

450 DUFFERIN REZONING

Planning Rationale, Urban Design Analysis, and Block Context Plan

November 17, 2022



**URBAN
STRATEGIES
INC.**

TABLE OF CONTENTS

1.0 INTRODUCTION	2		
1.1 Overview	2		
1.2 Key Attributes	3		
1.3 The Development Partnership and Project Team	4		
1.4 Consultation Strategy	5		
2.0 THE SUBJECT SITE AND SURROUNDING CONTEXT	6		
2.1 The Subject Site	6		
2.2 Surrounding Context	7		
2.3 Recent Development Activity	11		
2.4 Soft Sites and Potential Future Development	16		
2.5 Transportation Context	17		
3.0 THE PROPOSED DEVELOPMENT	20		
3.1 Proposal Overview	21		
3.2 Built Form and Massing	22		
3.3 Land Use	23		
3.4 Public Realm	24		
3.5 Mobility	25		
4.0 PLANNING POLICY ANALYSIS	26		
4.1 The Planning Act	26		
4.2 Provincial Policy Statement, 2020	27		
4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe	30		
4.4 City of Toronto Official Plan	32		
4.5 SASP 794	39		
		4.6 City of Toronto Zoning By-Laws	40
		4.7 Mid-Rise Building Performance Standards and Addendum	41
		4.8 Pet-Friendly Guidelines	43
		4.9 Expanding Housing Options in Neighbourhoods	44
		5.0 URBAN DESIGN ANALYSIS	46
		5.1 Introduction	46
		5.2 Responding to Context	47
		5.3 Built Form	53
		5.4 The Pedestrian Realm	55
		5.5 Access and Circulation	56
		5.6 Block Context Plan	57
		6.0 SUPPORTING STUDIES	61
		7.0 SUMMARY AND CONCLUSIONS	66

1.0 INTRODUCTION

This Planning Rationale has been prepared by Urban Strategies Inc. on behalf of Hullmark and in support of a Zoning By-law Amendment application pertaining to the property municipally known as 450, 452, and 458 Dufferin Street in Toronto (“the Subject Site” or “the Site”). This rezoning will facilitate the appropriate intensification of an underutilized site, providing new housing choices and employment space while complementing the surrounding area. This report demonstrates that the proposed mixed-use, mid-rise development is supportive of Provincial and municipal planning and design policies and development objectives, is appropriate, and represents good planning.

1.1 Overview

The Subject Site is approximately 1,500 m² in size and is bounded by Dufferin Street to the east, Alma Avenue to the south, the Riverview Produce employment site to the west, and low-rise residential uses on lands designated *General Employment Areas* to the north. It is currently occupied by a single-storey commercial building leased by a swimwear manufacturer, with a showroom as well as small-scale production and design activities on site. There is surface parking and outdoor storage at the rear of the site and no significant landscaped open space.

This application proposes to replace the existing building with a mixed-use, mid-rise building featuring an upper and a lower building component. The lower building component will include commercial space at grade and in a mezzanine level, with residential units above. The upper building component will include additional residential units as well as indoor and outdoor amenities on the 15th floor. Two levels of below-grade parking are proposed. The total number of residential units proposed is 143 and the total commercial GFA proposed is 930 m². The Proposed Development will have a Floor Space Index (FSI) of 7.5 and total Gross Floor Area (GFA) of 11,215 square metres.

KEY PROJECT STATISTICS

Site Area	1,495 m ²
Building Height	53.1 m / 15 st
Floor Space Index	7.5
Total Gross Floor Area	11,215 m ²
Residential GFA	10,285 m ²
Non-Residential GFA	930 m ²
Indoor Amenity	290 m ²
Outdoor Amenity	286 m ²
New Residential Units	143
Total Vehicle Parking Spaces	34
Resident Parking	22
Visitor/Non-Residential Parking (Shared)	12
Bicycle Parking Spaces	158

1.2 Key Attributes

Providing Needed Housing

The proposal seeks to maximize the potential of a well-located site to deliver much-needed housing options. The development would deliver new, high-quality residential units in an appropriate location that is well served by transit, active transportation infrastructure, and neighbourhood amenities. The proposal includes 143 units in a range of unit sizes to meet the needs of different households, including 33% 2- and 3-bedroom units suitable for families. The Proposed Development is intended as purpose-built rental, and will therefore help to address the mounting need for rental housing in Toronto.

Creating New Space for Contemporary Employment

The Proposed Development replaces and expands the existing employment space on site with facilities designed to meet contemporary needs. In total, the Proposed Development includes 930 square metres of new non-residential space, 898 square metres of which is provided in street-animating ground floor units and modern mezzanine spaces, and is designed to fit a range of modern urban employment uses such as offices and creative studios.

Improving the Public Realm on Dufferin Street

The Proposed Development is thoughtfully designed to improve the Site's relationship to Dufferin Street and to extend the active, mixed-use condition that has emerged to the south. The lower building component is designed to be human-

scaled, with a low-rise streetwall that is set back to provide improvements such as a widened sidewalk and street trees. Glazed at-grade commercial spaces and the building lobby will animate the streetscape and provide accessible entrances, creating interaction between the building and public realm on a site that has historically not been outwardly oriented. The combination of residential and employment uses will support activity on site at all times of day.

Complementing Existing and Emerging Built Form Context

The Proposed Development complements the Site's existing context while anticipating the continued evolution of the Dufferin corridor as a mixed-use and transit-oriented corridor. The building's mid-rise scale reflects the existing mid-rise and tall buildings to the south, while also anticipating higher-scaled development along the rail corridor in the future. The graceful mid-rise form limits impacts on sensitive uses by stepping upper building elements significantly away from the Dufferin corridor and existing low-scaled buildings, while also providing architectural variety in an increasingly mixed-use and mid-rise context. The 4-storey lower portion of the building is explicitly designed to create transition between the 6-storey streetwalls to the south and the lower-scaled buildings to the north, which may also be redeveloped in mid-rise form in the future. The building articulation and materials, including a rhythm of street-facing recessed balconies and warm brick cladding materials, are designed to complement both the existing brick homes and industrial legacy in the area.

Supporting Sustainability and Travel Choice Through Transit-Supportive Intensification

The Proposed Development is an appropriate location for transit-supportive intensification given its location in a highly connected area with extensive bus service, multiple streetcar lines nearby, and planned transit improvements including the West Toronto Railpath Extension, King Liberty SmartTrack Station, and RapidTO bus priority measures along Dufferin. Numerous provincial and municipal policies direct development to areas well-served by transit. The Proposed Development will provide residents with numerous travel options other than private automobiles, supporting sustainability and climate change mitigation and making efficient use of public infrastructure.

1.3 The Development Partnership and Project Team

Hullmark is a Toronto-based real estate investment and development team with an emphasis on high-quality design and support for the culture of the communities in which they invest. A large share of their portfolio is located within West Queen West and the broader Central West end of Toronto. Hullmark is committed to advancing a development that positively contributes to the fabric of the neighbourhood and the vibrancy of the area.

The logo for Hullmark, featuring the word "hullmark" in a bold, lowercase, black sans-serif font.The logo for Urban Strategies Inc., with "URBAN STRATEGIES" in red and "INC" in black, stacked vertically.The logo for Goodmans LLP, with "Goodmans" in a red serif font and "LLP" in a smaller red font to the right.The logo for BA Group, featuring a red stylized arrow icon to the left of the text "BA Group" in a blue sans-serif font.The logo for EQ Building Performance, with "EQ" in a blue square and "BUILDING PERFORMANCE" in a blue sans-serif font to the right.The logo for Gradientwind Engineers & Scientists, with "GRADIENTWIND" in blue and "ENGINEERS & SCIENTISTS" in a smaller blue font below it.The logo for HGC Engineering, featuring a blue square with white wavy lines above the text "HGC ENGINEERING" in a blue sans-serif font.The logo for KRCMTR, with the letters "KRCMTR" in a bold, black, uppercase sans-serif font.The logo for Smith + Andersen, featuring a stylized orange and grey icon to the left of the text "Smith + Andersen" in a blue sans-serif font.The logo for Arva, with "arva" in a white lowercase sans-serif font on a dark blue background.The logo for PMA Landscape Architects, with "PMA" in a large, gold, stylized font and "Landscape Architects" in a smaller gold font to the right.The logo for Vortex Fire, with "VORTEX" in a grey sans-serif font and "FIRE" in an orange sans-serif font.The logo for Superkool, with "superkool" in a bold, lowercase, black sans-serif font.The logo for Terrapex, with "Terrapex" in a bold, black, uppercase sans-serif font, where the "T" and "x" have a blue underline.

1.4 Consultation Strategy

The project team's goals for the consultation activities are to inform and maintain a dialogue with the public and local stakeholders while offering opportunities to provide meaningful feedback during key phases of the planning application process. The engagement process has been designed to ensure that the community is aware of and fully engaged in the development process.

SCOPE AND POTENTIAL TOOLS

Engagement processes involve listening to community ideas and concerns as well as fostering two-way dialogue between the project team and the community to gain input on proposed plans and ideas, inform alternatives and solutions and enhance mutual understanding. The use of multiple approaches and tools to reach a varied public audience can support an accessible and inclusive process. The process of informing and listening to the public will continue throughout the duration of the project. It can change to adapt to new operations/processes, community priorities, and possible shifts in the current COVID-19 climate.

