard setbacks of approximately 13.2 metres (Building A) and 12.2 metres (Building B), respectively, for the 4-storey base building elements, increasing to approximately 22.4 metres (Building A) and 20.9 metres (Building B) for the upper floors. Moreover, the proposed buildings do not contain any projecting balconies into the proposed rear yard setbacks noted above. As such, it is our opinion that there will be no light, view or privacy impacts.

As set out in **Section 5.4**, the proposed rear yard setbacks would notably exceed what is recommended in the Mid-rise Building Design Guidelines (2024) for rear transition to low-rise neighbourhoods. In particular, the Guidelines speak to providing rear yard setbacks of 7.5 to 10 metres, whereas in this case setbacks of 12.2 to 13.2 metres are provided up to Level 4, increasing to 20.9 and 22.4 metres above the height of each base building, resulting more than double the separation distance recommended by the Guidelines. Supplementing the proposed horizontal separation distance is the provision of a privacy fence and a minimum 2.5-metre landscape buffer along the north lot line, which will provide for new tree planting.

Based on the foregoing, it is our opinion that the proposed development has no unacceptable LVP impacts.

Shadow Impacts

A Shadow Study was prepared by Bousfields Inc. to assess the incremental shadow impacts from the proposed development. In accordance with the City of Toronto Terms of Reference for Sun/Shadow Studies, the Study assesses shadow impacts at the spring and fall equinoxes (i.e., March 21st and September 21st).

The Official Plan assigns particular importance to shadow impacts on parks and low-rise *Neighbourhoods*. Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to direct sunlight and daylight on the public realm, while Policy 3.2.3(3) requires that the effects of development on parks and open spaces, including additional shadows, "be minimized as necessary to preserve their utility". Moreover, Policy 4.5(2)(d) requires buildings in *Mixed Use Areas* to be located and massed to "adequately limit" shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes.

Neighbourhoods

The Shadow Study demonstrates that at 9:18 a.m. on March 21st, there are incremental shadow impacts from the proposal on the *Neighbourhoods* designated properties fronting the east-west segment of Silverhill Drive, including the lands directly north of the subject site. Additionally, there is shadowing on the rear yard of approximately one property fronting Paulart Drive, as well as on both sides of the Billingham Road right-of-way.

By 11:18 a.m., shadow impacts from the proposal are limited to the lands on the south side of Silverhill Drive and the rear yards of approximately three properties fronting the west side of Paulart Drive. By 12:18 p.m. shadows will move off the Silverhill Drive right-of-way, and over the course of approximately 12:18 p.m. to 3:18 p.m., there are incremental shadow impacts on approximately nine properties situated along the south side of Silverhill Drive, and three properties on Paulart Drive, directly north of the

subject site. By 4:18 p.m., shadows from the proposal will have very limited impact, having moved further to the east and largely off the low-rise properties to the north.

Similarly, on September 21st, at 9:18 a.m. there are incremental shadow impacts from the proposal on the *Neighbourhoods* fronting the east-west segment of Silverhill Drive, including the lands directly north of the subject site. Additionally, there is similar shadowing on the rear yard of one property fronting Paulart Drive, as well as on the Billingham Road right-of-way.

By 11:18 a.m., shadow impacts from the proposal are limited to the lands on the south side of Silverhill Drive and the rear yards of approximately four properties fronting Paulart Drive. From 12:18 p.m. to 3:18 p.m., there are similar incremental shadow impacts from the proposal on approximately nine properties situated along the south side of Silverhill Drive, and three properties on Paulart Drive, directly north of the subject site. By 4:18 p.m., there is no further shadowing on lands designated *Neighbourhoods*.

In our opinion, the resulting shadow impacts from the proposal on surrounding properties designated *Neighbourhoods* would be "adequately limited" in accordance with the applicable Official Plan policies. The proposal would result in shadowing that is primarily limited to approximately twelve low-rise properties situated along the south side of Silverhill Drive and west side of Paulart Drive, with lessening impact as the day progresses.

Parks and Open Spaces

The proposal does not shadow any lands designated *Parks* or *Other Open Space Areas*.

Public Realm

With respect to the public realm, on March/September 21st, the proposal will cast shadows that travel in a northwesterly to southeasterly direction as the day progresses. The proposal would cast incremental shadowing on:

- both sides of Billingham Road, generally between Silverhill Drive and Dundas Street West from approximately 9:18 a.m. to 12:18 p.m., with a smaller extent as the day progresses;
- both sides of the east-west segment of Silverhill Drive, from approximately 9:18 a.m. to 10:18 a.m., moving to the south side of the street by 11:18 a.m. and off the right-of-way by 12:18 p.m.;
- a portion of the west side of Paulart Drive, south of Kebral Avenue, beginning at approximately 1:18 p.m., extending to both sides from 3:18 onward; and
- small portions of Dundas Street West, east of Paulart Drive, after 5:18 p.m.

Based on the foregoing analysis, it is our opinion that incremental shadow impacts on the public realm are minor and acceptable.

Wind Impacts

With respect to wind, Official Plan Policy 3.1.3(1)(f) requires new development to maintain comfortable wind conditions at the street and adjacent open spaces. Moreover, Policy 4.5(2)(e), which pertains to development in *Mixed Use Areas*, directs that new buildings are to be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

A Pedestrian Level Wind Assessment has been prepared by RWDI in support of the proposed Zoning By-law Amendment application. The purpose of the study is to provide an assessment of the wind impact of the proposed development to the pedestrian environment in the nearby areas. A Computational Fluid Dynamics (CFD) study and assessments were made for both the existing site configuration, the proposed site configuration and the future site configuration (i.e., the proposed development plus surrounding approvals) to provide a comparative analysis.

The study concluded that the existing low-rise context around the subject site does not have significant impacts to wind conditions. The existing condition is characterized by low wind speeds in summer, moderate to high speeds in spring and fall, and higher speeds creating uncomfortable conditions in winter.

With the introduction of the proposed development, localized increases in wind activity are expected near building corners and between the buildings due to down washing and channeling, while downwind areas will benefit from sheltering effects. At grade, including sidewalks, main entrances, and the POPS, wind conditions are predicted to be suitable for intended use during spring, summer, and fall, though windier than ideal conditions are expected in the winter because of the preexisting strong seasonal winds. The proposed base buildings are anticipated to help moderate ground-level conditions; however, the roof of each base building will remain windy as a result of its elevation and exposure.

Future developments to the east and west are anticipated to provide additional shelter, reducing wind speeds across the subject site compared to the proposed scenario. Under this configuration, conditions at grade and in the POPS are expected to improve, with larger areas suitable for sitting or standing during summer, spring, and fall, and standing or walking in winter.

The report recommends wind control measures to achieve appropriate comfort levels for prolonged passive uses such as sitting, dining, and lounging. Wind control strategies include recessing building entrances, installing tall screens or guardrails (minimum 2 metres tall, solid or up to 30% porous), and incorporating landscaping or vertical wind screens (at least 1.5 metres tall) in amenity areas. It is recommended that wind conditions be confirmed at a later design stage to refine mitigation strategies and will continue to guide the placement of wind control features as the design evolves.

5.6 Urban Design

From an urban design perspective, the proposal will provide for two tall mid-rise buildings along the Dundas Street West corridor. The proposal responds appropriately to the characteristics of the site and adjacent land uses and will result in a substantial improvement to the public realm in a manner that conforms with the applicable public realm and built form policies of the Official Plan and SASP 368. The proposal also has appropriate regard for the Mid-rise Building Design Guidelines (2024).

Each building has been designed with a distinctive 4-storey base building that will function as the primary interface between the proposed built form and the public realm. In each case, the base buildings address the pedestrian environment with significant setbacks and an appropriately scaled streetwall that reflects the scale of Dundas Street West and provides for a consistent built form alignment across the considerable length of the subject site. Towards the Dundas Street West and Paulart Drive intersection, the base building of Building A is increased to 5 storeys, to accentuate the building as it fronts the corner and to give a degree of variation to the streetwall.

Above the base elements, the upper floors of each building are stepped back on all sides, in the order of approximately 3.5 to 5.7 metres along Dundas Street West, 3.1 metres along Paulart Drive, 3.2 metres along Billingham Road and 2.7 metres within the internal side yard. Moreover, to the rear, the upper building elements are stepped back in the order of approximately 8.0 to 11.6 metres for Building A to 8.7 metres for Building B. As a result, there is a considerable degree of visual delineation between the proposed base buildings and upper floors. Moreover, while the upper floors are consistent in terms of their general floor plates, the front and rear elevations of each building have been designed with several small concave edges, which breaks up the length of each building mass and provides a degree of complexity and visual interest to the built form.

Supplementing the proposed built form is the proposed material palette, which currently includes a mix of pre-cast elements and glazing on the ground floor, contrasting brick masonry within the base buildings and a mix of pre-cast, glazing and aluminum panels for the upper floors. It is proposed that the colour palette for the primary pre-cast, brick-masonry and aluminum elements will utilize a mix of light and dark browns, greys and iron spot.

As set out in **Section 3.1** above, the proposal provides for significant enhancements to the public realm. The proposal includes a 313-square metre POPS is situated at the northeast corner of Dundas Street West and Billingham Road, which will expand the public realm onto the site and provide an interface between the proposed retail commercial uses and the TTC/MiWay bus stop situated at the intersection. In addition, a series of landscaped pedestrian clearways are proposed around and through the subject site, inclusive of minimum 2.4-metre sidewalks along Billingham Road, Dundas Street West and Paulart Drive. An additional pedestrian clearway is proposed across the front of the two buildings, with a width of about 4.0 to 4.5 metres along the Dundas Street West frontage. The proposed walkways along the three public street frontages are supplemented by the landscaped central courtyard area proposed between the two buildings, which are provided with trees planting areas and hardscaping.

While taller than the width of the surrounding rights-of-way, it is our opinion that the proposed 14- and 16-storey heights are appropriate given the location of the subject site along Dundas Street West.

Moreover, it is our opinion that the tall mid-rise heights represent an appropriate design response to the characteristics of the site, notably its overall size, frontage along Dundas Street West of 172 metres and depth of up to 58 metres. The resulting depth of the site provides substantial space to site the proposed buildings in a manner that are well set back from Dundas Street West while at the same time, providing setbacks and separation distances from low-rise residential uses that are in excess of the Mid-Rise Building Design Guidelines (2024).

In our opinion, the proposed development is appropriate and desirable from an urban design perspective and it conforms with the applicable built form and urban design policies of the Official Plan. In particular, the design of the proposed development conforms with Policies 3.1.1(3), 3.1.1(6), 3.1.1(12), 3.1.1(13), 3.1.1(14), 3.1.1(15), 3.1.1(16), 3.1.1(19), 3.1.1(20), 3.1.3(1), 3.1.3(2), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(7), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(4), 3.1.4(5), 3.1.4(6) and 4.5(2) of the Official Plan. In summary, the proposal will:

- expand the public realm through the proposed 313-square metre POPS, central courtyard, and building setbacks along Dundas Street West, Billingham Road and Paulart Drive;
- incorporate a "Complete Streets" approach that complements the proposed mix of uses by providing pedestrian clearways of 2.4 metres that can accommodate the safe and efficient movement of pedestrians of all ages and abilities, in addition to space for co-ordinated landscaping elements and tree planting;
- provide a well-connected setting that meets the daily needs of residents through a mix of activities and uses, including public seating and passive gathering and social spaces;
- provide a central courtyard area that is well activated with at grade residential townhouse units, is connected to the public sidewalk along Dundas Street West, and creates north-south permeability through the site;
- provide for the planting of new trees along the Dundas Street West, Billingham Road and Paulart Drive street frontages;
- locate the buildings parallel to public street frontages (i.e. parallel to the street lines to the south, west and east) and locate the main building entrances along Dundas Street West;
- ensure entrances to the lobbies and retail commercial uses spaces are clearly visible and identifiable with access to and from public sidewalks;
- locate the POPS at the corner of Dundas Street West and Billingham Road to expand the public realm in a highly visible location around the existing bus stop at the intersection and provide a positive interface with the proposed retail commercial uses;
- provide dedicated pick-up and drop-off functions accessed from the rear driveway;
- locate, screen and organize vehicle parking, access, loading, servicing and other back-of-house activities away from the public realm in order to minimize their visual impact;
- provide all parking and loading, service and utility functions at the rear of the subject site, within the building envelope and accessed from the rear driveway;

- provide varied, 4- to 5-storey streetwall elements that frame the edge of Dundas Street West, Billingham Road and Paulart Drive with good proportion;
- protect the privacy of adjacent buildings by providing appropriate setbacks and separation distances from neighbouring properties and adjacent building walls containing windows;
- provide distinctive upper building elements that are clearly delineated from the base buildings through the use of stepbacks and different material elements;
- provide a strong material palette, including the use of pre-cast, brick masonry and aluminum panel elements, interspersed with transparent glazing;
- provide dedicated indoor and outdoor amenity space for residents of the development that meets the requirements of the Zoning By-law;
- provide outdoor amenity space on the roof of each base building element;
- maintain comfortable wind conditions on the site and surrounding area;
- have heights that reflect the overall size, depth and location of the subject site fronting three public streets;
- provide good transition and scale to adjacent low-rise uses to the north through the use of significant building setbacks and stepbacks, in addition to the provision of a minimum 2.5-metre landscape buffer and tree planting along the shared lot line;
- maintain street proportion and open views of the sky through the use of building stepbacks above the height of the 4-storey base buildings; and
- allow for daylight and privacy for ground floor units by providing appropriate facing distances, building heights and stepbacks;

In addition, it is also our opinion that the proposal conforms with the key objectives and the public realm and built form policies of SASP 368 in that it will:

- contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity through the provision of a new POPS, as well as enhanced pedestrian boulevards and landscaping along all three public street frontages;
- provide at grade retail commercial uses within each building fronting Dundas Street West, to reinforce the role of Dundas Street West for commercial activity;
- provide a high quality public realm, inclusive of new street trees, planting areas, street furniture, lighting and enhanced pedestrian clearways that connects Dundas Street West and surrounding streets;
- minimize the use of curb cuts, and provide all vehicle access through a two-way driveway along the rear of the site accessed from Billingham Road and Paulart Drive;
- provide two buildings that are located parallel to public streets with main residential lobby and retail commercial entrances facing Dundas Street West;
- provide a scale of built form that is mid-rise and provides appropriate transition to low-rise neighbourhoods to the north that adequately limits built form impacts and provides for comfortable pedestrian conditions (see Section 5.5 above); and
- provide setbacks of approximately 4.5 metres along the Dundas Street West frontage that achieve curb to building face setbacks of approximately 8.8 to up to 14.2 metres; and
- provide rear yard setbacks that exceed the City's Mid-rise Building Design Guidelines (2024) and are supplemented by privacy mitigation measures such as a privacy fence and a minimum 2.5-metre landscape buffer.