Beyond the statutory meeting requirements, one or more of the following potential kinds of engagement tools may be considered:

- Mailing notices to residents and businesses to keep the community informed about public consultation initiatives;
- The development team may host a virtual 'Town Hall' and/or Consultation meetings using webcasting tools or video conferencing for presentations, and live Q&A session moderated by a host;
- Online polls and surveys may be employed, including quantitative and qualitative data via sentiment analysis;
- Smaller group meetings with adjacent landowners and/or local community groups or organizations; and
- Targeted social media ads may be used to reach a larger audience.

PROJECT WEBSITE

A project website has been established to provide information about the project and act as a forum for obtaining feedback. The website includes images of the Proposed Development, key statistics, an FAQ section, a planning approvals timeline section, and a portal for submitting questions and comments. The website will be accessible to the public once the application materials are submitted and can be found at the following url:

<https://www.hullmark.ca/450dufferin-development>

CITY WEBSITE

All submission materials will be posted on the City of Toronto application website as per City requirements once the application materials are submitted.

CITY OF TORONTO STAFF AND OTHER AGENCIES

City of Toronto staff are an integral part of the development application review process. The project team met with the City during a Pre-Application Consultation prior to this submission. The project team will hold coordination meetings with staff from various City departments, including but not limited to City Planning, Transportation, Parks, Urban Design, Heritage, and Development Engineering. City staff will also be invited to any public consultation events that the project team may hold.

WARD 9 DAVENPORT

Due to the recent municipal election, much of the work to advance the planning approvals for the Proposed Development has occurred during a period of uncertainty regarding who would be the next City Councillor for the ward. Now that the election process is complete, the project team can open communications with the Councillor. Updates will be provided throughout the process, and the Councillor will be able to provide insights into the needs of the local community and feedback on the Proposed Development.

2.0 THE SUBJECT SITE AND SURROUNDING CONTEXT

2.1 The Subject Site

The Proposed Development is located on the northwest corner of Dufferin Street and Alma Avenue, and includes the properties known municipally as 450, 452, and 458 Dufferin Street. The Subject Site is generally rectangular in shape, with a total area of approximately 1,495 m². The Site has approximately 37 metres of frontage on Dufferin Street and 40 metres of frontage on Alma Avenue. It is located on the irregular block referred to here as the “Dufferin Triangle,” which is bounded on the north by Florence Street, on the east by Dufferin Street, and on the south and west by the GO Kitchener Line and Brock Avenue.

The Site is currently occupied by a 1-storey commercial building with loading, surface parking, and outdoor storage in the rear. The building was occupied previously by a commercial gym and is now home to a swimwear manufacturer with a product showroom on site.

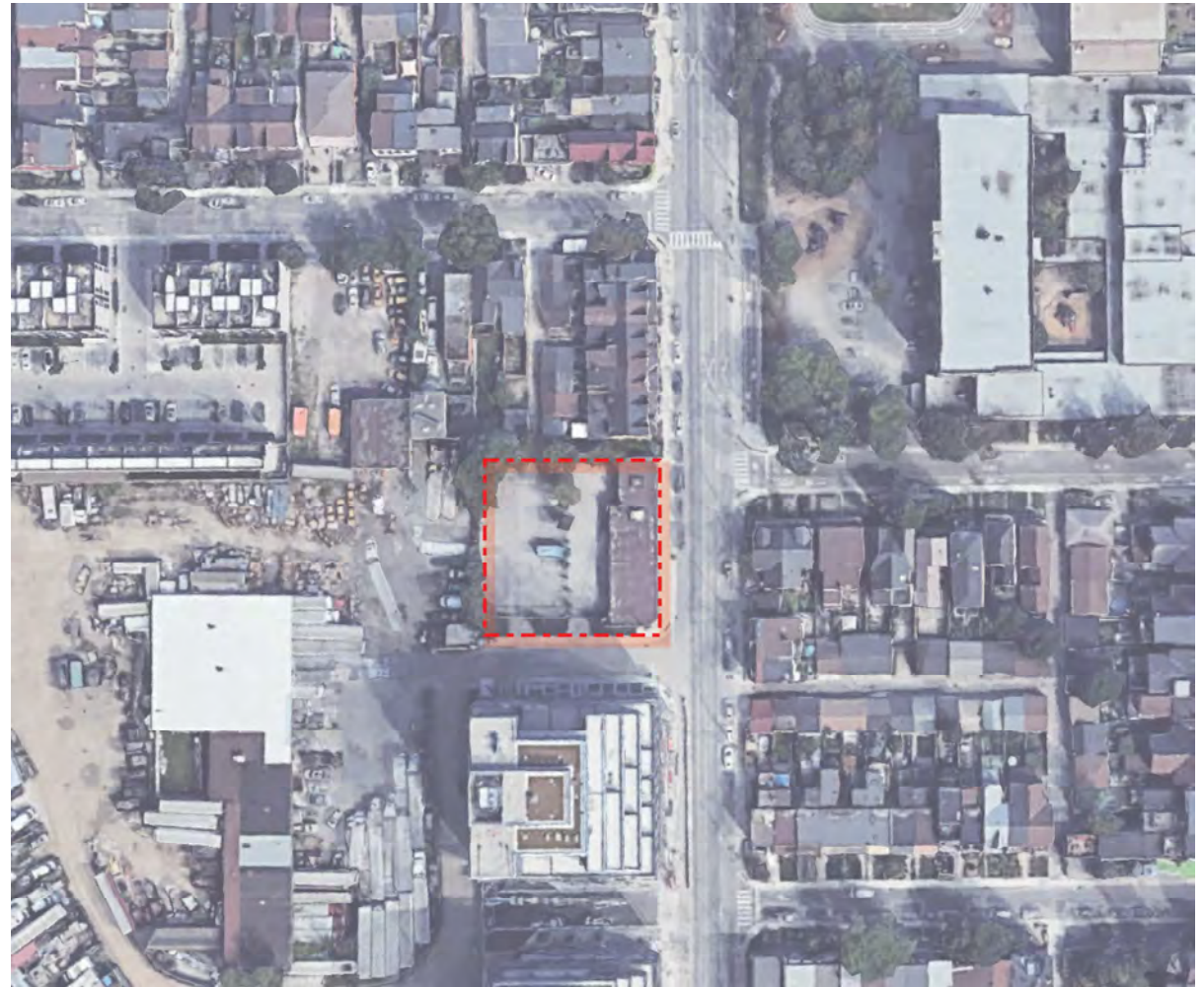


Figure 1: The Subject Site

2.2 Surrounding Context

Historically, the Site's surroundings were a mixed urban fabric of low-rise residential areas coexisting with employment lands focused around the rail corridor. Today, the area has transitioned almost entirely away from its previous industrial character, and is more seamlessly connected to the residential and commercial fabric along and around the Dufferin corridor and Queen Street West. There is an emerging pattern of mixed-use development ranging from 3 to 21 storeys, and new proposals for development as high as 25 storeys.

NORTH

The remainder of the block north of the Site is occupied by low-rise residential townhouses, which exist as legal non-conforming uses on lands that continue to be designated as *General Employment Areas* in the City of Toronto Official Plan. Further north is Florence Street, on the south side of which there are permitted and legal non-conforming low-scale residential uses. On the north side of Florence Street and beyond there are *Neighbourhood* designated lands extending to Dundas Street W.

EAST

The Site's eastern edge abuts Dufferin Street, with *Neighbourhoods*-designated lands beyond. Additionally, Alexander Muir Gladstone Public School lies just northeast of the Site and is also designated *Neighbourhoods*.



Figure 2: Legal Non-Conforming Townhomes, 450 Dufferin, and The Brixton Looking South on Dufferin Street



Figure 3: Playground at McCormick Park



Figure 4: Alexander Muir/Gladstone Avenue Junior and Senior Public School



Figure 5: Alma Avenue Looking West at Dufferin Street

SOUTH

South of the Subject Site, three mixed-use mid-rise buildings of 13, 10, and 9 storeys have recently been completed on the west side of Dufferin Street with retail and office/light industrial uses at grade and residential/hotel uses above. This development, known as the Brixton, features 4 streetwalls, each of which steps back from Dufferin Street in multiple tiers at the upper storeys. Apart from its Dufferin Street frontage, the development takes a distinctly vertical form, as demonstrated by its southernmost building face (shown in Figure 8). On the east side of Dufferin Street, the 20-storey development at 11 Peel features non-residential space at grade (including a grocery store), with residential uses above, and also takes a highly vertical form. The Metrolinx rail line lies farther south, with the mixed-use corridor along Queen Street West and *Regeneration Areas* and *Neighbourhoods* beyond.

WEST

The Riverview Produce facility occupies the properties to the immediate west. The Metrolinx rail line constitutes the Dufferin Triangle's western edge, beyond which lie additional *Employment Areas*, *Neighbourhood* designated lands, Parkdale Junior and Senior Public School, and a pocket of *Apartment Neighbourhoods* at 103-105 West Lodge Avenue.



Figure 6: Development at 11 Peel Avenue



Figure 7: Mixed-Use Development on the Queen Street Corridor



Figure 8: The Brixton Development's Rhythm of Streetwalls, Tiered Eastern Face, and Vertical Southern Face



Figure 9: Riverview Produce Facility

Evolution of the Dufferin Corridor, Dufferin Triangle, and West Queen West Neighbourhood

Dufferin Street has a long-established residential character that, in the vicinity of the Subject Site, historically co-existed with employment uses. In recent years, a variety of factors have led to the reurbanization of the Dufferin corridor in a mixed-use form. In part this can be attributed to shifts in the broader economy and nature of urban employment in Toronto, but public investments and initiatives have also driven this change, particularly in the Site's immediate surroundings.

Prior to 2018, Dufferin Street was divided into north and south segments in this area, disconnected by the Queen Street railway bridge. On the south side, Dufferin Street terminated at Queen Street West with a 'T' intersection. North of Queen Street West, Dufferin terminated at Gladstone Avenue via a curve or "jog" connection on Peel Avenue. The resulting isolated lands north of the rail corridor were ideal for traditional employment uses, but the neighbourhood fabric was disconnected and Dufferin Street was underperforming in terms of address and connectivity. Between 2007 and 2018, the City of Toronto invested \$40 million to link the north and south portions of Dufferin Street, eliminating the "Dufferin Jog" and improving connectivity in the area. This significant capital investment coincided with and catalyzed significant redevelopment activity, particularly the conversion of employment lands for mixed-use development that today provides much-needed housing options while maintaining a supply of local jobs and commercial amenities.

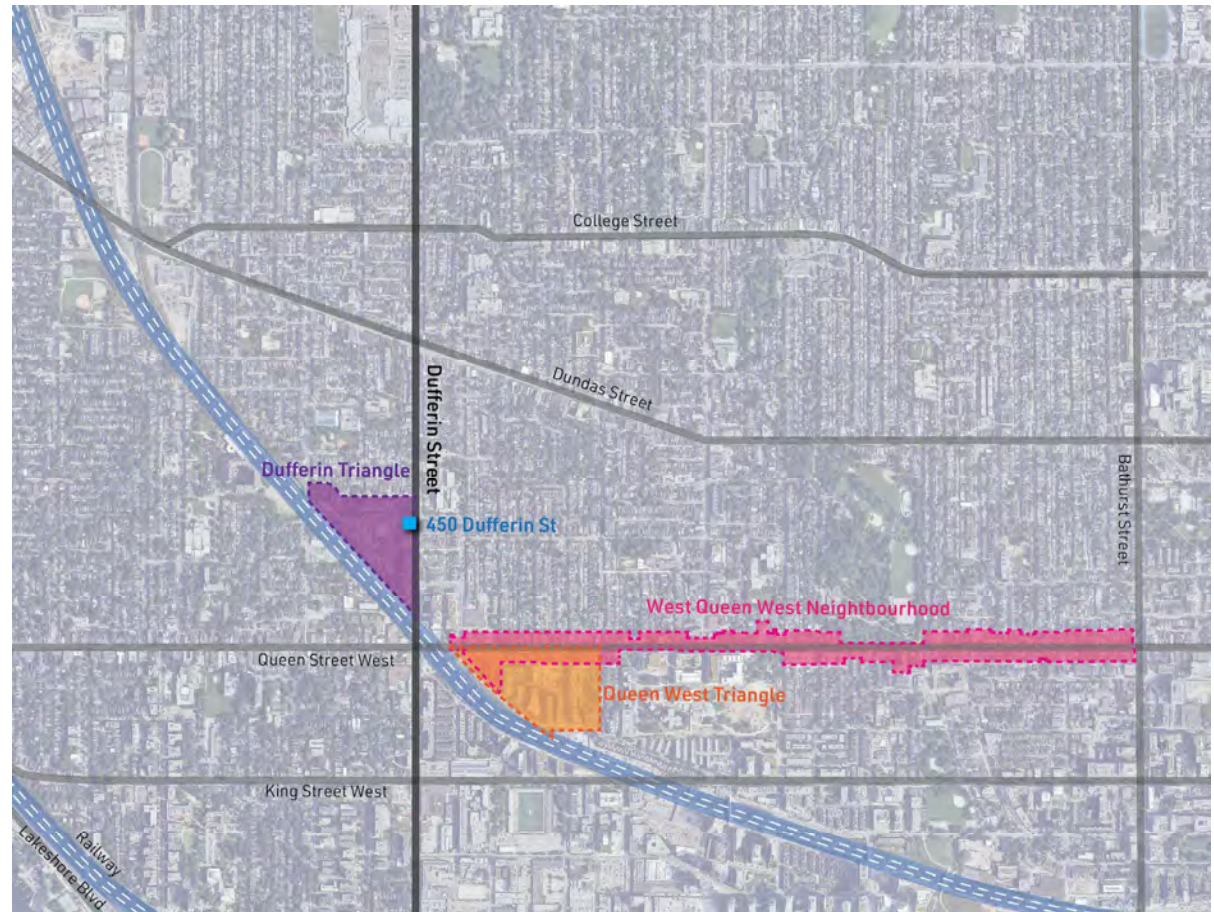


Figure 10: Evolving Context Map

Within the immediate context of the Site this has included the townhomes at 29-51 Florence Street; the mixed-use, tall mid-rise buildings known as the Brixton at 440 Dufferin Street directly south of the Site; the 20-storey mixed-use building at 11 Peel Avenue; and the 7-8 storey mixed-use developments with retail at grade at 2, 8, and 20 Gladstone Avenue and 1205 Queen Street West.

Looking specifically at the Dufferin Triangle, it has been experiencing incremental conversion from Employment Areas to Mixed Use Areas, and this trend is expected to continue in light of the planned infrastructure investments and continued development pressures in the area. The sites at 410, 440, and 444 Dufferin Street (The Brixton) have been built out in a tall mid-rise, mixed-use form, while the Subject Site was converted to Mixed Use Areas through SASP 794, which was approved at Council as part of OPA 591 and is awaiting Ministerial approval. This ZBA application is the next step in the conversion process occurring across the Dufferin Triangle block and towards achieving an appropriate and efficient use of land.

Significant mixed-use development along Dufferin Street is not contained to the area around the Subject Site. There is a regular pattern of major mixed-use redevelopment along the Dufferin corridor, including Almadev's Galleria development at Dupont Street, the Bloor & Dufferin development led by Hazelview and Fitzrovia, Primaris's development at Dufferin Mall, and the cluster of developments where Dufferin Street crosses Queen Street West and King Street West, which are addressed below in Section 2.3 – Recent Development Activity. These substantial development projects can be seen as nodes of development activity at the key intersections along Dufferin Street.

Many of the major east-west streets that cross the Dufferin corridor—King, Queen, Dundas West, College, Bloor, Dupont, etc.—are designated *Mixed Use Areas* either along their length or where they intersect with Dufferin Street. The land use designation on these cross-streets is appropriate given provincial intensification targets and the ongoing evolution of West Toronto. Comparatively, the land use designations along Dufferin Street have lagged behind its real character and function today.

The changes occurring around the Site are not limited to the Dufferin corridor. The West Queen West neighbourhood, just south of the Site, has also seen significant and ongoing redevelopment. Historically, West Queen West was a hub for industrial manufacturing, but as these operations relocated to suburban facilities, the neighbourhood experienced a decline and gained a reputation for poverty and petty crime. In the 1980s, the arts community began converting the neighbourhood's empty warehouses into informal live-work spaces. As is often the case, the establishment of an arts community was followed by increased land values and a wave of development interest. In 2004, the City redesignated the Queen West Triangle (the western limit of the West Queen West neighbourhood) as *Regeneration Areas*. The neighbourhood now features a built form of mixed mid- and high-rise developments—with more development ongoing—and functions as a cultural hub within Toronto. The changing built form in the Queen West Triangle can be read as part of a broader pattern of intensification spreading out from the Downtown along the rail corridor, with the Subject Site and the Dufferin Triangle being the next step in this pattern.

With the improved connectivity resulting from the elimination of the Dufferin Jog, increased demand for housing, the contributions of transit service, and the significant mixed-use intensification that is underway, the area surrounding the Site is transforming from its historical employment and neighbourhood character to a vibrant, mixed-use, urban node. As demand for housing and more modern commercial space increases and new transit services are delivered in this area, it is likely that this transformation will proceed and *Mixed Use Areas* designations will continue to spread north and south from Dufferin's key intersections where redevelopment has already occurred.

The context area around the Site has been in transition for many years, with a steady evolution towards mixed uses in tall and mid-rise forms. The Proposed Development represents a logical and complementary continuation of this evolution that reflects the type and scale of contemporary development in the area while providing transition to the lower-scale surroundings, including the neighbourhood and school on the east side of Dufferin Street and the neighbourhood on the north side of Florence. It is also expected that this evolution will continue surrounding the Site, with the townhomes at 478-492 Dufferin Street and the dwellings at 7-13 Florence Street currently remaining designated as *Core and General Employment Areas*, and the Riverview Produce site being one of the few larger potential development sites remaining in the area. The Proposed Development anticipates the very likely evolution of those sites as mid-rise and tall building developments, and should be considered in the context of the area's future as well as its existing condition.