Mid-rise Building Design Guidelines (2024)

In our opinion, the design of the proposed development is generally in keeping with the applicable performance standards as set out in the Mid-Rise Building Guidelines (2024), as set out below.

Guideline 1.1 – Context Analysis:

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

- The site is currently served by frequent transit service and is within proximity of the Kipling Transit Hub. The site is also located along the Dundas BRT, which has a planned station stop immediately west of the site at The East Mall Crescent.
- The proposed buildings have been designed to fit within the existing and planned context along Dundas Street West, which features a range of mid- to high-rise buildings along the north and south sides of the street between Highway 427 and The Kipling Transit Hub.
- The proposed buildings respond to the site's identification along an *Avenue* and *Mixed Use Areas* designation, and is in keeping with the policy direction in SASP 368 for the scale of development to be mid-rise.
- The proposed buildings respond to the adjacent *Neighbourhoods* designated lands to the north by providing minimum setbacks of approximately 13.2 metres (Building A) and 12.2 metres (Building B) up to Level 4, increasing to a minimum of 22.4 metres (Building A) and 20.9 metres (Building B) from Level 5 onward, exceeding what is set out in the Guidelines. As such, it is our opinion that adequate separation distance is provided and appropriate transition is achieved.

Guideline 1.1.1 – Main Street

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

- The subject site is situated fronting three public streets to the west, south and east, and has been designed to appropriately respond to that condition.
- The proposed buildings provide a streetwall height of 4 storeys (15.1 metres) along each frontage and to the rear, increasing to 5 storeys (20.2 metres) at the corner of Building A fronting Dundas Street West and Billingham Road. Above the height of the streetwall along Dundas Street West, Billingham Road and Paulart Drive, the proposed buildings provide pedestrian perception setbacks of 3.0 metres or greater.
- The proposal includes retail commercial uses at grade fronting Dundas Street West, and residential townhouse units fronting Billingham Road and Paulart Drive. In between the two buildings is a central pedestrian courtyard that is lined by residential townhouse units.
- All loading, servicing and vehicle access functions are proposed to the rear, from the rear private driveway extending between Billingham Road and Paulart Drive.

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

Guideline 1.4 – Sunlight, Wind, and Comfort: *Locate and design mid-rise buildings to protect access to sunlight, provide protection from prevailing winds, and improve comfort in the surrounding context of streets, parks, public and private open spaces, and natural areas.*

Guideline 2.1 – Building Placement and Address: *Locate mid-rise buildings to frame the edges of streets, parks, and open space in a way that fits harmoniously with the existing and planned context, while providing opportunities for high-quality landscaping and streetscaping.*

- The subject site has a depth of approximately 54 to 58 metres, and represents a "deep corner site", given its frontage on both Billingham Road and Paulart Drive to the west and east. Both of these adjacent rights-of-way have widths of approximately 20 metres.
- The proposal responds to this condition by situating the proposed 14- and 16-storey elements along the Dundas Street West frontage, stepping down to 4-storey (15.1 metres) building elements to the rear along each side street frontage.
- The proposed buildings step down in height to 4 storeys along each side street frontage after a distance of approximately 42 metres from the Dundas Street West frontage.
- Sunlight and wind impacts are analyzed in **Section 5.5**, above.
- The proposed buildings are sited to frame Dundas Street West, Billingham Road and Paulart Drive with a 4- to 5-storey streetwall that extends along each frontage.
- The proposed buildings are sited in a consistent orientation and setback pattern that will achieve curb to building face setbacks of approximately 8.8 to 14.2 metres on Dundas Street West, 11.5 metres on Billingham Road and 12.8 metres on Paulart Drive, exceeding the 6.0 metres set out in the Guidelines.
- The proposed retail commercial units at grade are designed with multiple entrances, which provide the opportunity for tenants of various sizes/configurations. The retail commercial uses within Building B are situated facing the existing bus stop at Dundas Street West and Billingham Road and the proposed POPS.
- The proposal provides a number of landscaping enhancements, including hardscaped pedestrian clearways along each street frontage, 13 new street trees and 4 retained street trees along Dundas Street West, 3 new street trees along Billingham Road, 6 new street trees along Paulart Drive, in addition to raised planting areas and concrete bench seating along the Dundas Street West frontage.

Guideline 2.2 – Publicly

Accessible Open Spaces: *Provide grade-related, publicly accessible open space within the mid-rise building site to complement, connect, and extend the existing network of public streets, parks, open spaces, and laneways.*

- The proposed development will include a 313-square metre POPS at the southwest corner of the site fronting the intersection of Dundas Street West and Billingham Road.
- The proposal also includes a central pedestrian courtyard connecting Buildings A and B and linking Dundas Street West with the rear yard of the site.
- The design for the POPS will be finalized during the Site Plan Approval stage, with design considerations for surface materials, furnishings, landscaping, and pedestrian-scale lighting. Together, the POPS and pedestrian courtyard will enhance mid-block permeability, promote active use, and provide direct visual and physical connections to public streets, adjacent open spaces, and pedestrian routes, creating a well-integrated, accessible, and animated public realm.

Guideline 2.3 – Shared Indoor and Outdoor Amenity Spaces:

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

- A total of 1,236 square metres of indoor amenity space is provided on the ground floor of Building A and on Level 5 of both buildings. In addition, a total of 1,168 square metres of outdoor amenity space is provided on the Level 4 podium roof of each building and adjacent to the proposed indoor amenity areas. The amenity areas will be programmed during the Site Plan Approval stage.

Guideline 2.4 – Pedestrian and Cycling Connections:

Provide comfortable, safe, and accessible pedestrian and cycling routes through and around the mid-rise building site to connect with adjacent routes, streets, parks, open spaces, and other priority destinations.

- The proposal will provide a strong degree of pedestrian permeability through and around the site.
- Pedestrian clearways of greater than 2.1-metres in width are proposed along Dundas Street West, Billingham Road and Paulart Drive. Supplementing these spaces is the central pedestrian courtyard as well as the 2.1-metre clearway along the rear of the two buildings.
- "Short-term" bicycle parking spaces are proposed at grade, within rooms along the Paulart Drive frontage (Building A) and the rear elevation (Building B). "Long-term" bicycle parking spaces are proposed within secure rooms below grade.

Guideline 2.5 – Servicing, Access, and Parking:

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

- The proposed design satisfies this guideline by integrating the garbage, loading, parking, servicing, and utility functions within overall mass of each building. The above noted functions and elements will be entirely screened from the public view and accessed via the rear private driveway.

Guideline 3.1 – Mid-Rise Building

Height: *The Official Plan states that “mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way that it fronts onto”.*

Guideline 3.2. – Street Proportion

And Front Façade: *The Official Plan states that “mid-rise buildings will be designed to maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width”.*

Guideline 3.2.1 – Sun/Shadow

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

Guideline 3.2.2 – Streetwall Height and Pedestrian Perception

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

- Building height is addressed in **Section 5.4**, above.
- The proposal provides for stepbacks of approximately 3.0 metres or greater above Level 4 (15.1 metres) and Level 5 (20.2 metres) at the corner facing Dundas Street West and Paulart Drive. The proposed stepbacks are provided at a height equal to approximately 42 to 56 percent of the planned width of Dundas Street West (i.e., 36 metres).
- The proposed base buildings and upper floors will be further differentiated through material changes, different architectural elements and the overall articulation of the massing.
- The proposal achieves the intent of the Guidelines which is to allow for sunlight onto public streets and to ensure an adequately scaled streetwall when viewed from the pedestrian realm.
- Shadow impacts are addressed in **Section 5.5** above.
- The subject site is located along a segment of Dundas Street West that is still in the process of re-urbanization. In this regard, there is not an existing streetwall context on the adjacent properties to the west, south or east. It should be noted that the approved development to the west at 2-10 The East Mall Crescent (i.e., The Clove), provides a streetwall along the north side of Dundas Street West of a similar scale (i.e., 16.5 metres)..
- As per the Guidelines, the proposal provides a streetwall of 4 storeys (15.1 metres), increasing up to 5 storeys (20.2 metres) at the corner of Dundas Street West and Billingham Road. Above the height of the streetwall, a pedestrian perception step-back of greater than 3.0 metres is provided along each street frontage, satisfying the Guidelines.

Guideline 3.2.3 – Streetwall

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

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

- The proposed base buildings incorporate a mix of pre-cast elements and glazing on the ground floor, with contrasting brick masonry elements above up to Level 5. Above the height of the base building, the proposal incorporates a mix of pre-cast, aluminum panels and glazing.
- The proposal colour pallet utilizes a mix of light and dark browns, greys and iron spot, and together with the material choices, will create a well articulated and façade along Dundas Street West, Billingham Road and Paulart Drive.
- The proposal satisfies the Guideline by providing a consistent built form alignment along the full Dundas Street West frontage with minimum setbacks of approximately 4.5 metres or greater. Given the configuration of the front lot line, the development achieves a curb to building face setback of approximately 8.8 to 14.2 metres.
- A more generous setback of approximately 10.4 metres is provided at the Dundas Street West and Billingham Road corner, to make way for the proposed 313-square metre POPS.

Guideline 3.3.1 – Rear Transition

to Buildings: *The transition between a mid-rise building and abutting buildings and properties to the rear should be created through a combination of building heights, horizontal separation such as setbacks and/or step-backs of upper floors, landscaping, as well as façade articulation.*

Rear Transition to Neighbourhoods

- Guideline 3.3.1(a) provides that transition should be provided between mid-rise buildings and abutting buildings and properties to the rear. This transition should include a minimum setback of 7.5 metres from the rear property line to the mid-rise building face. The 7.5-metre setback allows for the creation of rear lanes and/or vehicular access for parking, servicing and loading, open spaces, outdoor amenity areas, as well as space for tree plantings with adequate soil volume.
- Guideline 3.3.1(c) further states that for mid-rise buildings with heights greater than 20 metres (6 storeys), a 2.5-metre stepback should be provided along the rear of the building at the 7th storey.
- Guideline 3.3.1(d) states that there may be scenarios where increasing the rear setback while reducing or eliminating upper-level step-backs may be appropriate to achieve appropriate transition with a more simplified built form.
 - To the rear, the proposed buildings provide minimum setbacks of approximately 13.2 metres (Building A) and 12.2 metres (Building B). Within the rear yard setback is a private driveway extending the width of the subject site, and a landscape buffer.
 - Above the 4-storey base building, stepbacks of approximately 8.0 to 11.6 metres (Building A) and 8.7 metres (Building B) are provided, resulting in total setbacks of approximately 22.4 to 24.7 metres (Building A) and 20.9 metres (Building B) between the upper floors of each building and the rear lot line.
 - As a result of the above-noted setbacks and stepbacks exceed the recommended setbacks and stepbacks set out in the Guidelines.
- Guideline 3.3.1(h) provides that, where appropriate, mid-rise buildings should provide an active edge at-grade along the rear façade, through grade-related units with individual entrances (residential, non- residential or community uses) or other appropriate design interventions. Walkways and landscaping should be provided along the edge of the building.
 - The proposal satisfies Guideline 3.3.1(h) by providing residential townhouse units at grade along the rear elevation, where possible. A 2.1-metre pedestrian walkway is also proposed along the rear elevation of each building.

**Guideline 3.3.1 – Rear
Transition to Buildings (cont'd)**

- Guideline 3.3.1(j) provides that existing healthy trees along the rear property line should be preserved with sufficient soil volumes in accordance with City standards to enhance the transition to the adjacent properties in the rear.
- Guideline 3.3.1(k) provides that a minimum 2.5-metre unencumbered landscaped setback should be provided along the rear property line, wherever possible, to mitigate development impact, support mature canopy trees and allow for the planting of new trees where possible that can grow to maturity.
 - The proposal satisfies Guidelines 3.3.1(j) and (h) by preserving the majority of the existing trees situated along the rear lot line, in addition to providing a minimum 2.5-metre landscape buffer along the rear lot line. Within the rear landscape buffer are 14 new trees proposed with 10-metre spacing.