2.3 Recent Development Activity

The Subject Site is within the Little Portugal neighbourhood. Urban Strategies reviewed existing buildings and recent development activity in proximity to the Site and throughout the Little Portugal neighbourhood. The context area currently includes many low-rise buildings, with existing and proposed mid- and high-rise buildings focused along the rail corridor and the major streets (Dufferin, Queen, King). Generally, the tallest existing buildings in the area have heights of 21 storeys. The tallest proposed nearby development is 25 storeys, with other proposed developments in the area ranging from 4 to 19 storeys in height.

Nearby proposed, approved, or recently completed developments are summarized in the tables below.

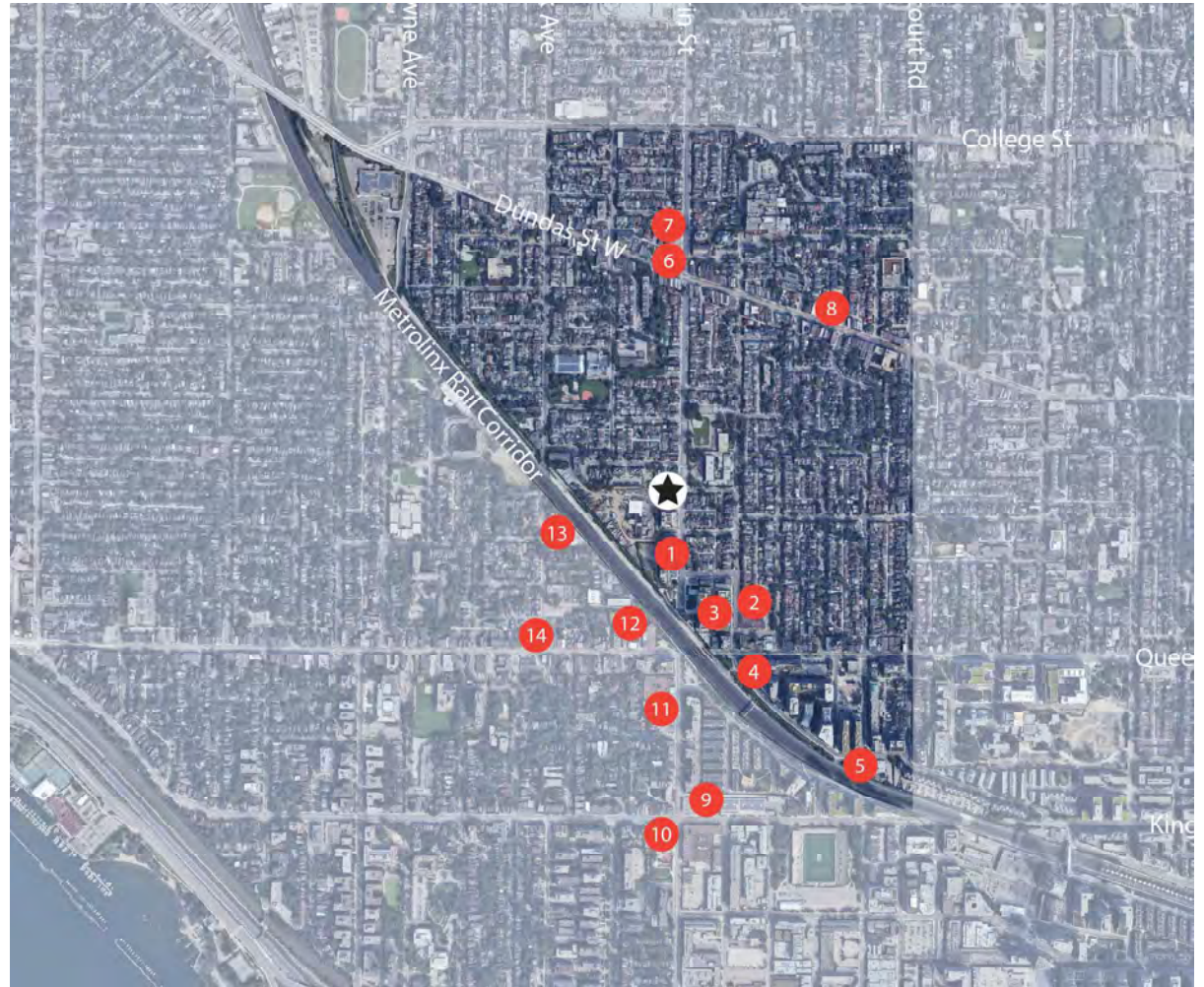


Figure 11: Development Activity in and around the Little Portugal Neighbourhood

Nearby Development Activity

#	Adress	Application Type	Status	Height	FSI	Total GFA	Projected Population Yield	Projected Jobs Yield
1	430-444 DUFFERIN ST	SPA	Under Construction	45.3m / 13 ST	5.82	35,575	613	302
2	31-33 GLADSTONE AVE	SPA	Under Review	18.5m / 6 ST	3.5	3,266	53	-
3	11 Peele	SPA	Built	70.3m / 20 ST	6.3	37,288	776	211
4	1181 QUEEN ST W	SPA	Under Construction	15m / 48.5	7.45	12,298	224	24
5	99 SUDBURY ST	ZBA	Appeal	87.5m / 27 ST	7.3	25607	304	331
6	1494-1502 DUNDAS ST W	ZBA	Appeal	25.1m / 8 ST	5.29	4336	86	14
7	646-648 DUFFERIN ST	ZBA	Appeal	25.1m / 8 ST	4.34	9298	215	-

#	Adress	Application Type	Status	Height	FSI	Total GFA	Projected Population Yield	Projected Jobs Yield
8	1334 DUNDAS ST W	SPA	NOAC Issued	12m / 3 ST	2.7	704	2	8
9	1182 KING ST W	SPA	Under Review	164m / 19 ST	7.71	31,568	728	70
10	1221 KING ST W	SPA	Under Construction	146m / 14 ST	6.96	22,998	513	55
11	340 DUFFERIN ST	OPA/ZBA	Under Review	81.35 / 25	5.97	44,470	1,093	118
12	6 NOBLE ST W	SPA	Under Review	33m / 8 ST	6.25	9,497	224	2
13	57 BROCK AVE	SPA	Under Construction	23.7m / 7 ST	2.53	8,566	189	0
14	1354 QUEEN ST W	OPA/ZBA	Under Review	31.2m / 9 ST	5.24	9,700	192	18

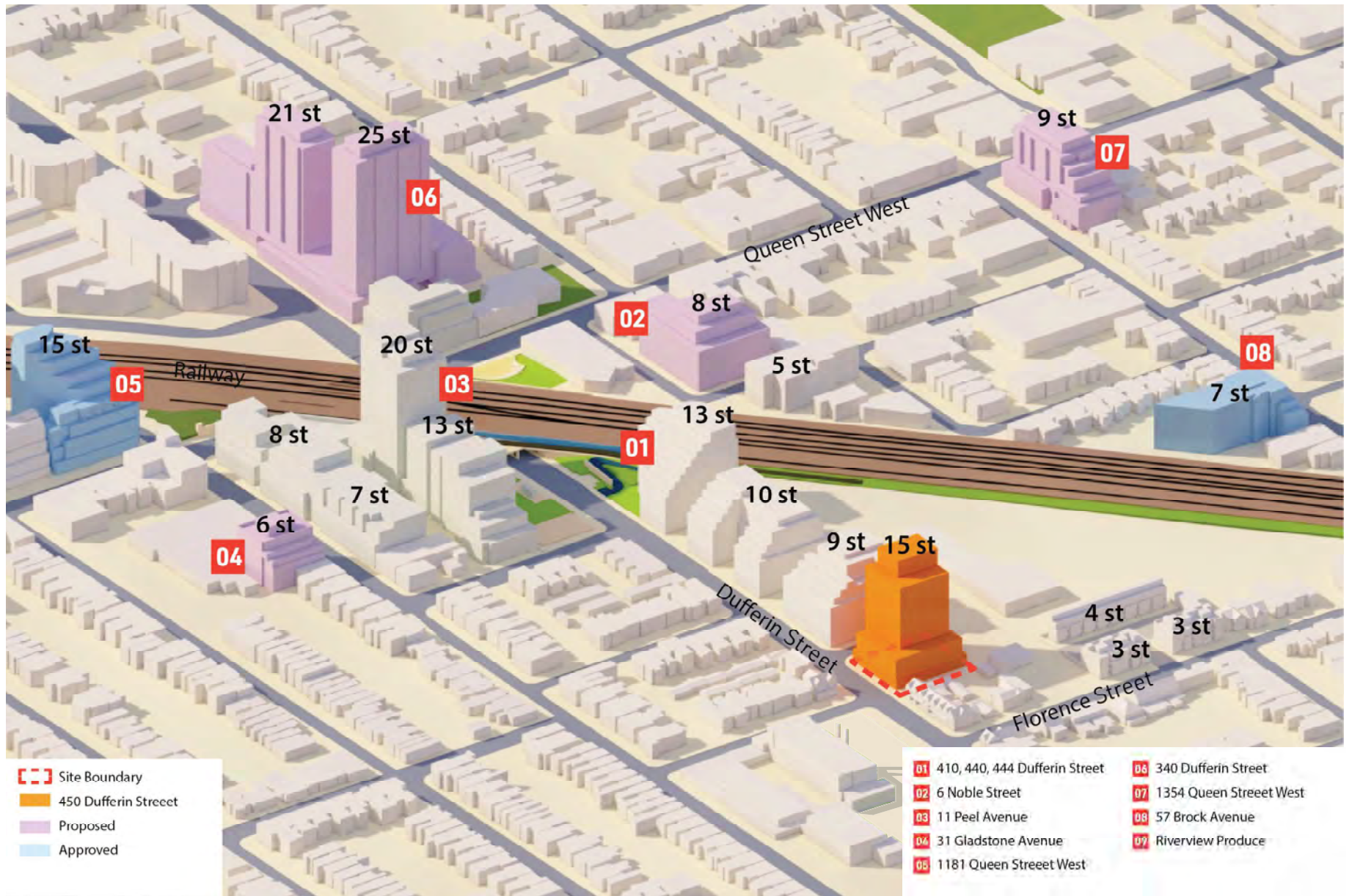


Figure 12: Proposed and Approved Massing Context: Significant Developments

Highlighted Developments



11 Peel Avenue
20 Storeys
Built



1221 King Street West
14 Storeys
Under Construction



1181 Queen Street West
15 Storeys
Under Construction



430-444 Dufferin Street
13 Storeys
Under Construction



1182 King Street West
19 Storeys
Under Review



340 Dufferin Street
25 Storeys
Under Review

2.4 Soft Sites and Potential Future Development

Given the pattern of development in the area, Urban Strategies has identified additional potential soft sites that do not yet have active development applications, but that appear likely to redevelop in the future. Based on their scale as well as the surrounding built form and planned context, high level estimates have been provided as to the level of intensification that may be feasible on these soft sites. Figure 13 on the right shows the existing buildings and proposed development within the context area, and identifies potential soft sites. Figure 14 provides Urban Strategies' estimates regarding the potential scale of future development on these soft sites. In the context of the area's current development activity and future development potential, the Subject Site lies at the intersection of several concentrations of development activity—along the rail corridor, Dufferin Street, and Queen Street West—establishing the Proposed Development's clear fit within the context area.

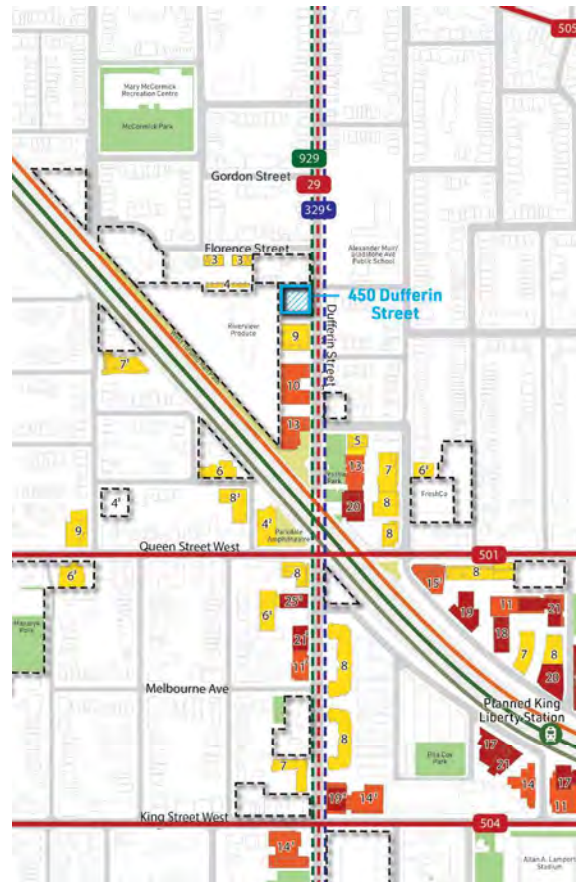


Figure 13: Existing and Proposed Development Sites with Soft Sites of Potential Future Development Activity

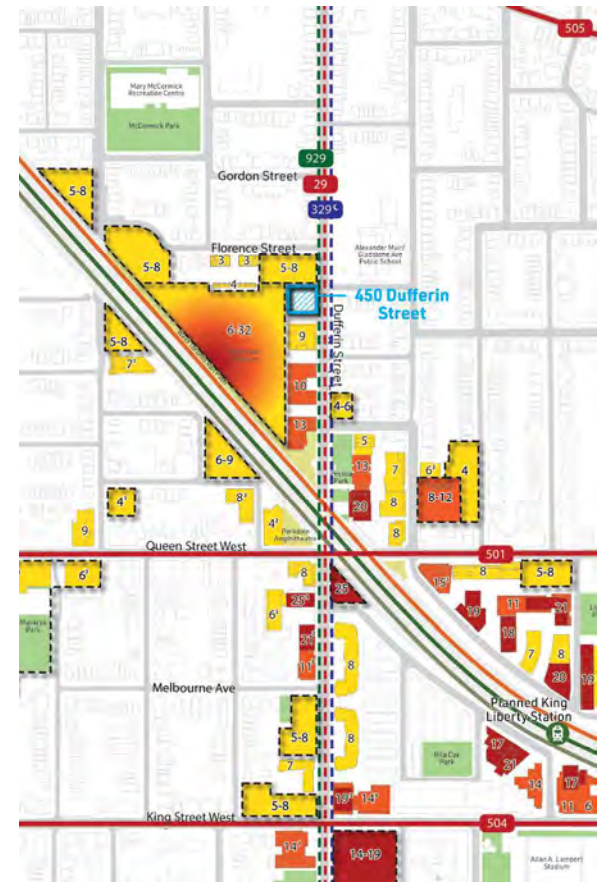


Figure 14: Urban Strategies' High-Level Estimates As to Scale of Potential Future Development on Soft Sites

2.5 Transportation Context

The Subject Site is serviced primarily by TTC bus routes, including route 29, 329 (night bus), and 929 (express bus). Route 29 provides service along the Dufferin corridor, with connections to the subway system at Dufferin Station on Line 2 and Wilson Station on Line 1. It also connects riders with the GO transit system at Exhibition GO Station.

The Site is within a 5-10 minute walk of the 505 streetcar on Dundas Street West, the 501 streetcar on Queen Street West, and the 504 streetcar on King Street West. To the east, the 501 streetcar provides access to the downtown and the Line 1 Subway at Osgoode Station and Queen Station, and going west it carries passengers as far as Long Branch Station, which offers connections to GO transit and MiWay (Mississauga transit). The 505 streetcar connects passengers with the Line 2 Subway at Broadview Station in the east and Dundas West Station in the west, which provides connections to GO transit and the Union Pearson Express. The 505 streetcar also provides service through the downtown and connects to the Line 1 Subway at St Patrick Station and Dundas Station. The 504 streetcar provides service through the downtown and connects to the Line 2 Subway at Dundas West Station and Broadview Station, and connects to the Line 1 Subway at St Andrew Station and King Station.

In 2019, the TTC's 5-Year Service Plan and 10-Year Outlook announced that over the following five years the TTC would study surface transit priority measures on Toronto's five busiest bus corridors: Eglinton Avenue East, Finch Avenue East, Steeles Avenue West, Jane Street, and Dufferin Street. When this announcement was made, each of