Separation Between Buildings

- Guideline 3.3.1(f) provides that the minimum separation distance provided between mid-rise buildings in a singular site or on adjacent sites should increase with the building height to ensure privacy between units and allow good access to sky view, sunlight and daylight within spaces between buildings and the units within the buildings. When a building is on an adjacent property or proposed as part of the same development as the mid-rise building, the following separation distances apply: i. Up to a height of 6 storeys, a minimum separation distance of 15 metres should be provided; ii. for mid-rise buildings, or building elements, taller than 6 storeys, a minimum separation distance of 20 metres should be provided; and iii. for mid-rise buildings that have additional height above the 1:1 ratio and/or building frontages exceeding 60 metres, building massing articulation and additional separation may be required to meet the objectives of the Official Plan and other guidelines in this document.
 - The proposal has appropriate regard for Guideline 3.3.1 (f) as the proposed buildings provide a minimum separation distance of approximately 14.7 metres between the proposed 4-storey base buildings, increasing to a minimum separation distance of 20 metres from Level 5 onward.

Guideline 3.5. – Building Width:

Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or “broken up” to ensure that façades are not overly long.

Guideline 3.6 – Ground Floor Height:

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

Guideline 3.7 - Balconies and Projections:

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

Guideline 3.8 – Roofs and Roofscapes:

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

Guideline 3.9 – Exterior Building Materials:

Buildings should utilize high-quality materials selected for their permanence, durability and energy efficiency.

- The proposed buildings have overall widths (east-west) of approximately 71.0 metres, reducing to approximately 65.6 metres above the height of the base buildings. The depth of the upper floorplate for each building is approximately 22.0 metres.
- As a means to break up the overall massing, the front and rear elevations of the upper floors for each building are articulated with a series of small concave edges. The proposed articulation provides a degree of complexity and further visual interest to the built form.
- The minimum ground floor height is proposed to be 5.0 metres within each building.
- The proposed base buildings do not include balconies. For the upper floors, balconies are only proposed for the four corner units of each building, and they are provided within the confines of the building envelope. In this regard, the proposal does not contain no projecting balconies.
- Canopies are proposed above the residential lobby of each building, facing Dundas Street West and the central pedestrian courtyard. The proposed canopies do not impact the public realm or conflict with the proposed landscaping program or street tree planting along Dundas Street West.
- The proposed mechanical penthouse elements have a height of approximately 6.0 metres, and includes a green roof and parapet on top. Where possible, the balance of each building roof is provided as green roof area.
- Each mechanical penthouse is stepped back along all elevations by approximately 3.6 to 18.2 metres (Building A), and 5.4 to 20.4 metres (Building B), thereby reducing its presence and addition to the overall mass of each building.
- As set out above, the proposed exterior building materials include a mix of pre-cast elements and glazing on the ground floor, contrasting brick masonry within the base buildings and a mix of pre-cast, glazing and aluminum panels for the upper floors. It is proposed that the colour palette for the primary pre-cast, brick-masonry and aluminum elements will utilize a mix of light and dark browns, greys and iron spot.
- The overall materiality of the buildings will continue to be refined through the Site Plan Approval stage.

Guideline 3.10 – Façade

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

Guideline 4.1 – Sidewalk Zones:

Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements, and activities related to the uses at grade.

Guideline 4.2 – Streetscapes:

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

- Along Dundas Street West, the façade features extensive glazing punctuated by vertical masonry bands which add texture and visual interest while creating a pedestrian scale throughout the sidewalk zone.
- The proposal satisfies the Guidelines by providing curb to building face setbacks of approximately:
 - 8.8 to 14.2 metres along Dundas Street West;
 - 11.5 metres along Billingham Road; and
 - 12.8 metres along Paulart Drive;
- The proposed sidewalk zones are supplemented by the 313-square metre POPS at the intersection of Dundas Street West and Billingham Road, and will be activated by the proposed mix of retail commercial and residential townhouse units at grade.
- The proposal provides for a highly animated streetscape that is activated by retail commercial and residential lobby uses along Dundas Street West and residential townhouse units along Billingham Road and Paulart Drive.
- The proposed retail commercial units will be articulated with transparent glazing to provide for appropriate views to and from the public realm and will be complemented by a landscaping program along the Dundas frontage, including planters and 13 new street trees and 4 retained street trees along Dundas Street West.
- Along Billingham Road and Paulart Drive will be at grade patios, in addition to new street tree planting (i.e., 3 trees on Billingham Road and 6 trees on Paulart Drive).
- Along all three frontages, there are proposed pedestrian clearways of 2.1 metres or greater that are buffered from the street edge. An additional clearway of approximately 4.5 metres is provided along the Dundas Street West frontage, along the proposed retail commercial and residential lobby uses.

5.7 Transportation

An Urban Transportation Considerations report has been prepared by BA Consulting Group Ltd. ("BA Group"), in support of the Zoning By-law Amendment application. The report reviews the parking, loading and bicycle parking requirements and provisions, as well as traffic volumes and operations, in relation to the proposal, as summarized below:

- The proposed resident and visitor parking supply of 305 spaces (271 resident and 34 visitor) is consistent with the City's current policy direction, which emphasizes reduced parking ratios to encourage transit use and active transportation. Six short-term pick-up/drop-off spaces are also provided within two lay-bys within the rear private driveway.
- A total of 430 bicycle parking spaces are proposed (390 long-term and 40 short-term), exceeding the requirements of the Zoning By-law 569-2013 and the Toronto Green Standard. Long-term spaces are located in secure rooms with repair stations and energized outlets for e-bikes. Short-term spaces are proposed at grade.
- The site plan proposes two Type "G" loading spaces, exceeding the requirements of the applicable By-law. Loading areas include refuse staging and meet City servicing standards. Vehicle turning movements were tested for garbage and delivery trucks, confirming that sufficient space exists to accommodate all truck movements.
- Trip generation forecasts indicate 138 and 150 two-way auto trips during the weekday morning and afternoon peak hours respectively, with no vehicle trips forecasted for retail uses. Traffic operations analysis confirms that all area intersections will operate at acceptable levels of service and no infrastructure improvements are required.
- The proposed development can be accommodated within the future area transportation network and is supported by a Transportation Demand Management plan that promotes sustainable travel choices.

5.8 Servicing

A Functional Servicing and Stormwater Management Report has been prepared by CivilGo Engineering Inc. in support of the Zoning By-law Amendment application. The report provides site-specific information for the City's review regarding infrastructure requirements for water servicing, sanitary servicing, storm drainage, stormwater management, and foundation drainage. The proposed servicing strategy is summarized below:

Water Servicing

- The proposed development will be serviced by the existing municipal water infrastructure along Dundas Street West. Each building will have its own 200mm fire service connection with a 150mm domestic water branch, connecting to the 300mm watermain on Dundas Street West. This approach ensures redundancy and compliance with City of Toronto design standards.
- Fire flow testing was completed in accordance with NFPA 291 standards to confirm system adequacy. The test results indicate an available flow of 5,734 USgpm at a residual pressure of 140 kPa (20 psi) in the Dundas Street West watermain. This exceeds the maximum water demand for either building, including fire protection requirements. Based on these results, the existing watermain infrastructure has sufficient capacity to accommodate the proposed development, and no watermain upgrades are required.
- The servicing strategy aligns with the City's design criteria and demonstrates that the proposed development can be supported by existing municipal water infrastructure without adverse impacts.

Sanitary Servicing

- The proposed development will be serviced by two separate sanitary connections. Building A will connect to the existing 200mm sanitary sewer on Paulart Drive, and Building B will connect to the existing 200mm sanitary sewer on Dundas Street West. Each building will include a control maintenance hole in accordance with City of Toronto standards. The proposed 200mm connections, designed at 2.0% slope, have a capacity of 43 L/s, which exceeds projected flows from the development.

Downstream analysis using the City's BFEA-calibrated model confirms that all segments meet Criterion 1 (Design Function) for Building B and generally for Building A, subject to upgrades already contemplated by other developments in the sewer-shed. For Criterion 2 (Basement Flooding Protection), some downstream segments remain non-compliant during major storm events; improvements identified in the EA and adjacent developments will address these constraints.

Storm Drainage and Stormwater Management

- The proposed development will direct storm flows from both Building A and Building B to the existing 825mm storm sewer on Dundas Street West via two 200mm connections, maintaining existing drainage patterns. Stormwater will be detained in below-grade concrete tanks located within the basement levels adjacent to Dundas Street West. These tanks provide 275 m³ and 181 m³ of storage for Buildings A and B respectively, exceeding the required volumes for the 1-in-100-year storm event. Controlled discharge will be achieved through orifice devices, ensuring release rates do not exceed the City's allowable criteria (61 L/s and 59 L/s respectively).

- To meet Toronto Green Standard (TGS) and Wet Weather Flow Management Guidelines, stormwater retention for water balance will be provided through initial abstractions and reuse via retention cisterns (27.26 m³ and 27.31 m³), supporting irrigation and toilet flushing within 72 hours. Stormwater quality will be addressed through an offline filtration system designed to achieve 80% total suspended solids removal, as required by TGS Tier 1.
- No storm sewer infrastructure upgrades are required per the Basement Flooding EA, as adjacent storm sewers have adequate capacity.

Groundwater and Foundation Drainage

- The proposed development will be constructed with a watertight foundation design, eliminating the need for permanent groundwater drainage connections to the City's sanitary system.
- During construction, temporary dewatering is anticipated at approximately 78,300 L/day (0.906 L/s), which is within the allocated discharge capacities for the Dundas Street West and Paulart Drive sanitary sewers.
- As the discharge exceeds 50,000 L/day, a Private Water Discharge Agreement and permit from Toronto Water will be required. Internal site drainage will be designed to capture the 100-year storm event.

Erosion and Sediment Control

- Erosion and sediment control practices will be employed during the construction phase to mitigate sediment transport, in accordance with Toronto and Region Conservation Authority and City of Toronto requirements.
- All erosion and sediment control BMPs shall be designed, constructed and maintained in all development sites in accordance with the GTA CA's Erosion & Sediment Control Guidelines for Urban Construction (2006) and/or other City of Toronto requirements on a site-by-site basis, where applicable

5.9 Air Quality

An Air Quality Assessment has been prepared by RWDI in support of the Zoning By-law Amendment application. RWDI completed a screening-level odour assessment with dispersion modelling to evaluate the potential odour impacts from surrounding uses on the proposed development, particularly from nearby manufacturing facilities within the employment areas south of Dundas Street West, and from transportation corridors such as Dundas Street West, Highway 427, and the Milton GO/CPKC Rail Corridor.

The findings of the assessment are summarized below:

- Dispersion modeling indicates that odour impacts from the nearby facilities on the proposed development are lower than those experienced by existing residences. Provided there is no history of odour complaints, no adverse odour impacts are anticipated; and
- No compatibility issues were identified with respect to Highway 427 or the rail corridor. However, due to traffic volumes along Dundas Street West, RWDI recommends that a Traffic-Related Air Pollution (TRAP) study be completed prior to Site Plan Approval.

RWDI advises that the findings are based on current design information and recommends a review during the final design stages to confirm compliance with applicable air quality standards and ensure that the recommendations provided are correctly implemented.

5.10 Noise & Vibration

A Noise and Vibration Impact Study has been prepared by RWDI, in support of the Zoning By-law Amendment application. The Study assessed potential noise impacts from surrounding stationary sources, transportation noise from road and rail, and vibration levels associated with the nearby Milton GO/CPKC rail corridor, and provides recommendations for mitigation strategies, as summarized below:

- installation of central air-conditioning for all suites is recommended to allow windows to remain closed and maintain indoor sound levels within applicable limits.
- noise warning clauses are recommended for rental and lease agreements, addressing transportation sound levels at building façades and outdoor amenity areas, as well as proximity to commercial and industrial land uses.
- minimum sound isolation performance is recommended for building components, including:
 - Suite window glazing: STC-36
 - Exterior balcony doors: STC-25
 - Exterior wall construction: STC-45
- perimeter noise barriers are recommended for outdoor amenity areas, along with applicable warning clauses.

Based on the noise modeling results and setback distances, the proposed development is anticipated to exceed Class 1 sound level criteria along the façades due to existing stationary sources associated with the surrounding commercial and industrial facilities.

5.11 Community Services and Facilities

The proposed development is also expected to meet the Class 4 sound level criteria. However, the proposal will not infringe on the environmental compliance of any existing industries. With windows closed, the Study notes that appropriate indoor sound levels attributable to the stationary sources would be achieved for the proposed development. The Study recommends that the development be permitted to proceed, despite a lack of strict compliance with NPC-300 Class 1 criteria.

The Study notes that at the current stage in design, the noise levels produced by the development on itself and its surroundings could not be quantitatively assessed. However, the effect on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria. The Study recommends that the building design is evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

The Study concludes that based on the results of the analysis, including implementation of the recommendations presented in this report, the proposed development is feasible with respect to noise and vibration.

Given that the subject site is located within the Community Services and Facilities Strategy study area for Etobicoke Centre, a scoped Community Services and Facilities Study ("CS&F Study") has been prepared to provide an update to the site-specific childcare demand and school pupil yield estimates resulting from the proposed development.

The development proposes two mixed-use buildings of 14 and 16 storeys. The proposed buildings include a mix of retail commercial and residential townhouse units at grade. The proposed development also includes a 313 square metre POPS located at the southwest corner of the site fronting onto Billingham Road and Dundas Street West.