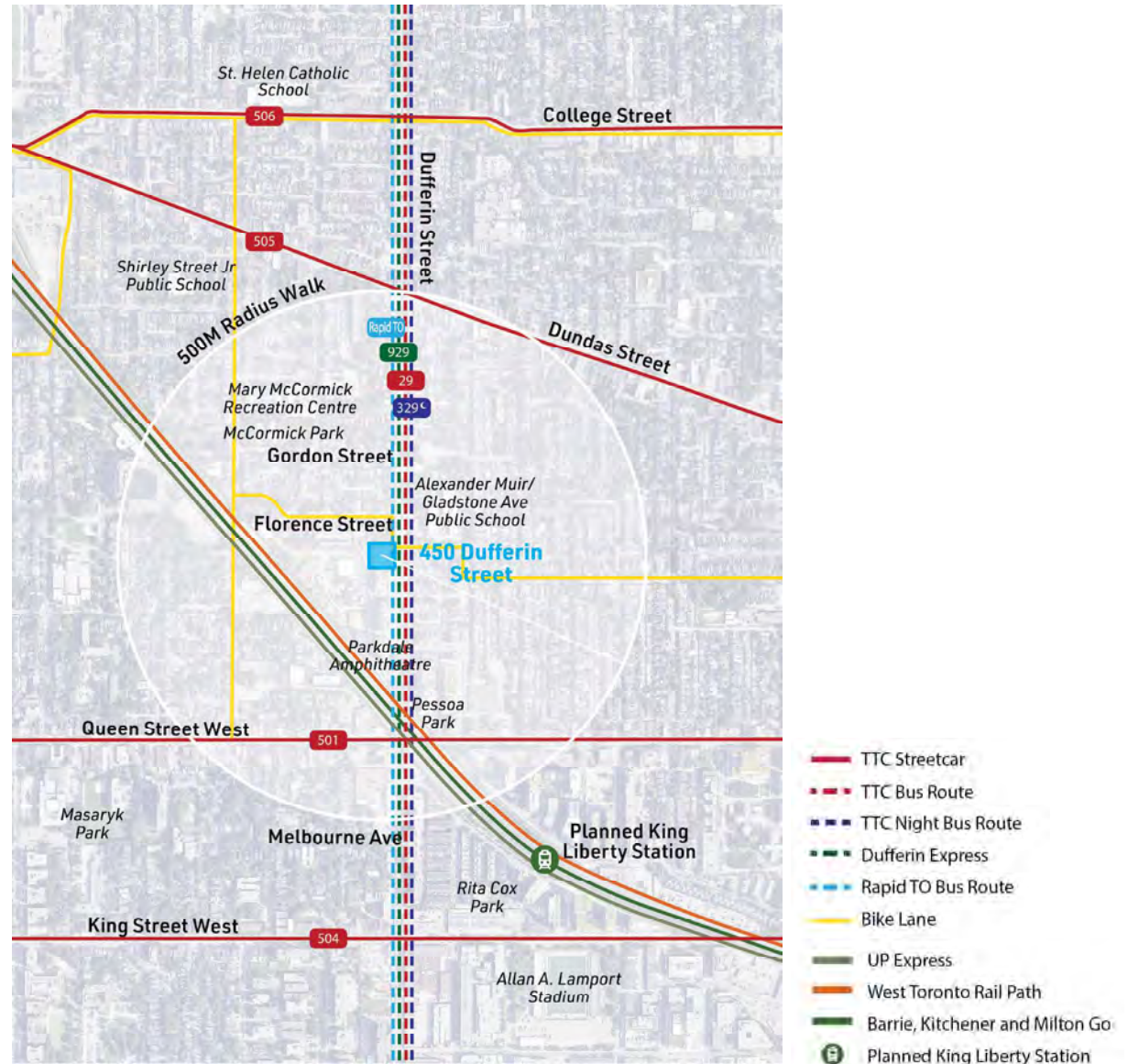


Figure 15: Transit Context Map

these corridors carried over 30,000 passengers per day, and while ridership dropped during the COVID-19 pandemic, it has since made significant recoveries and Dufferin Street remains a priority corridor. The study and implementation of transit priority measures on these five corridors falls under the purview of the RapidTO initiative, which has progressed with the opening of the Eglinton East bus lanes in 2020 and public consultation set to begin on Jane Street in 2023. Lawrence Avenue East was later added to the RapidTO program. The Surface Transit Network Plan Update, released in November 2020, included a draft implementation schedule showing 2024 as the predicted year of project delivery for transit priority improvements on Dufferin Street.

Improvements are also coming to the rail network near the Site with the addition of King Liberty Station, a planned SmartTrack Station to be located approximately 750 metres from the Site. The SmartTrack program will adapt existing heavy rail infrastructure to meet Toronto's growing need for rapid transit service within and beyond the city. The station is planned to include two covered pedestrian bridges to improve connectivity across the Metrolinx rail line, better integrating the surrounding neighbourhoods.

The Subject Site is well served by bicycle infrastructure in the form of bike lanes, "sharrows," and contraflow bike lanes along Brock Avenue (west of the Site) and Argyle Street (east of the Site), both of which connect with other

components of the City's cycling network. The City added a short section of raised cycle track along Dufferin, providing a safe cycling connection between Florence Street and Waterloo Avenue, and better connecting the cycling routes east and west of Dufferin Street. The West Toronto Railpath is a multi-use trail that runs adjacent to the Metrolinx rail corridor, and currently extends from Cariboo Avenue to Dundas Street West. In 2023 construction is expected to begin on an extension of the West Toronto Railpath to Abell Street at Sudbury Street. This extension would bring the West Toronto Railpath past the Site, providing additional choices for active transportation in the area. The Brixton development to the south of the Site has already constructed a ramp connecting Dufferin Street with the planned trail extension.



Figure 16: RapidTO Bus Lane on Eglinton Avenue East
(photo courtesy of City of Toronto)

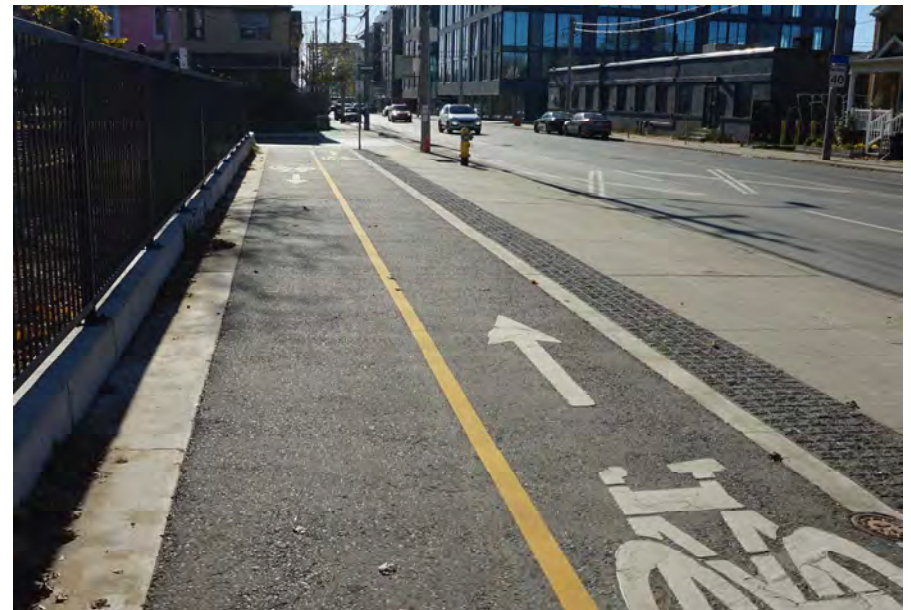


Figure 17: Dufferin Street Cycling Improvement

3.0 THE PROPOSED DEVELOPMENT



Figure 18: Project Render Looking South on Dufferin

3.1 Proposal Overview

Hullmark is proposing to redevelop the lands known municipally as 450, 452, and 458 Dufferin Street to deliver a mixed-use, mid-rise development. The Proposed Development will include residential units and non-residential space, will be transit-supportive, and will contribute to the efficient use of public infrastructure. It will appropriately frame and animate the Dufferin corridor, feature high-quality design, and provide transition to the adjacent low-scale areas.

The Proposed Development is a mid-rise building reaching 15 storeys that features a prominent 4-storey building base with a commercial mezzanine in the extra-height ground floor, and a significantly setback upper residential component. The top storey consists of indoor and outdoor amenity space. The Proposal includes 10,285 square metres of residential GFA across 143 new purpose-built rental residential units in a mix of sizes ranging from studios to 3-bedrooms. 898 square metres of commercial GFA suited to contemporary employment needs are also proposed within the ground floor and associated commercial mezzanine, animating the public realm and accommodating new jobs.

KEY PROJECT STATISTICS

Site Area	1,495 m ²
Building Height	53.1 m / 15 st
Floor Space Index	7.5
Total Gross Floor Area	11,215 m ²
Residential GFA	10,285 m ²
Non-Residential GFA	930 m ²
Indoor Amenity	290 m ²
Outdoor Amenity	286 m ²
New Residential Units	143
Total Vehicle Parking Spaces	34
Resident Parking	22
Visitor/Non-Residential Parking (Shared)	12
Bicycle Parking Spaces	158

3.2 Built Form and Massing

The Proposed Development consists of a lower and an upper building component. The lower building component has four storeys and a mezzanine level, and a footprint that fills much of the Site but provides a 1.4-metre setback that allows for a generous public realm and pedestrian clearway on Dufferin Street. The upper building component rises to 15 storeys and has a smaller floorplate of 729 square metres, taking a vertical form that responds to elements of the surrounding context, particularly elements of the buildings at 430-444 Dufferin Street (the Brixton) and 11 Peel Avenue. The upper component of the Proposed Development features a 7.4-metre stepback from the building's Dufferin Street frontage. The upper component also features a 7.2-metre stepback from the north face of the building's base, which is set back an additional 1.5-3 metres from the north property line. Together, these setbacks and stepbacks substantially limit the visual impact of the upper floors from the public realm and surrounding properties, and allow the low-rise podium to be the predominant feature of the building. Focusing the proposed massing towards the southwest corner of the Site and reducing the residential floorplates also minimizes the Proposed Development's shadow impacts.



Figure 19: Project Render Looking North on Dufferin

3.3 Land Use

The Proposed Development is a mixed-use building consisting of commercial uses at grade and in a mezzanine level, with residential and amenity uses above. The 930 m² of non-residential space is expected to accommodate 32 new jobs and help to animate the Site at all times of day. The 10,285 m² of new residential GFA will deliver 143 residential units, maximizing the potential of the Site to provide much-needed housing options in an appropriate location. The new residential units are proposed to be purpose-built rental and will therefore help achieve municipal rental housing targets set out in the HousingTO 2020-2030 Action Plan. The Proposed Development program will also complement the increasingly mixed-use nature of the Site's immediate surroundings and in particular along the Dufferin corridor.



3.4 Public Realm

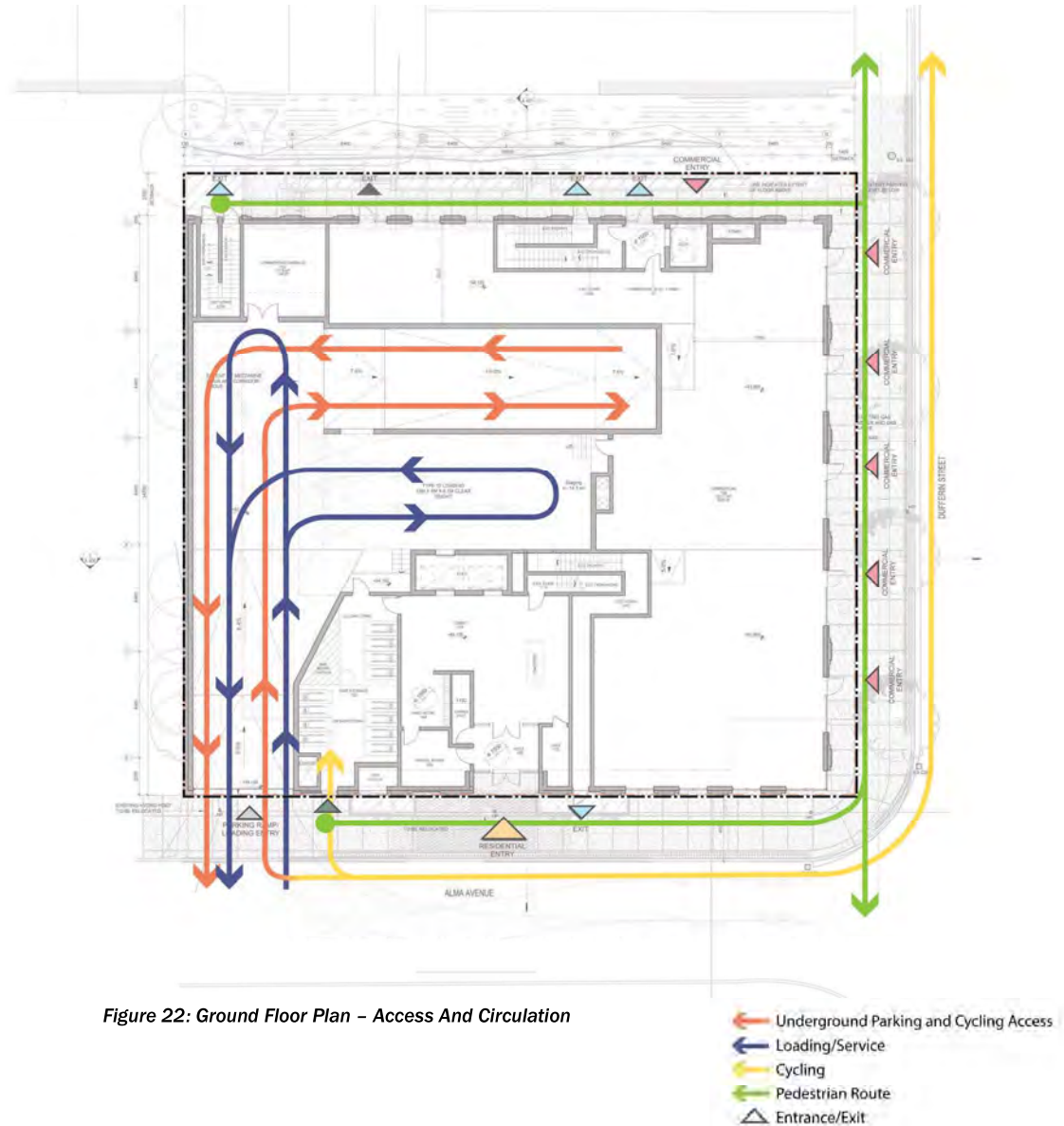
In its current condition, the Subject Site does not provide an attractive or welcoming public realm. The building's single storey is raised above grade and accessed by narrow concrete steps, the few existing windows are covered with bars, and the building generally does not frame or address the public realm well. The Proposed Development will improve the Site's relationship with Dufferin Street by enhancing the public realm with street trees and sidewalk zones widened from 3.5 metres to 5.2 metres (a 1.7-metre expansion). The ground floor along Dufferin Street will include glazing in regular bays, making visible the activities in the commercial spaces and helping to activate the public realm. Five commercial entrances are proposed along the building's Dufferin frontage, with a sixth proposed on the north side of the building, providing a regular rhythm of non-residential entrances that will further animate the public realm. At four storeys, the lower building component is human-scaled and establishes an appropriate streetwall that responds to the surrounding built context. The primary cladding material will be brick, complementing the materials used in the area's traditional houses and more recent mixed-use developments, and referencing the area's industrial warehouse legacy. The Proposed Development will help create a pleasant, active streetscape along the Site's frontages and provide opportunities for community connection.



Figure 21: Ground Floor Plan - Landscape

3.5 Mobility

The Subject Site is well situated near existing and planned cycling and transit infrastructure. Existing infrastructure includes conventional, night, and express bus service on Dufferin Street; streetcar service on Dundas Street, Queen Street, and King Street; and cycling improvements on Dufferin Street to connect east-west neighbourhood routes. Each of these modes also provides options for connecting to the subway network. Planned improvements include the King-Liberty SmartTrack station, RapidTO bus priority measures on Dufferin Street, and the West Toronto Railpath extension. By providing appropriate density in this location, the Proposed Development will support efficient use of public infrastructure and provide residents and employees with numerous transportation options, helping to reduce automobile dependency, transportation costs, and greenhouse gas emissions. The Proposal includes several transportation demand management (TDM) measures, such as a minimized parking rates resulting in only 34 total parking spaces, of which 22 will be for residents and 12 will be shared between residential visitors and users of the commercial space. All 22 residential parking spaces are proposed to support electric vehicle charging, as will 3 of the shared visitor/commercial parking spaces. Six parking spaces will be barrier free. In addition, 29 short-term and 129 long-term bicycle parking spaces are proposed. Traffic impacts from the Proposed Development will be further mitigated by locating parking and loading within the building envelope and providing access from Alma Avenue (rather than Dufferin Street). More information is provided in the Traffic Impact Study prepared by BA Group and submitted under separate cover.



4.0 PLANNING POLICY ANALYSIS

This section provides a review and analysis of relevant planning policies that apply to the Site, and identifies how the Proposed Development has regard to, is consistent with, or conforms with these policies.

4.1 The Planning Act

The Planning Act R.S.O., 1990. c. P.13 determines the overall regulatory framework for land use planning in Ontario. Section 2 of the Act lists matters of provincial interest to which decision makers shall have regard.

The matters of provincial interest relevant to the proposed development include:

- e) the supply, efficient use, and conservation of energy and water;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) the orderly development of safe and healthy communities;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;
- l) the protection of the financial and economic well-being of the Province and its municipalities;
- o) the protection of public health and safety;
- p) the appropriate location of growth and development;

- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
 - i) is well-designed,
 - ii) encourages a sense of place, and
 - iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

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

Summary Opinion

The Subject Site is an optimal location for intensification as it is currently underutilized and sits within a pattern of growth along the Dufferin corridor and extending from the West Queen West neighbourhood. The Proposed Development and the implementing ZBA have regard for the matters of provincial interest as detailed in the Planning Act. In particular, the Proposed Development:

- *Conserves energy with an efficient built form;*
- *Supports the efficient use of transportation infrastructure, sewage and water services, and waste management systems by providing intensification in an appropriate location;*
- *Encourages public health and safety by locating growth in an area well served by transit infrastructure and active transportation options;*
- *Delivers new housing options in an area well served by community services and facilities;*
- *Provides new commercial space that meets contemporary employment needs, creates job opportunities, and protects the financial and economic wellbeing of the Province and the City;*
- *Represents a compact, pedestrian-oriented, transit-supportive form of development that is well designed, encourages a sense of place, and helps create a public realm that is safe, accessible, attractive, and vibrant; and*
- *Mitigates greenhouse gas emissions and supports adaptation to a changing climate by reducing the demand for automobile trips and efficiently using land.*

4.2 Provincial Policy Statement, 2020

The Provincial Policy Statement (“PPS”), issued in May 2020, is a consolidated statement of the Provincial government’s policies on land-use planning. It provides policy direction on matters of Provincial interest related to land-use planning and development with the aim to secure the long-term prosperity, environmental health, and social well-being of the Province. The PPS includes policies to encourage Ontario’s municipalities to build healthy, livable and safe communities through intensification and by directing development to settlement areas that are already well serviced. Section 3 of the Planning Act requires all planning decisions and applications to be consistent with the policies in the PPS.

Section 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

The policies related to building safe, livable and healthy communities direct that land use be managed to achieve resilient and efficient development patterns (1.1). Policies intended to sustain healthy communities include promoting efficient land use patterns; accommodating a mix of residential types including both affordable and market housing; avoiding land use patterns that cause public health or environmental concerns; avoiding development patterns that prevent efficient expansion of settlement areas; promoting the integration of growth management, land use planning, intensification planning and transit-supportive development; improving accessibility for older people and people with disabilities by

addressing land use barriers; and preparing for the impacts of a changing climate (1.1.1).