School Capacity

Contact with the Toronto District School Board ("TDSB") and the Toronto Catholic District School Board ("TCDSB") was made in November 2025 to identify the schools that serve the subject site, their associated capacities and the approximate pupil yield figures for the proposed development based on a total of approximately 560 units. Based on the information received, it was determined that the subject site falls within the catchment area of 8 schools, consisting of two public elementary schools, one public secondary school, one Catholic elementary school and 4 Catholic Secondary Schools. **Table 4** and **Table 5**, below, summarize the applicable enrollment numbers for the 2024-2025 school year.

School Pupil Yield

Pupil yield of the proposed development – TDSB

- Elementary: 39 (figure provided by TDSB)
- Secondary: 14 (figure provided by TDSB)

Based on the pupil yield factor for dwelling units provided by TDSB staff, the proposed development would yield 53 public school students. The projected elementary and middle school students generated from the proposed development would likely be able to be accommodated at the existing schools in the catchment area. While Wedgewood Junior School is operating overcapacity at approximately 103 percent, Bloorlea Middle School operates below capacity at approximately 76 percent. Additionally, on May 13, 2024, the Ministry announced funding for the construction of a new elementary school at 160 Silverhill Drive which will accommodate 823 elementary students and address some of the long-term accommodation pressures emerging from new development. However, the local secondary school, Etobicoke Collegiate Institute may not be able to accommodate the 14 secondary students as it is operating above capacity at approximately 104 percent.

Pupil yield of the proposed development – TCDSB

- Elementary: 12 (figure supplied by TCDSB)
- Secondary: 17 (figure supplied by TCDSB)

Based on the pupil yield figures provided by TCDSB, the proposed development would yield 29 Catholic school students. The projected 12 Catholic elementary school students generated from the proposed development may not be accommodated at St. Elizabeth, since the school is operating over capacity at approximately 105 percent. The projected 17 Catholic secondary school students may be accommodated at Loretto College as it is operating below capacity with a utilization rate of approximately 74 percent capacity; however, it should be noted that this is a single-gender school for females. It should be noted, however, that secondary students residing in Toronto are not limited by a catchment area and they can attend any TCDSB school within the school board.

In light of the conclusions drawn from the above analysis, it is important to note that it has not been determined if potential students from this development will attend the schools listed in **Table 4** and **Table 5**. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. Furthermore, considering that the enrolment analysis is based off of 2024-2025 school year data, it is possible that by the time the proposed development is fully realized, capacity and available student spaces may change from what has been reported in this Study.

Table 4 - Capacity and Enrolment Number for TDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Public Elementary Schools				
Wedgewood Jr Public School (JK – Grade 5) 5 Swan Avenue	452	466	103%	-
Bloorlea Middle School (Grades 6-8) 4050 Bloor Street West	354	269	76%	-
Public Secondary School				
Etobicoke Collegiate CI (Grades 9-12) 86 Montgomery Road	1,251	1,296	104%	-
TOTAL	2,057	2,031	99%	-

Table 5 - Capacity and Enrolment Number for TCDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Catholic Elementary School				
St.Elizabeth (JK-8) 5 Redcar Ave	208	219	105%	4
Mixed Gender Catholic Secondary Schools				
Bishop Allen (9-12) 721 Royal York Road	717	1,482	207%	24
Michael Power/St. Joseph (9-12) 105 Eringate Drive	1,644	2,019	123%	6
Single Gender Catholic Secondary School				
Chaminade (Male - 9-12) 490 Queens Drive	531	864	163%	5
Loretto College (Female - 9-12) 151 Rosemount Avenue	567	417	74%	0
Subtotal - Catholic Secondary School	3,459	4,782	138%	35
TOTAL	3,667	5,001	136%	39

Childcare

According to the City of Toronto's Child Care Locator website, there are approximately 19 childcare facilities within the vicinity of the subject site, of which at least 7 provide subsidized spaces, if available. In total, these centres provide a total of approximately 1,533 childcare spaces, with at least 3 of the childcare facilities not currently at capacity. Childcare facilities that report possible vacancies have been noted with "Yes" or "No". Childcare facilities that did not report possible vacancies or have data available have been noted with "N/A". Further, it is noted that the Child Care Locator website does not provide the number of current vacancies for each childcare centre. The closest childcare centre to the site is Plasp St. Elizabeth Catholic School, located approximately 1.3 kilometres walk away.

Table 6 - Local Childcare Centres

Facility			Age Distribution					
			Infant	Toddler	Pre-school	Kindergarten	School Age	Total
Sunshine Kids 1 Westside Dr	No	Capacity Vacancy	0	0	40 N/A	20 N/A	14 N/A	74
Plasp Holy Angels Catholic School 65 Jutland Rd	Yes	Capacity Vacancy	10 No	25 Yes	32 Yes	26 No	30 No	123
Islington Village Childcare Centre 112 Jutland Rd	No	Capacity Vacancy	20 N/A	30 N/A	40 N/A	0	0	90
Hydro Bright Lights Childcare Centre 800 Kipling Avenue, Kp 100 Building, Unit 5	No	Capacity Vacancy	10 N/A	15 N/A	16 N/A	10 N/A	0	51
Kids Club Daycare & Learning Centre (OpAaa Childrens Inc.) 104 Advance Rd	No	Capacity Vacancy	10 N/A	10 N/A	74 N/A	0	15 N/A	109
Learning Garden Childcare 69 Six Point Road	No	Capacity Vacancy	0	14 N/A	46 N/A	0	0	60

Facility	Fee Subsidy Available		Age Distribution					
			Infant	Toddler	Pre-school	Kindergarten	School Age	Total
Teddy Bear Educare Advance 86 Advance Rd	No	Capacity Vacancy	0	15 N/A	48 N/A	0	0	63
Caterpillar & Co 55 Chauncey Ave	No	Capacity Vacancy	10 N/A	25 N/A	24 N/A	0	0	59
Willowbrae Academy Etobicoke 4975 Dundas St W	No	Capacity Vacancy	10 N/A	45 N/A	40 N/A	15 N/A	0	110
Plasp Islington Junior Middle School 44 Cordova Ave	Yes	Capacity Vacancy	0	0	0	26 No	60 No	86
Growing Tykes Learning Centre (Dundas Street West) 5150 Dundas St W	Yes	Capacity Vacancy	20 No	35 Yes	64 Yes	0	0	119
Beamish Academy 3819 Bloor St W	No	Capacity Vacancy	0	10 N/A	32 N/A	0	0	42
Plasp St. Elizabeth Catholic School 5 Redcar Ave	Yes	Capacity Vacancy	0	0	0	13 N/A	29 Yes	42
Kids & Company Etobicoke 3250 Bloor St W, Et 101	No	Capacity Vacancy	10 N/A	25 N/A	39 N/A	0	0	74
Our Lady Of Peace School Age Program (YMCA) 70 Mattice Ave	Yes	Capacity Vacancy	0	0	0	52 No	75 No	127
Wedgewood School Age YMCA 5 Swan Ave	Yes	Capacity Vacancy	0	0	0	39 Yes	90 Yes	129

Facility	Age Distribution							
	Fee Subsidy Available		Infant	Toddler	Pre-school	Kindergarten	School Age	Total
Treasured Moments – Burnhamthorpe 316 Burnhamthorpe Rd	No	Capacity Vacancy	10 N/A	15 N/A	61 N/A	0	0	86
Lady Bug Daycare Centre 400 Burnhamthorpe Rd	No	Capacity Vacancy	0	0	48 N/A	0	0	48
First Stage – Burnhamthorpe 500 The East Mall	Yes	Capacity Vacancy	10 No	15 No	16 No	0	0	41
Total Capacity			120	279	620	201	313	1,533

With respect to the proposed development, it is estimated that the proposed 560 dwelling units will generate demand for approximately 21 childcare spaces. This is based on a residential population increase of approximately 1,015 people (560 units multiplied by the persons-per-unit ("PPU") rates for the proposed units mix), of which 4.11 percent would be "children" aged 0-4 as per the 2021 Islington neighbourhood profile. The projected number of children is then multiplied by 50 percent to approximate the number of children needing care at a childcare centre. This methodology is the accepted standard for Community Service and Facilities Studies set out by the City of Toronto in the Application Support Material Terms of Reference.

Complete Communities

The 2024 PPS is focused on accommodating forecasted growth within complete communities. As defined by the 2024 PPS, complete communities are designed to offer and support people of all ages and abilities. This includes the convenient location of development that is within proximity to the necessities of daily living including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, and local stores and services.

The achievement of complete communities will be focused along transit and transportation corridors to optimize infrastructure and will be supported through a more compact built form. Complete communities will:

- feature a diverse mix of land uses such as residential and employment and provide convenient access to services such as stores and facilities;
- improve equity and quality of life for people of all ages, ability, and income;
- provide a range of housing options;
- expand convenient access to transportation, public service facilities, open space, and healthy affordable food options;
- provide a more compact built form;
- improve resilience by mitigating and adapting to the impacts of a changing climate; and
- incorporate green infrastructure and low impact development.

With respect to the creation of a complete community, the proposed development represents an appropriate form of intensification in proximity to existing and planned transit that will increase the number of housing options in the area within a more compact built form. In addition, the proposed development will contribute to the existing retail commercial options in the area, and through the provision of additional population, will support surrounding businesses and community services.

The proposed development will provide a new publicly accessible open space that will compliment the heavily utilized bus stop at the Dundas Street West and Billingham Road intersection. In addition, the proposal will substantially improve the overall condition of the subject site, and in particular, the pedestrian experience within the public realm along the three public street frontages.

It is noted in SASP 368 that community service and facilities priorities for the area include childcare centres and multi-purpose community space. Appreciating that such policy direction was established in 2011, it is recommended that consultation with City staff from a variety of departments, and the community be undertaken during application review process. This will allow the City, as well as the owner, to determine how best the proposed development can respond to the existing and evolving needs of the local residential population, including through the future Community Benefits Charge.



Conclusion

Residential mixed-use intensification of the subject site is consistent with the numerous policy directions articulated in the 2024 Provincial Planning Statement, the 2041 RTP, the City of Toronto Official Plan and SASP 368, all of which support intensification on underutilized sites that are well served by municipal infrastructure, particularly transit. Pursuant to the 2024 Provincial Planning Statement, the subject site is located within a "strategic growth area" on a major arterial road with access to "frequent transit" service.

The subject site is served by frequent bus service along Dundas Street West and is situated along the planned route for the Dundas BRT. The subject site is also located in proximity to the Kipling Transit Hub. The proposal seeks to leverage existing infrastructure and forthcoming investments, and in this regard, the optimization of land and infrastructure on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships within the existing and planned built form context.

The proposal will intensify an underutilized site with two tall mid-rise buildings that will fit within the existing and evolving context Dundas Street West, particularly given the site's location in between two existing and planned tall building nodes surrounding the Kipling Transit Hub to the east and Cloverdale Mall to the west. To that end, the proposal will further contribute to the mix of housing options in the community, and will provide for an attractive, safe, and comfortable environment that encourages walking, strengthens local retailing, and further promotes the use of transit and active transportation.

From a land use perspective, the introduction of mid-rise buildings containing retail and residential uses along this segment of Dundas Street West implements the objectives of SASP 368, in addition to those set out in the Official Plan for lands designated *Mixed Use Areas* along the City's *Avenues*. In this regard, the proposal will facilitate the area's evolution from a highway commercial corridor into a vibrant and pedestrian-oriented mixed-use community.

As well, the proposed mid-rise building conforms to the public realm and built form policies set out in the Official Plan and SASP 368 and have appropriate regard for the Mid-Rise Building Design Guidelines (2024). The proposed buildings have been sited and massed in a manner that provides appropriate transition in scale to the adjacent *Neighbourhoods* to the north and will result in minimal built form impacts. Moreover, the proposal will substantially enhance and expanding the public realm through the proposed building setbacks, POPS and central courtyard.

For the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested Zoning By-law Amendment.

Appendix A



Zoning
Compliance
Table

Zoning Compliance Table: By-law No. 569-2013 - CR 2 (c2.0; r1.5)			
Regulation No.	Excerpts from By-law No. 569-2013	Proposed Zoning By-law Amendment Provisions	Rationale for Amendment
Chapter 40	Commercial Residential		
40.5	Regulations Applying to the Commercial Residential Zone Category		
40.5.1	General		
40.5.1.10 - Interpretation	(1)Application of General Regulations Section The regulations in Section 40.5 apply to all lands, uses, buildings and structures in the Commercial Residential Zone category.	N/A	N/A
	(2)Interpretation of the Commercial Residential Zone Symbol The zone symbol on the Zoning By-law Map for zones in the Commercial Residential Zone category consists of the letters CR, indicating the primary land use permitted in the respective zone.		
	(3)Interpretation of the Zone Label In the Commercial Residential Zone category, the letters following the zone symbol in the zone label have the following meaning: (A)a numerical value representing the permitted maximum floor space index of all land uses on a lot and may be followed by one or both of the following in brackets: (i)the letter "c" and a numerical value indicating the permitted maximum floor space index for non-residential uses on a lot; and (ii)the letter "r" and a numerical value indicating the permitted maximum floor space index for residential uses on a lot; and (B)the Development Standard Set symbol (SS) and number indicates the set of development standards in regulation 40.5.1.10(4), that applies to a lot.		
	(4)Interpretation of the Development Standard Set Symbol The Development Standard Set symbol (SS) in the zone label on the Zoning By-law Map identifies the Development Standard Set with a numerical value that corresponds to a specific set of development standards that may control one or all of the following requirements: (A)Required Minimum Building Setback from a Front Lot Line; (B)Permitted Maximum Building Setback from a Front Lot Line; (C)Required Minimum Building Setback from a Rear Lot Line; (D)Required Minimum Building Setback from a Side Lot Line; (E)Required Building Angular Plane from a Front Lot Line or Side Lot Line abutting a street; (F)Required Building Angular Plane from a Rear Lot Line; (G)Required Minimum Landscaping Area on a Lot; and (H)Permitted Maximum Building Height.		
40.5.1.20 - Restrictions	(1)Living Accommodation in Ancillary Buildings In the Commercial Residential Zone category, an ancillary building may not be used for living accommodation.	N/A	N/A
	(2)Use Restrictions on Commercial Residential Lots without Street Frontage If a lot in the Commercial Residential Zone category does not front on a street and has its only vehicle access from a lane or private right-of-way that abuts a lot in the Residential Zone category or Residential Apartment Zone category, the lot may only be used for required parking spaces.		
40.5.40	Principal Building Requirements		
40.5.40.1 - General	(1)Building Requirements.		
40.5.40.10 - Height	(1)Determining the Height of Buildings in Commercial Residential Zones In the Commercial Residential Zone category, the height of a building is the distance between the average elevation of the ground along the front lot line, or in the case of a corner lot the average elevation of the ground along all lot lines that abut a street, and the elevation of the highest point of the building.	(C) Despite regulation 40.5.40.10(1) and (2), the height of a building or structure is the distance between the Canadian Geodetic Datum of 127.02 metres and the elevation of the highest point of the building or structure;	(C) The Canadian Geodetic Datum of 127.02 metres is being used to measure height.
	(2)Determining the Height of Structures in Commercial Residential Zones In the Commercial Residential Zone category, the height of a structure that is not a building, is the distance between average grade and the elevation of the highest point of the structure.	(J) Despite regulations 40.5.40.10(3) to (8) and (I) above, the following equipment and structures may project beyond the permitted maximum height shown on Diagram 7 of By-law [Clerks to insert By-law number]:	(J) The items listed that project beyond the height projections permitted in the by-law are typical elements required and related to the functional elements of the building. The parent by-law either does not, a) include all of these items, or b) provide enough tolerance for

	<p>(3)Height of Specific Structures on a Building In the Commercial Residential Zone category, the following structures on the roof of a building may exceed the permitted maximum height for that building by 5.0 metres: (A)antennae; (B)flagpoles; and (C)satellite dishes.</p> <p>(4)Height of Elements for Functional Operation of a Building In the Commercial Residential Zone category, equipment and structures located on the roof of a building may exceed the permitted maximum height for that building by 5.0 metres, subject to regulation 40.5.40.10(5): (A)equipment used for the functional operation of the building, such as electrical, utility, mechanical and ventilation equipment; (B)structures or parts of the building used for the functional operation of the building, such as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, vents, and water supply facilities; and (C)structures that enclose, screen or cover the equipment, structures and parts of a building listed in (A) and (B) above.</p> <p>(5)Limits on Elements for Functional Operation of a Building In the Commercial Residential Zone category, equipment, structures or parts of a building exceeding the permitted maximum height for a building, as permitted by regulation 40.5.40.10(4), must comply with the following: (A)the total area of all equipment, structures, or parts of a building may cover is no more than 30% of the area of the roof, measured horizontally; and [By-law: 451-2022] (B)if any equipment, structures, or parts of a building are located within 6.0 metres of a lot line abutting a street, their total horizontal dimension, measured parallel to the street, may not exceed 20% of the width of the building's main walls facing that street.</p> <p>(6)Height of Rooftop Amenity Space Safety and Wind Protection Elements In the Commercial Residential Zone category, unenclosed structures providing safety or wind protection to rooftop amenity space may exceed the permitted maximum height for that building by 3.0 metres, if the structures are no closer than 2.0 metres from the interior face of any main wall.</p> <p>(7)Height of Buildings and Structures - Green Roof In the Commercial Residential Zone category, a parapet wall for a green roof may exceed the permitted maximum height for a building by 2.0 metres.</p> <p>(8)Limits on Elements for Functional Operation of a Building for Towers In the Commercial Residential Zone category: (A)Despite regulations 40.5.40.10 (4) and (5), equipment, structures or parts of a building listed in regulation 40.5.40.10 (4) located on the roof of the tower portion of a building may exceed the permitted maximum height for that building by 6.5 metres, if the total area of all equipment, structures, or parts on the roof of the tower portion of the building cover no more than 450 square metres, measured horizontally; (B)chimneys, pipes, and vents, may further exceed the permitted maximum height in (A) by 3.0 metres; and (C)For the purpose of regulation 40.5.40.10(8), a "tower" is the portions of a building which collectively enclose the entirety of a storey higher than 24.0 metres above the average grade, and where the maximum average gross floor area of any storey located above 24.0 metres does not exceed 750 square metres. [By-law: LPAT PL130592 March 6, 2020]</p>	<p>(i) equipment used for the functional operation of the building, including electrical, utility, mechanical and ventilation equipment, cooling equipment, enclosed stairwells, roof access, maintenance equipment storage, elevator shafts and overruns, by a maximum of 6.5 metres;</p> <p>(ii) structures that enclose, screen or cover the equipment, structures and parts of a building listed in (i) above, including a mechanical penthouse, by a maximum of 6.5 metres;</p> <p>(iii) green roof elements, parapets, chimneys, shafts, flues, pipes and vents may project an additional 2.0 metre above the elements set out in (i) and (ii) above;</p> <p>(iv) building maintenance units and window washing equipment by a maximum of 4.0 metres;</p> <p>(v) cabanas, pergolas, trellises and unenclosed structures providing safety, wind or noise protection to rooftop terraces or outdoor amenity space, by a maximum of 4.0 metres;</p> <p>(vi) planters, landscaping features, guard rails, balustrades, privacy and decorative screens, terrace dividers, fences, exterior stairs, roof drainage features and terrace walls, by a maximum of 2.0 metres;</p> <p>(vii) architectural features, parapets, and elements and structures associated with a green roof, by a maximum of 3.0 metres; and</p> <p>(viii) structures and elements related to outdoor flooring and roofing assembly features, by a maximum of 0.5 metres;</p>	<p>these items, or by provide enough tolerance for these items. In our opinion, these are reasonable projections and generally consistent with other zoning by-laws.</p> <p>We also note the need for a certain amount of tolerance given that the detailed design of many of these elements is not addressed until the Site Plan Approval / Building Permit stage. Put another way, it is to give appropriate flexibility to the design.</p>
40.5.40.40- Floor Area	<p>(1)Gross Floor Area Calculations for a Non-residential Building in the Commercial Residential Zone Category In the Commercial Residential Zone category the gross floor area of a non-residential building is reduced by the area in the building used for: (A)parking, loading and bicycle parking below-ground; (B)required loading spaces at the ground level and required bicycle parking spaces at or above-ground; (C)storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement; (D)shower and change facilities and bicycle maintenance facilities required by this By-law for required bicycle parking spaces; [By-law: 839-2022] (E)elevator shafts; (F)mechanical penthouse; and (G)exit stairwells in the building.</p> <p>(2)Floor Space Index Calculation for a Non-residential Building in the Commercial Residential Zone Category In the Commercial Residential Zone category the floor space index for a non-residential building is the result of the gross floor area minus the areas listed in regulation 40.5.40.40(1) divided by the area of the lot.</p>		

	<p>(3)Gross Floor Area Calculations for a Mixed Use Building in the Commercial Residential Zone Category In the Commercial Residential Zone category the gross floor area of a mixed use building is reduced by the area in the building used for:</p> <p>(A)parking, loading and bicycle parking below-ground; (B)required loading spaces at the ground level and required bicycle parking spaces at or above-ground; (C)storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement; (D)shower and change facilities and bicycle maintenance facilities required by this By-law for required bicycle parking spaces; [By-law: 839-2022] (E)amenity space required by this By-law; (F)elevator shafts; (G)garbage shafts; (H)mechanical penthouse; and (I)exit stairwells in the building.</p>			
	<p>(4)Floor Space Index Calculation for a Mixed Use Building in the Commercial Residential Zone Category In the Commercial Residential Zone category the floor space index for a mixed use building is the result of the gross floor area minus the areas listed in regulation 40.5.40.40(3) divided by the area of the lot.</p>			
	<p>(5)Gross Floor Area Calculations for an Apartment Building in the Commercial Residential Zone Category In the Commercial Residential Zone category the gross floor area of an apartment building is reduced by the area in the building used for:</p> <p>(A)parking, loading and bicycle parking below-ground; (B)required loading spaces at the ground level and required bicycle parking spaces at or above-ground; (C)storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement; (D)shower and change facilities and bicycle maintenance facilities required by this By-law for required bicycle parking spaces; [By-law: 839-2022] (E)amenity space required by this By-law; (F)elevator shafts; (G)garbage shafts; (H)mechanical penthouse; and (I)exit stairwells in the building.</p>	N/A		N/A
	<p>(6)Floor Space Index Calculation for an Apartment Building in the Commercial Residential Zone Category In the Commercial Residential Zone category the floor space index for an apartment building is the result of the gross floor area minus the areas listed in regulation 40.5.40.40(5) divided by the area of the lot.</p>			
	<p>(7)Gross Floor Area Calculations Regarding Attic Space in a Townhouse in the Commercial Residential Zone Category In the Commercial Residential Zone category, the gross floor area of a townhouse includes floor area in an attic above the main walls of the building, if it:</p> <p>(A)is accessed by means of a permanent stair case or mechanical elevating device; or (B)has a vertical clearance of more than 1.4 metres between the ceiling joists below and the roof rafters, and at least 80% of the area has a vertical clearance of more than 2.0 metres and an area of at least 10.0 square metres.</p>			
	<p>(8)Exclusion of Certain Floor Area in an Attic Space in a Townhouse in the Commercial Residential Zone Category If the floor area meets the conditions in regulation 40.5.40.40(7), and the area or a portion of the area is used for housing or maintaining mechanical equipment for the townhouse and does not exceed 20.0 square metres, the floor area or portion thereof is not included in the gross floor area of the townhouse.</p>			
	<p>(9)Gross Floor Area Calculations for a Townhouse in the Commercial Residential Zone Category In the Commercial Residential Zone category, the gross floor area of a townhouse may be reduced by:</p> <p>(A)the floor area of the basement, unless the established grade is higher than the average elevation of the ground along the rear main wall of the residential building by 2.5 metres or more, in which case the gross floor area of the building may be reduced by 50% of the floor area of the basement; (B)the area of a void in a floor if there is a vertical clearance of more than 4.5 metres between the top of the floor below the void and the ceiling directly above it, to a maximum of 10% of the permitted maximum gross floor area for the building; and (C)the area for a maximum of one parking space per dwelling unit in the building. [By-law: 89-2022]</p>			
	<p>(10)Floor Space Index Calculation for a Townhouse Building in the Commercial Residential Zone Category In the Commercial Residential Zone category, the floor space index for a townhouse building is the result of the gross floor area, plus the area of an attic described in regulation 40.5.40.40(7) and subject to regulation 40.5.40.40(8) minus the areas listed in regulation 40.5.40.40(9), divided by the area of the lot.</p>			

40.5.40.60- Permitted Encroachments	(1)Canopies and Awnings In the Commercial Residential Zone category, a canopy, awning or similar structure, with or without structural support, may encroach into a required minimum building setback that abuts a street, if no part of the canopy, awning or similar structure is located more than 5.0 metres above the elevation of the ground directly below it.	N/A	N/A
40.5.40.70- Setbacks	(1)Building or Structure to be Set Back from a Lane A building or structure in the Commercial Residential Zone category may be: (A)no closer than 3.0 metres from the original centreline of a lane if the lot abutting the other side of the lane is not in the Residential Zone category or Open Space Zone category; and (B)no closer than 3.5 metres from the original centreline of a lane if the lot abutting the other side of the lane is in the Residential Zone category or Open Space Zone category.	N/A	N/A
40.5.75	Energy Regulations		
40.5.75.1 - General	(1)Renewable Energy and Cogeneration Energy Device - Location Restriction In the Commercial Residential Zone category, a device producing renewable energy or cogeneration energy on a lot may not be located in a front yard or a side yard that abuts a street.	N/A	N/A
	(2)Renewable Energy Device - Height Requirements In the Commercial Residential Zone category, a photovoltaic solar energy device or a thermal solar energy device that is: (A)on a building: (i)must comply with the required minimum building setbacks for a building on the lot; and (ii)no part of the device may be higher than 2.0 metres above the permitted maximum height for the building; and (B)ground mounted, must comply with the requirements for a building or structure on the lot.		
	(3)Wind Energy Device - Setbacks In the Commercial Residential Zone category, a wind energy device must comply with the required minimum building setbacks for a building on the lot.		
	(4)Wind Energy Device - Height In the Commercial Residential Zone category, no part of a wind energy device may exceed the permitted maximum height for a building as follows: (A)on a lot that abuts a lot in the Residential Zone category or Residential Apartment Zone category, by 3.0 metres; (B)the permitted maximum height of a building is less than 25.0 metres, by 3.0 metres; and (C)in all other cases, by 5.0 metres.		
	(5)Geo-energy Requirements In the Commercial Residential Zone category, any above-ground part of a geo-energy device must comply with the requirements for a building or structure on the lot.		
	(6)Cogeneration Device In the Commercial Residential Zone category, a cogeneration energy device must be located inside a permitted building.		
40.5.80	Parking		
40.5.80.1 - General	(1)Use of Required Parking Space A parking space required by this By-law for a use in the Commercial Residential Zone category must be available for the use for which it is required.	N/A	N/A
40.5.80.10 - Location	(1)Location of Required Parking Spaces A parking space must be on the same lot as the use for which the parking space is required.	N/A	N/A
40.1	Commercial Residential (CR)		
40.10.1	General		
40.10.1.10 - Interpretation	(1)Application of This Section The regulations in Section 40.10 apply to all lands, uses, buildings and structures in the CR zone. (2)CR Zone Development Standard Sets In the CR zone there are three Development Standard Sets: SS1, SS2 and SS3, which form part of the zone label. (3)Medical Office For the purposes of the CR Zone, a medical office includes a medical clinic.	N/A	N/A
40.10.20	Permitted Uses		
40.10.20.10 - Permitted Uses	(1)Use - CR Zone (A)In the CR zone, the following uses are permitted under the letter "c" in the zone label referred to in regulation 40.5.1.10(3)(A)(i): Ambulance Depot	N/A	N/A
40.10.20.20 -	(1)Use with Conditions - CR Zone (A)In the CR zone, the following uses are permitted under the letter "c" in the zone label referred to in regulation 40.5.1.10(3)(A)(i): Ambulance Depot	(D) In addition to the permitted non-residential uses with "c" in the zone label referred to in regulation 40.5.1.10(3)(A)(i), the following uses are permitted under the letter "d" in the zone label referred to in regulation 40.5.1.10(3)(A)(i): Ambulance Depot	This regulation is provided to provide additional information regarding the permitted uses under the letter "d" in the zone label referred to in regulation 40.5.1.10(3)(A)(i).

Permitted Uses- with Conditions	<p>(A)In the CR zone, the following uses are permitted under the letter "c" in the zone label referred to in regulation 40.5.1.10(3)(A)(i) if they comply with the specific conditions associated with the reference number(s) for each use in Clause 40.10.20.100:</p> <p>Amusement Arcade (23, 47) Cabaret (1) Club (1) Cogeneration Energy (56) Custom Workshop (16) Day Nursery (27) Drive Through Facility (37) Eating Establishment (1,33) Entertainment Place of Assembly (1, 46) Funeral Home (24) Hotel (4) Laboratory (15) Nightclub (2) Outdoor Patio (21)</p>	<p>conditions listed in regulation 40.10.20.20(1)(A), the following additional uses with conditions are permitted:</p> <p>(i) a kennel, provided:</p> <p>(a) be restricted to premises used for the boarding and training of dogs and cats or other domestic animals and is not used for the purpose of breeding such animals;</p> <p>(b) is not located above the first storey;</p> <p>(c) is accessed only from an entrance abutting a major street; and,</p> <p>(d) be ancillary to a retail store or pet services;</p>	use flexibility.
40.10.20.40 - Permitted Building Types	<p>(1)Permitted Building Types for Dwelling Units</p> <p>In the CR zone the following building types for dwelling units are permitted:</p> <p>(A)Apartment Building on a lot that has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(A)(ii) that is greater than 0.0;</p> <p>(B)Mixed Use Building on a lot that has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(A)(ii) that is greater than 0.0; and</p> <p>(C)Townhouse:</p> <p>(i)on a lot that has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(A)(ii) that is greater than 0.0; and</p> <p>(ii)on a lot that is not located in Policy Area 3 (PA3) or Policy Area 4 (PA4) on the Policy Overlay Map.</p>		N/A
40.10.20.100 - Conditions	<p>(1)Cabaret, Club, Eating Establishment, Entertainment Place of Assembly, Place of Assembly, Recreation Use and Take-out Eating Establishment</p> <p>In the CR zone:</p> <p>(A)the total interior floor area of all cabarets, clubs, eating establishments, entertainment places of assembly, places of assembly, recreation uses and take-out eating establishments on a lot within 6.1 metres of a lot in the Residential Zone category or Residential Apartment Zone category and on a lot which is subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2) may not exceed 400 square metres;</p> <p>(B)the calculation of total interior floor area is reduced by:</p> <p>(i)the interior floor area used for items listed in regulations 40.5.40.40(1) (A) to (G) and 40.5.40.40(3) (A) to (I); and [By-law: 1774-2019]</p> <p>(ii)in the case of an eating establishment or take-out eating establishment, the interior floor areas used for associated offices, storage rooms, and staff rooms located in the basement or on a different storey than the eating establishment or take-out eating establishment; and</p> <p>(C)the interior floor area size restriction in regulation (A) above does not apply to cabarets, clubs, eating establishments, entertainment places of assembly, places of assembly, recreation uses and take-out eating establishments, on a lot that is more than 6.1 metres from a lot in the Residential Zone category or Residential Apartment Zone category, nor on a lot in the CR zone and subject to Development Standard Set 3 (SS3).</p>		
	<p>(2)Nightclub</p> <p>In the CR zone, a nightclub is subject to the following:</p> <p>(A)the zone label must have a "c" value of 4.0 or greater;</p> <p>(B)it must be only on the first storey;</p> <p>(C)it must be on a lot that does not abut a lot in the Residential Zone category or Residential Apartment Zone category; and</p> <p>(D)it must be the only nightclub in the building.</p>		
	<p>(3)Short-term Rental</p> <p>A short-term rental in the CR zone must comply with the specific use regulations in Section 150.13. [By-law: 1453-2017]</p>		
	<p>(4)Hotel Location in a Building with Dwelling Units</p> <p>In the CR zone, no hotel room or suite may be located in the same storey as a dwelling unit.</p>		
	<p>(5)Retail Store with Beverage Manufacturing Use for Beer, Cider or Wine</p> <p>In the CR zone, a retail store may include a beverage manufacturing use for beer, cider or wine, if the interior floor area of the retail store, including the beverage manufacturing use, does not exceed 400.0 square metres. [By-law: 1198-2019]</p>		

<p>(6)Service Shop In the CR zone, the permitted maximum interior floor area of all service shops on a lot which is subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2) is 400 square metres. The calculation of total interior floor area is reduced by the area the interior floor area used for items listed in regulations 40.5.40.40(1) (A) to (G) and 40.5.40.40(3) (A) to (I). [By-law: 1774-2019]</p>
<p>(7)Public Parking - Location In the CR zone, public parking: (A)may not be in an above-ground parking garage on a lot subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2); and (B)is not subject to any location conditions on a lot subject to Development Standard Set 3 (SS3).</p>
<p>(8)Public Parking - Access In the CR zone, the entrance or exit to land with public parking may only be through a zone that permits public parking.</p>
<p>(9)Public Parking if Abutting a Lot in the Residential Zone Category or the Residential Apartment Zone Category In the CR zone, all parking spaces provided as public parking on a surface parking lot must be set back at least 1.5 metres from a lot line that abuts a lot in the Residential Zone category or Residential Apartment Zone category.</p>
<p>(10)Public Parking Attendant Shelter In the CR zone, one building for parking attendants is permitted on a lot with a public parking use, if it: (A)has a maximum height of 4.0 metres, including all mechanical equipment; (B)has a maximum interior floor area of 5.0 square metres; and (C)is at least 6.0 metres from a lot line abutting a street.</p>
<p>(11)Public Parking Fence In the CR zone, on a lot with public parking in a surface parking lot, a fence must be provided: (A)along all lot lines that abut a street, except for the portions used for vehicle and pedestrian access; and (B)along all lot lines that abut a lot in the Residential Zone category or Residential Apartment Zone category.</p>
<p>(12)(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</p>
<p>(13)Vehicle Fuel Station and Vehicle Service Shop Location In the CR zone, a vehicle fuel station and a vehicle service shop must be on a lot that abuts a major street on the Policy Areas Overlay Map.</p>
<p>(14)(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</p>
<p>(15)Laboratory In the CR zone, the interior floor area of a laboratory may not exceed an area equivalent to the interior floor area of the first storey of the building in which it is located. The calculation of total interior floor area is reduced by the interior floor area used for items listed in regulations 40.5.40.40(1) (A) to (G) and 40.5.40.40(3) (A) to (I). [By-law: 1774-2019]</p>
<p>(16)Custom Workshop In the CR zone, the permitted maximum interior floor area of all custom workshops on a lot which is subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2) is 400 square metres. The calculation of total interior floor area is reduced by the interior floor area used for items listed in regulations 40.5.40.40(1) (A) to (G) and 40.5.40.40(3) (A) to (I). [By-law: 1774-2019]</p>
<p>(17)Retail Service In the CR zone, the permitted maximum interior floor area of all retail services on a lot which is subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2) is 400 square metres. The calculation of total interior floor area is reduced by the interior floor area used for items listed in regulations 40.5.40.40(1) (A) to (G) and 40.5.40.40(3) (A) to (I). [By-law: 1774-2019]</p>
<p>(18)(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</p>
<p>(19)(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</p>
<p>(20)Outdoor Sales or Display In the CR zone, the outdoor sale or display of goods or commodities is subject to the following: (A)it must be combined with another permitted non-residential use; (B)no goods or commodities may be displayed within 15.0 metres of a lot line that abuts a lot in the Residential Zone category or Residential Apartment Zone category; (C)the cumulative area of the outdoor sale or display of goods or commodities may not be more than 25% of the gross floor area of the premises it is associated with, up to a maximum of 1500 square metres; (D)the area for the outdoor sale or display of goods or commodities may not be located in areas required by this By-law for parking, loading, driveways or landscaping; and (E)there may be no storage or warehousing of goods in a vehicle. [By-law: PL130592 Nov21_2018]</p>

<p>(21)Outdoor Patio In the CR zone: (A)an outdoor patio must be combined with one of the following uses and comply with the requirements in regulations (B) through (G) below: Amusement Arcade; Cabaret; Club; Eating Establishment; Entertainment Place of Assembly; Nightclub; Place of Assembly; Recreation Use; Sports Place of Assembly; Take-out Eating Establishment.; and (B)the permitted maximum area of an outdoor patio is the greater of: (i)30.0 square metres; or (ii)30% of the interior floor area of the premises it is associated with; (C)an outdoor patio may not be used to provide entertainment such as performances, music and dancing; and [By-law: 1676-2013] (D)an outdoor patio must be set back at least 30.0 metres from a lot in the Residential Zone category or Residential Apartment Zone category. [By-law: 1676-2013] (E)despite regulation (D) above, an outdoor patio located above the first storey of the building, must be at least 40.0 metres: (I)measured horizontally, from a lot in the Residential Zone category or Residential Apartment Zone category. [By-law: 1676-2013] (F)an outdoor patio in the rear yard of a lot which abuts a lot in the Residential Zone category or Residential Apartment Zone category must have a fence installed along the portion of the outdoor patio parallel to the rear lot line; and (G)if a lawfully existing outdoor patio is closer to a lot than required in (D) or (E) above, that lawful distance from a lot in the Residential Zone category or Residential Apartment Zone category is the minimum distance for that lawfully existing outdoor patio from that lot.</p>		
<p>(22)Tourist Home In the CR zone, a tourist home: (A)must be in: (i)a townhouse; or (ii)in a lawfully existing detached house or semi-detached house; and (B)may not have vehicle access by a mutual driveway.</p>		
<p>(23)Amusement Arcade - Size In the CR zone, an amusement arcade: (A)may be in a building that: (i)has a minimum gross floor area of 20,000 square metres; and (ii)has no residential uses listed in Clause 40.10.20.10 or 40.10.20.20; (B)must have no more than 36 amusement devices; (C)must have a minimum interior floor area of 6.0 square metres for each amusement device; and (D)may only be accessible from the interior of the building.</p>		
<p>(24)Funeral Home In the CR zone, a funeral home must comply with the specific use regulations in Section 150.120.</p>		
<p>(25)Vehicle Washing Establishment In the CR zone, a vehicle washing establishment must comply with the specific use regulations in Section 150.96.</p>		
<p>(26)Vehicle Dealership In the CR zone, a vehicle dealership must comply with the specific use regulations in Section 150.90.</p>		
<p>(27)Day Nursery In the CR zone, a day nursery must comply with the specific use regulations in Section 150.45.</p>		
<p>(28)Public School, Private School In the CR zone, a public school and a private school must comply with the specific use regulations in Section 150.48.</p>		
<p>(29)Place of Assembly - Banquet Hall In the CR zone, a place of assembly that is a banquet hall with an interior floor area greater than 1,000 square metres must be at least 300.0 metres from a lot in the Residential Zone category or Residential Apartment Zone category. This regulation does not apply if the banquet hall is combined with a hotel.</p>		
<p>(30)Group Home In the CR zone, a group home must comply with the specific use regulations in Section 150.15.</p>		
<p>(32)(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</p>		
<p>(33)Eating Establishment In the CR zone, an eating establishment must comply with the specific use regulations in Section 150.100.</p>		

N/A

N/A

(34)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(35)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(36)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(37)	Drive Through Facility In the CR zone, a drive through facility must comply with the specific use regulations in Section 150.80.
(38)	Vehicle Fuel Station In the CR zone, a vehicle fuel station must comply with the specific use regulations in Section 150.92.
(39)	Vehicle Service Shop In the CR zone, a vehicle service shop must comply with the specific use regulations in Section 150.94.
(40)	Place of Worship In the CR zone, a place of worship must comply with the specific use regulations in Section 150.50.
(41)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(42)	Seniors Community House In the CR zone, a seniors community house must comply with the specific use regulations in Section 150.30.
(43)	Crisis Care Shelter In the CR zone, a crisis care shelter must comply with the specific use regulations in Section 150.20.
(44)	Private Home Daycare In the CR zone, a private home daycare: (A) may be located in: (i) a townhouse; or (ii) a lawfully existing detached house or semi-detached house; and (B) a children's play area for the private home daycare: (i) must be fenced; and (ii) may not be located in the front yard or a side yard abutting a street.
(45)	Home Occupation In the CR zone, a home occupation must comply with the specific use regulations in Section 150.5.
(46)	Entertainment Place of Assembly, Sports Place of Assembly, or Recreation Use- Amusement Device In the CR zone, an entertainment place of assembly, a sports place of assembly or a recreation use may not have more than 12 amusement devices and these devices may not be located in a hallway, lobby or other pedestrian area if the amusement devices are in the same building as one of these uses.
(47)	Amusement Arcade - Location In the CR zone, an amusement arcade may not be located: (A) in a building that has a hotel with less than 100 guest rooms; and (B) on a lot if any part of the lot is less than: (i) 150.0 metres from another lot with an amusement arcade; and (ii) 300.0 metres from a lot with a public school or private school.
(48)	Rooming House In the CR zone, a rooming house must comply with the specific use regulations in Section 150.25.
(49)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(50)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(51)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(52)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(53)	(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)
(54)	Public Utility In the CR zone, a public utility may not be: (A) a sewage treatment plant; or (B) a water filtration plant.
(55)	Transportation Use A building or structure on a lot in the CR zone and used as a transportation use must comply with all requirements for a building on that lot.
(56)	Renewable Energy Production or Cogeneration Energy Production In the CR zone renewable energy production or cogeneration energy production must be in combination with another permitted use on the lot, and comply with all Municipal, Provincial and Federal by-laws, statutes and regulations.

	<div>(57)Public Utility In the CR zone, a public utility, must be enclosed by walls and comply with the permitted maximum lot coverage, required minimum building setbacks and permitted maximum height for a building in the CR zone if it is: (A)ā hydro electrical transformer station: or [By-law: OMB PL130592 February 7, 2017] (B)ā natural gas regulator station.</div> <div>(58)Secondary Suite In the CR zone, a secondary suite must comply with the specific use regulations in Section 150.10.</div>		
40.10.30	Lot Requirements		
40.10.30.1 - General	<div>(1)Commercial Development Parcel - Compliance in its Entirety In the CR zone, if two or more lots are developed together, the requirements in this By-law apply collectively to the parts of the lots within the CR zone.</div>	N/A	N/A
40.10.30.20 - Lot Frontage	<div>(1)Minimum Lot Frontage for Lots in a CR zone In the CR zone, the required minimum lot frontage is 9.0 metres.</div>	N/A	N/A
40.10.30.40 - Lot Coverage	<div>(1)Maximum Lot Coverage In the CR zone: (A)if a lot is in an area with a numerical value on the Lot Coverage Overlay Map, that numerical value is the permitted maximum lot coverage, as a percentage of the lot area; and (B)if a lot is not in an area with a numerical value on the Lot Coverage Overlay Map, no lot coverage applies.</div>	N/A	N/A
40.10.40	Principle Building Requirements		
40.10.40.1 - General	<div>(1)Location of Commercial Uses in a Mixed Use Building Condition If a lot in the CR zone has a mixed use building, all residential use portions of the building must be located above non-residential use portions of a building, other than: (A)residential lobby access; and (B)on a corner lot, dwelling units may be located in the first storey of a building if: (i)the dwelling units have direct access to a street which is not a major street on the Policy Areas Overlay Map; and (ii)the dwelling units are located to the rear of the non-residential uses on the first storey. [By-law: 607-2015 Under Appeal]</div>	(H) Despite regulation 40.10.40.1(1), residential use portions of a building are permitted to be located on the same storey as non-residential use portions of the building;	This provision is required to allow for residential and non-residential uses to be located on the ground floor, and to give flexibility in terms of how such uses can be located and programmed.
	<div>(2)Commercial Uses - Location of Entrances and First Floor Elevation For any non-residential use In the CR zone, excluding a place of worship, the floor level of the first storey must: (A)be within 0.2 metres of the ground measured at the lot line abutting the street directly opposite each pedestrian entrance; and (B)have a pedestrian access, other than service entrances, which, if not level with the public sidewalk closest to the entrance, is accessed by a ramp which rises no more than 0.04 metres vertically for every 1.0 metre horizontally. (C)Regulations 40.10.40.1(2)(A) and (B) do not apply to a transportation use along Eglinton Avenue West and Eglinton Avenue East, provided that the building is accessible to persons with disabilities. [103-2016] [By-law: 1031-2014]</div>		
	<div>(3)Residential Use Orientation to Street In the CR zone, a building with a dwelling unit may not be located so that another building is between any main wall of the building and the street on which the building fronts.</div>		
	<div>(4)Hotel - Orientation to Street In the CR zone, no building may be used as a hotel if another building is located between it and the street on which the hotel fronts.</div>		
	<div>(5)Building Orientation to a Street - Hotels and Buildings With Dwelling Units In the CR zone, a building or an addition which is not attached above-ground to the original part of a building, is not permitted if: (A)it has dwelling units, rooms or suites in a hotel, and is in the rear of another building or the original part of the same building; or (B)it is in front of a building, or the original part of the same building, has dwelling units, rooms or suites in a hotel, to produce the condition of a building having dwelling units, rooms or suites, in the rear of another building.</div>	N/A	N/A

	<p>(6)Location of Entrances when Abutting Residential</p> <p>In the CR zone, pedestrian access for a lot which abuts a lot in the Residential Zone category or Residential Apartment Zone category, or is separated from a lot in the Residential Zone category or Residential Apartment Zone category by a lane or a street:</p> <p>(A)may not be within 12.0 metres of a lot in the Residential Zone category or Residential Apartment Zone category, other than:</p> <p>(i)a service entrance;</p> <p>(ii)an entrance to a residential use; or</p> <p>(iii)an entrance or exit required by Federal or Provincial regulations; and</p> <p>(B)is not required to comply with the requirements of regulation (A) above if:</p> <p>(i)the lot is located in the CR zone subject to Development Standard Set 1 (SS1) south of Bloor Street West or Bloor Street East; or</p> <p>(ii)the building on the lot is a place of worship. [By-law: 580-2017]</p>		
40.10.40.10 - Height	<p>(2)Development Standard Set 2 - Maximum Height</p> <p>In the CR zone subject to Development Standard Set 2 (SS2), the maximum height of a building or structure on a lot is:□</p> <p>(A) the numerical value, in metres, following the letters "HT" on the Height Overlay Map; or</p> <p>(B) 14.0 metres, if there is no numerical value following the letters "HT" on the Height Overlay Map.</p>	<p>(I) Despite regulation 40.10.40.10(3), the permitted maximum height of a building or structure is the number in metres following the letters "HT" as shown on Diagram 7 of By-law [Clerks to insert By-law number]</p> <p>(K) Despite regulation 40.10.40.10(5), the required minimum height of the first storey, as measured between the floor of the first storey and the floor of the second storey, is 4.5 metres;</p>	<p>(I) In our opinion, the subject site can accommodate a taller mid-rise building, based on several contextual and urban design considerations. Please refer to Section 5.4 of the Planning & Urban Design Rationale.</p> <p>(K) With respect to the height of the first storey, the provision was added to clarify how the minimum height of the first floor is measured, which in this case, reflects what is illustrated on the site and building elevations/sections. The regulation regarding mezzanine was added to the by-law to ensure that it is not considered a storey.</p>
	<p>(4) Required Minimum Height in Certain CR Zones</p> <p>In the CR zone:</p> <p>(A)If a lot has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(ii) that is greater than 0.0 and the lot is located in whole or in part in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), or Policy Area 4 (PA4) on the Policy Areas Overlay Map, the required minimum height of a building or structure is 10.5 metres and it must have at least 3 storeys; and</p> <p>(B)The required minimum height and storeys requirement in regulation (A) does not apply to a vehicle fuel station.</p>	<p>(i) for the purposes of this exception, the height of the first storey shall be inclusive of any mezzanine levels;</p>	
	<p>(5) Minimum Height of First Storey</p> <p>In the CR zone, the required minimum height of the first storey, is measured between the floor of the first storey and the ceiling of the first storey, is 4.5 metres.</p>		
40.10.40.40 - Floor	<p>(1)Floor Space Index</p>	<p>(L) Despite Regulation 40.10.40.40(1), the permitted</p>	<p>From a density perspective, in our opinion the</p>

Area	<p>In the CR zone, the letters and numbers in brackets following the zone symbol on the zone label on the Zoning By-law Map have the following application:□</p> <p>(A) the numerical value following the zone symbol is the total permitted maximum floor space index for all uses on the lot;</p> <p>(B) the letter "c" refers to the floor space index and the numerical value is the permitted maximum floor space index for non-residential uses on the lot; and</p> <p>(C) the letter "r" refers to the floor space index and the numerical value is the permitted maximum floor space index for residential uses on the lot.</p>	<p>maximum gross floor area is 47,700 square metres, of which:</p> <p>(i)the permitted maximum gross floor area for residential uses is 46,200 square metres;</p>	<p>proposed density, is appropriate and desirable. Please see Section 5.4 of our Planning & Urban Design Rationale.</p> <p>Small buffers have been added to the GFA numbers in the By-law to give flexibility in the design, appreciating the the development still needs to advance through SPA and Building Permit.</p>
40.10.40.50 - Decks, Platforms and Amenities	<div><div><p>(1)Amenity Space for Buildings with 20 or More Dwelling Units</p><p>In the CR zone, a building with 20 or more dwelling units must provide amenity space at a minimum rate of 4.0 square metres for each dwelling unit, of which:</p><p>(A)at least 2.0 square metres for each dwelling unit is indoor amenity space; [By-law: 1353-2015]</p><p>(B)at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space; and</p><p>(C)no more than 25% of the outdoor component may be a green roof.</p></div><div><p>(2) Amenity Space for Buildings with Non-Residential Uses in SS1 Areas</p><p>In the CR zone subject to Development Standard Set (SS1), if a building with non-residential gross floor area is on a lot with one or more lot lines exceeding 12.0 metres in length and which abut a street, outdoor amenity space must be provided at a minimum rate of:</p><p>(A)the lesser of 1.5% of the non-residential interior floor area in the building, or 4.5% of the area of the lot, if one lot line exceeds 12.0 metres in length and abuts a street;</p><p>(B)the lesser of 3.0% of the non-residential interior floor area in the building or 9.0% of the area of the lot, if two lot lines exceed 12.0 metres in length and abut a street;</p><p>(C)the lesser of 4.5% of the non-residential interior floor area in the building, or 13.5% of the area of the lot, if three lot lines exceed 12.0 metres in length and abut a street; or</p><p>(D)the lesser of 6.0% of the non-residential interior floor area in the building, or 18.0% of the area of the lot, if four or more lot lines exceed 12.0 metres in length and abut a street.</p></div></div>	N/A	N/A

40.10.40.60 - Permitted Enroachments	<p>(1)Permitted Encroachments - Decks, Porches and Balconies In the CR zone a platform with no roof, such as a deck, porch, balcony or similar structure, attached to or less than 0.3 metres from a building, is subject to the following: (A)ā platform with a floor level no higher than the floor level of the first storey of the building may encroach into the required minimum building setback the lesser of 2.5 metres or 50% of the required minimum building setback, if it is no closer to a lot line than 0.3 metres and is not located between the building and a lot line that abuts a street; (B)īn the CR zone subject to Development Standard Set 1 (SS1), or Development Standard Set 3 (SS3), a platform with a floor level higher than the floor level of the first storey of the building may encroach into the required minimum building setback a maximum of 1.5 metres; and (C)īn the CR zone subject to Development Standard Set 2 (SS2), a platform attached to the front main wall with a floor level higher than the floor level of the first storey of the building must: (i)be located above the first three storeys of the building above-ground; (ii)be located entirely behind the front main wall of the three storeys of the building above-ground; and (iii)not project more than 1.5 metres from the main wall to which it is attached.</p>	<p>(O) Despite clause 40.10.40.60 and Regulations (M) and (N) above, the following elements may encroach into the required minimum building setbacks and main wall separation distances as follows:</p> <p>(i) balconies, by a maximum of 2.0 metres;</p> <p>(ii) canopies, awnings and wind mitigation features by a maximum of 3.0 metres;</p> <p>(iii) exterior stairs, access ramps and elevating devices, by a maximum of 2.0 metres;</p> <p>(iv) architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast by a maximum of 2.0 metres;</p> <p>(v) air conditioners, satellite dishes, antennae, vents, pipes and shafts pipes, by a maximum of 2.0 metre;</p> <p>(vi) cladding added to the exterior surface of the main wall of a building, by a maximum of 1.5 metres;</p>	<p>The items listed that project beyond the permitted setbacks permitted in the by-law are typical elements required and related to the functional elements of the building.</p> <p>The parent by-law either does not, a) include all of these items, or b) provide enough tolerance for these items.</p> <p>In our opinion, these are reasonable projections and generally consistent with other zoning by-laws. We also note the need for a certain amount of tolerance given that the detailed design of many of these elements is not addressed until the detailed design stage of the project.</p>
	<p>(2)Permitted Encroachments - Canopies and Awnings In the CR zone a canopy, awning or similar structure, with or without structural support, or a roof over a platform which complies with regulation 40.10.40.60(1), may encroach into a required minimum building setback for the building as follows: (A)to the same extent as the platform it is covering; and (B)if it is not covering a platform, the canopy, awning or similar structure: (i)īn a rear yard, the lesser of 2.5 metres or 50% of the required rear yard setback, if it is no closer to a side lot line than the required side yard setback; (ii)īn a side yard that does not abut a street, a maximum of 1.5 metres, if it is no closer than 0.3 metres from the side lot lines; and (iii)īn a front yard or side yard that abuts a street, in compliance with regulation 40.5.40.60(1).</p>		
	<p>(3)Permitted Encroachments - Exterior Stairs, Access Ramp and Elevating Device In the CR zone: (A)ēterior stairs providing access to a building or structure may encroach into a required minimum building setback, if the stairs are: (i)no longer than 1.5 horizontal units for each 1.0 vertical unit above-ground at the point where the stairs meet the building or structure; (ii)no wider than 2.0 metres; and (iii)no closer to a lot line than 0.3 metres; and (B)ān uncovered ramp providing pedestrian access to a building or structure may encroach into a required minimum building setback, if the ramp is: (i)no longer than 15 horizontal units for each 1.0 vertical unit above-ground at the point where the ramp meets the building or structure; (ii)no wider than 1.5 metres for each sloped ramp segment; and (iii)no closer to a lot line than 0.3 metres; and (C)ān elevating device providing access to a building or structure may encroach into a required minimum building setback, if the elevating device: (i)elevates no higher than the first storey of the building; (ii)has a maximum area of 3.0 square metres; and (iii)is no closer to a lot line than 0.3 metres.</p>		
	<p>(4)Permitted Encroachments - Exterior Main Wall Surface In the CR zone cladding added to the original exterior surface of the main wall of a building, may encroach into a required minimum building setback a maximum of 0.15 metres, if the building is at least 5 years old.</p>		
	<p>(5)Permitted Encroachments - Architectural Features In the CR zone, architectural features on a building must comply with the following: (A)ā pilaster, decorative column, cornice, sill, belt course or other similar architectural feature on a building may encroach into a required minimum building setback a maximum of 0.6 metres, if it is no closer to a lot line than 0.3 metres; and (B)ā chimney breast, on a building, may encroach into a required minimum building setback a maximum of 0.6 metres, if it is: (i)no wider than 2.0 metres; and (ii)no closer to a lot line than 0.3 metres.</p>		

	<p>(6)Permitted Encroachments - Window Projections In the CR zone a bay window, box window, or other window projection from a main wall of a building, which increases floor area or enclosed space and does not touch the ground, may encroach:</p> <p>(A)into a required minimum front yard setback or required minimum rear yard setback a maximum of 0.75 metres, if the window projections in total do not occupy more than 65% of the width of the front main wall or rear main wall at each storey; and</p> <p>(B)into a required minimum side yard setback a maximum of 0.6 metres, if the window projections:</p> <p>(i)in total do not occupy more than 30% of the width of the side main wall at each storey; and</p> <p>(ii)are no closer to the side lot line than 0.6 metres.</p>		
	<p>(7)Permitted Encroachments - Roof Projections In the CR zone, roof projections must comply with the following:</p> <p>(A)a dormer projecting from the surface of the roof, may not have any wall of the dormer closer to a lot line than the required minimum building setback for the building's main wall; and</p> <p>(B)the eaves may encroach into a required minimum building setback a maximum of 0.9 metres, if they are no closer to the lot line than 0.3 metres.</p>		
	<p>(8)Permitted Encroachments - Equipment On a building in the CR zone, the following wall mounted equipment may encroach into a required minimum building setback as follows, if they are no closer to the lot line than 0.3 metres:</p> <p>(A)an air conditioner a maximum of 0.9 metres, into the required minimum rear yard setback or required minimum side yard setback if it is not located above the first storey;</p> <p>(B)a satellite dish a maximum of 0.9 metres;</p> <p>(C)an antennae or pole used to hold an antennae a maximum of 0.9 metres into a required minimum rear yard setback or side yard setback; and</p> <p>(D)a vent or pipe a maximum of 0.6 metres into a required minimum rear yard setback or required minimum side yard setback.</p>		
	<p>(9)Permitted Encroachments - Required Angular Planes In the CR zone, permitted encroachments may not penetrate into an angular plane required by this By-law.</p>		
40.10.40.70 - Setbacks	<p>(2)Development Standard Set 2 - Building Setbacks In the CR zone subject to Development Standard Set 2 (SS2), a building or structure is subject to the following:</p> <p>(A)at least 75% of the main wall of the building facing a front lot line must be at or between the front lot line and a maximum of 3.0 metres from the front lot line;</p> <p>(B)the building must be set back:</p> <p>(i)at least 7.5 metres from the rear lot line; or</p> <p>(ii)where the rear lot line abuts a lane, at least 7.5 metres from the lot line of the lot abutting the lane on the opposite side of the lane; and</p> <p>(C)where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a</p> <p>(3)Development Standard Set 3 - Building Setbacks In the CR zone subject to Development Standard Set 3 (SS3), a building or structure is subject to the following:</p> <p>(A)the building must be set back:</p> <p>(i)at least 7.5 metres from the rear lot line; or</p> <p>(ii)where the rear lot line abuts a lane, at least 7.5 metres from the lot line of the lot abutting the lane on the opposite side of the lane; and</p> <p>(iii)at least 3.0 metres from a side lot line if the side lot line abuts a street that is not a major street on the Policy Areas Overlay Map; and</p> <p>(B)where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane, otherwise no building setback is required;</p> <p>(C)where the main wall of a building does not have windows or openings, the main wall must be set back at least 3.0 metres from a side lot line that abuts a lot in the Residential Zone category or Residential Apartment Zone category, otherwise no building setback is required;</p> <p>(D)if a lot abuts a lot in the O, ON or OR zone or the Residential Zone category or Residential Apartment Zone category, or if a lot is separated from a lot in the O, ON or OR zone or the Residential Zone category or Residential Apartment Zone category by a lane, no building or structure on the lot in the CR zone may penetrate a 45 degree angular plane projected:</p> <p>(i)over a shallow lot, along the entire required rear yard setback, starting at a height of 10.5 metres above the average elevation of the ground along the rear lot line; and</p> <p>(ii)over a lot that is not a shallow lot, along the entire required rear yard setback, starting at a height of 10.5 metres above the average elevation of the ground along the rear lot line; and</p>	(M) Despite regulation 40.10.40.70(3), the required minimum building setbacks are as shown in metres on Diagram 7 of [Clerks to insert By-law number];	Please refer to Section 5.4 and 5.5 of the Planning & Urban Design Rationale.

40.10.40.80 - Separation	(2)Separation of Building Walls - Development Standard Set 2 and Development Standard Set 3 For a lot in the CR zone, subject to Development Standard Set 2 (SS2) or Development Standard Set 3 (SS3), the portion of a building which has a height equal to or less than the width of the right-of-way of the street it abuts must comply with the following: (A)where a main wall of the building has windows and a line projected at a right angle from that main wall intercepts another main wall with windows on the same lot, the required minimum above-ground distance between the main walls is 11.0 metres; and (B)where a main wall of the building has windows facing another main wall on the same lot which does not have windows and a line projected at a right angle from one of these main walls intercepts the other main wall, the required minimum above-ground distance between the main walls is 5.5 metres.	(N) Despite regulation 40.10.40.80(2), the required minimum separation distances between building main walls are as shown in metres on Diagram 7of [Clerks to insert By-law number];; (O) Despite clause 40.10.40.60 and Regulations (M) and (N) above, the following elements may encroach into the required minimum building setbacks and main wall separation distances as follows: (i) balconies, by a maximum of 2.0 metres; (ii) canopies, awnings and wind mitigation features by a maximum of 3.0 metres; (iii) exterior stairs, access ramps and elevating devices, by a maximum of 2.0 metres; (iv) architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast by a maximum of 2.0 metres; (v) air conditioners, satellite dishes, antennae, vents, pipes and shafts pipes, by a maximum of 2.0 metre; (vi) cladding added to the exterior surface of the main wall of a building, by a maximum of 1.5 metres;	The items listed that project beyondthe permitted setbacks permitted in the by-law are typical elements required and related to the functional elements of the building. The parent by-law either does not, a) include all of these items, or b) provide enough tolerance for these items. In our opinion, these are reasonable projections and generally consistent with other zoning by-laws. We also note the need for a certain amount of tolerance given that the detailed design of many of these elements is not addressed until the detailed design stage of the project.
40.10.50	Yards		
40.10.50.10 - Landscaping	(1) Landscaping Requirement in CR Zone In the CR zone: (A) subject to Development Standard Set 1 (SS1), or Development Standard Set 2 (SS2), no landscaping is required unless regulation 40.10.50.10(3) applies;	N/A	N/A
	(2) Fence Requirement if Abutting a Lot in the Residential or Residential Apartment Zone Category In the CR zone, if a lot abuts a lot in the Residential Zone category or the Residential Apartment Zone category a fence must be installed along the portion of a lot line abutting the lot in the Residential Zone category or Residential Apartment Zone category.		
	(3) Landscaping Requirement if Abutting a Lot in the Residential or Residential Apartment Zone Category If a lot in the CR zone abuts a lot in the Residential Zone category or Residential Apartment Zone category, a minimum 1.5 metre wide strip of land used only for soft landscaping must be provided along the part of the lot line abutting the lot in the Residential Zone category or Residential Apartment Zone category.		
40.10.80	Parking		
40.10.80.10 - Location	(1)Location of Outdoor Surface Parking- SS1 and SS2 Areas In the CR zone subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2), a surface parking space may not be located in the front yard.	N/A	N/A
40.10.80.20- Setbacks	(1)Parking Space to be Set Back from a Lot Line A parking space that is not in a building or structure must be set back at least 0.5 metres from a lot line. (2)Location of Outdoor Surface Parking- Corner Lots in SS2 Area On a corner lot in the CR zone subject to Development Standard Set 2 (SS2), a parking space must be set back at least 7.5 metres from a lot in the Residential Zone category, Residential Apartment Zone category or Open Space zone category.	N/A	N/A
40.10.90	Loading		

40.10.90.1 - General	(1)Loading Space Options Mixed Use Buildings In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "G" loading space, is satisfied if a Type "A" loading space or a Type "B" loading space required for the non-residential uses in the building is constructed to the larger applicable length, width or vertical clearance dimensions of a Type "G" loading space, referred to in regulation 220.5.1.10(8). [By-law: 1429-2017]	N/A	N/A
	(2)Loading Space Options Mixed Use Buildings In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading space required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space, referred to in regulation 220.5.1.10(8), is provided for the non-residential uses in the same building.		
40.10.90.10 - Location	1)Loading Space Location A loading space may not be located in: (A)ā front yard; (B)ā side yard abutting a street; or (C)āny side yard or rear yard that abuts a lot in the Residential Zone category or Residential Apartment Zone category. 40.10.90.11 Location Exemptions	N/A	N/A
40.10.90.40 - Access to Loading Space	(1)Access to Loading Space - Restrictions In a CR zone, for a lot subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2): (A)if the lot abuts a lane, vehicle access to a loading space must be from the lane; and (B)if the corner lot, does not abut a lane and has at least one lot line abutting a street which is not a major street on the Policy Areas Overlay Map, vehicle access to a loading space must be from the street which is not a major street. [By-law: 607-2015]	N/A	N/A
	(2)Loading Restrictions if Adjacent to a Lot in a Residential Zone Category or Residential Apartment Zone Category In the CR zone where a lot abuts a lot in the Residential Zone category or Residential Apartment Zone category, vehicle access to the loading space may not be over any part of a lot in the Residential Zone category or Residential Apartment Zone category.		
	(3)Conditional Combined Access to a Loading Space In a CR zone, a lot subject to Development Standard Set 1(SS1) or Development Standard Set 2(SS2) access to a loading space is permitted across a lot line that abuts a street if: (A)ā loading space cannot be provided on a lot in accordance with the requirements of regulation 40.10.90.40 (1); and (B)the access to the loading space is combined with the vehicle access permitted in 40.10.100.10(1)(C). [By-law: PL130592 Nov21_2018]		
40.10.100	Access to Lot		
40.10.100.10 - Location	(1)Vehicle Access – Restrictions In a CR zone, for a lot subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2): (A)if the lot abuts a lane, vehicle access to that lot must be from the lane; and (B)if the corner lot does not abut a lane and has at least one lot line abutting a street which is not a major street on the Policy Areas Overlay Map, vehicle access to that lot must be from a street which is not a major street; (C)only one vehicle access is permitted; and (D)regulations (A), (B), and (C) above, do not apply to restrict the following uses: (i)Ambulance Depot (ii)City Services, referred to in regulation 5.10.20.1(1); (iii)Fire Hall; (iv)Police Station; or (v)Vehicle Fuel Station. [By-law: 607-2015]	N/A	N/A
	(2)Access to Parking Areas if Adjacent to a Lot in a Residential Zone Category or Residential Apartment Zone Category In the CR zone, where a lot abuts a lot in the Residential Zone category or Residential Apartment Zone category, vehicle access to a parking space may not be over any part of a lot in the Residential Zone category or Residential Apartment Zone category.		
40.10.150	Waste		

40.10.150.1 - General	(1)Waste and Recyclable Materials Storage In the CR zone: (A)all waste and recyclable material must be stored in a wholly enclosed building, if a building is constructed pursuant to a building permit issued more than three years after May 9, 2013; and (B)if the waste and recyclable material is stored in an ancillary building, the ancillary building: (i)may not be located in a side yard that abuts a street or in a front yard; and (ii)must be located at least: (a)7.5 metres from a lot in the Residential Zone category, Residential Apartment Zone category or Open Space Zone category; and (b)1.0 metres from all other side lot lines and rear lot lines.	N/A	N/A
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