To meet projected needs for a time horizon of up to 25 years, the PPS establishes that land shall be made available to accommodate an appropriate mix and range of land uses (1.1.2). Sufficient land shall be made available through redevelopment and intensification within a settlement area (1.1.2).

Settlement area policies are provided in Section 1.1.3. The policies establish that settlement areas are the focus of growth (1.1.3.1), shall have land use patterns based on densities and a mix of uses that use land efficiently; are appropriate for infrastructure and public service facilities; promote energy efficiency and minimize negative impacts on climate change and air quality; prepare for the impacts of a changing climate; support active transportation; are transit-supportive in areas where transit is planned; and are freight supportive (1.1.3.2). The policies further provide that planning authorities shall identify appropriate locations for transit-supportive development to provide a significant range and supply of housing options through redevelopment and intensification (1.1.3.3). The policies also provide that municipalities shall promote development standards that facilitate intensification, compact form, and redevelopment (1.1.3.4).

The policies also require planning authorities to establish minimum targets for intensification and redevelopment within built-up areas (1.1.3.5). The PPS indicates that in designated growth areas, new development shall be located adjacent to the existing built-up area and should have a mix of densities and uses and a compact form (1.1.3.6).

The Proposed Development is consistent with Section 1.1 of the PPS. The Proposal will intensify an underutilized site within an urban area that has capacity for growth and is already undergoing redevelopment. The application will use land efficiently, providing a mix of uses including a range of housing options in a compact and energy efficient built form in an area that is well served by existing municipal infrastructure including multiple transit options.

Section 1.4 Housing

Section 1.4.1 of the PPS addresses housing and directs that planning authorities shall meet projected requirements by providing an appropriate mix and range of housing options and by maintaining the ability to meet residential growth for a minimum of 15 years through residential intensification and redevelopment.

Policy 1.4.3 directs that planning authorities provide an appropriate mix and range of housing densities and options to meet projected affordable and market-based needs by implementing minimum targets for the provision of affordable housing that aligns with applicable housing and homelessness plans; permitting all housing options required to meet the needs of current and future residents as well as all types of residential intensification; directing new housing development to areas with appropriate levels of public service facilities and infrastructure; promoting densities for new housing that use land, infrastructure, public service facilities, and resources efficiently and support the use of active transportation and transit; prioritizing intensification and

requiring transit supportive development; and establishing development standards for residential intensification, redevelopment and new residential development to facilitate compact form and minimize the cost of housing (1.4.3).

The Proposed Development will support residential intensification on a site that is currently well served by infrastructure, public service facilities, and multiple transit options. Accommodating a total of 143 units in a compact, transit-supportive built form, the Proposed Development will expand Toronto’s housing supply and help meet the needs of current and future residents. A range of sizes are proposed, including 33% 2- and 3-bedroom units, to meet the needs of larger households. The Proposed Development will be purpose-built rental, thereby contributing to housing diversity in the area and supporting the goals of the HousingTO 2020-2030 Action Plan.

Section 1.6 Infrastructure and Public Service Facilities

Section 1.6 of the PPS establishes that the efficient provision of public service facilities and infrastructure is required to accommodate projected needs and prepare for climate change impacts (1.6.1). The policies provide that planning authorities should promote green infrastructure (1.6.2) and, before developing new infrastructure and public service facilities, existing infrastructure should be optimized and adaptive reuse should be considered (1.6.3). The policies further establish that infrastructure and public service facilities should be strategically located to protect public health and ensure effective delivery of services (1.6.4).

Section 1.6.7 of the PPS requires the provision

of transportation systems that are safe, energy efficient, able to address projected needs and facilitate the movement of people and goods (1.6.7.1). The policies establish that transportation demand management strategies should be used to make efficient use of existing and planned infrastructure (1.6.7.2). Additionally, the policies establish that connections between different transportation modes should be maintained and improved where possible (1.6.7.3). As well, the policies require the promotion of a land use pattern, mix of uses, and density to support the use of transit and active transportation and minimize the length and number of vehicle trips. (1.6.7.4).

The Proposed Development will provide commercial and residential intensification in an area that is well served by infrastructure and public service facilities. The Proposed Development will contribute to and benefit from the ability for residents and employees to live, work, and access services within the local community, which will help reduce the number and length of vehicle trips. The proposed increase in residential and commercial density will also be in an area with excellent pedestrian connectivity and existing and planned cycling and transit infrastructure, which will encourage residents and employees to travel sustainably and limit vehicle trips.

Section 1.7 Long-Term Economic Prosperity

Section 1.7.1 establishes that long-term economic prosperity should be supported in a number of manners, including: encouraging residential uses to provide necessary housing supply and options for a diverse workforce (1.7.1.b); optimizing the

long-term use and availability of resources, land, public service facilities and infrastructure (1.7.1.c); promoting well designed built form conserving features that can define character, such as built heritage resources, to encourage a sense of place (1.7.1.e); promoting the redevelopment of brownfield sites (1.7.1.f); providing for a cost-effective, efficient and reliable multimodal transportation system (1.7.1.g); and promoting energy conservation (1.7.1.j).

The Proposal will redevelop an underutilized site to support the long-term economic prosperity of the area. The Proposal will respond to market demands for commercial space and a range of housing options, and deliver a high-quality and energy efficient built form with excellent access to multiple existing and planned transit options and pedestrian and cycling connections.

Section 1.8 Energy Conservation, Air Quality and Climate Change

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

The Proposed Development is consistent with these policies in that it will provide commercial and residential intensification in a compact, transit-supportive form. The Proposal incorporates Toronto Green Standard Tier 1 and employs an energy efficient building massing. The Proposed Development will also include Transportation Demand Management measures such as limited parking to reduce automobile trips.

Summary Opinion

The Proposed Development is consistent with and supports the policy objectives of the PPS . The Proposed Development will:

- *Support the growth objectives for settlement areas by redeveloping and intensifying an underutilized site that is well-served by existing infrastructure and community services and facilities;*
- *Contribute to the supply of housing;*
- *Deliver residential density and new employment space that will support long term economic prosperity;*
- *Locate new residents and employees adjacent to several existing and planned transit options, as well as existing and planned active transportation infrastructure; and*
- *Employ high-quality architecture and design that support a defined local character and sense of place while optimizing energy efficiency.*

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is a Provincial Plan that directs regional growth in the Greater Golden Horseshoe (GGH) to be managed until 2051. The Growth Plan includes policies addressing transportation, infrastructure, land use planning, urban form, housing, and climate change on a regional scale, with an overarching goal to maintain the region’s quality of life and economic competitiveness.

The latest Growth Plan took effect on May 16, 2019 and includes Amendment 1 to the Growth Plan, which took effect on August 28, 2020.

The 2019 Growth Plan builds upon the framework established in the initial Growth Plan (2006) and the 2017 amendment, and responds to the key challenges that the region continues to face. It provides enhanced policy directions to bring more housing supply to the market and to ease pressure on housing process. Among the objectives of the Growth Plan is to reduce urban sprawl, and to this end it carries forward many of the policies of the PPS while providing more direction on where intensification should be focused.

The Proposed Development advances these goals as an important opportunity for intensification of an underutilized site that supports the creation of a complete community.

Section 1.2 Vision and Guiding Principles

Section 1.2 sets out the vision for the Growth Plan for the Greater Golden Horseshoe and outlines a series of principles to guide land use planning decisions and public investment in infrastructure. These principles include making efficient use of land and prioritizing intensification and higher densities in strategic growth areas;

building compact, vibrant, complete communities; planning and managing growth to support a strong, competitive economy; sustainably managing natural resources; and optimizing the use of existing and new infrastructure to support growth in a compact form.

The proposed development adheres to these principles by intensifying an underutilized site that is well served by existing infrastructure and transit. The proposed development will also deliver a combination of new housing options and commercial space that will contribute to a complete community.

Section 2.2.1 Managing Growth

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

The Growth Plan further establishes that integrated planning will support the achievement of complete communities with a diverse mix of land uses (2.2.1.4.a); incorporate a mix of housing options (2.2.1.4.c); expand access to a range of transportation options (2.2.1.4.d.i); expand access to public service facilities (2.2.1.4.d.ii) as

well as safe, publicly accessible open spaces and parks (2.2.1.4.d.iii) and food options (2.2.1.4.d.iv); ensure the development of a vibrant public realm including public open spaces and high quality compact built form (2.2.1.4.e); and mitigate climate change impacts, improve resilience, and reduce greenhouse gas emissions (2.2.1.4.f).

The Proposed Development will achieve a more compact and sustainable form compared to the existing building which occupies the Subject Site today, and will better optimize the use of land. While the Subject Site is not within a strategic growth area, the Proposed Development and the requested ZBA will facilitate growth at a location within the settlement area and built-up area that is well-served by existing and planned transit infrastructure as well as municipal infrastructure and public services. The Proposed Development will support the creation of a complete community by providing for a broader range of new housing and modern employment and commercial spaces. The Proposed Development will therefore support the Growth Plan’s policy direction in strategically intensifying this area. The residential units proposed for this development will be rental tenure and include a range of unit sizes to meet the needs of a wide range of households. The proposed building design promotes energy efficiency and will expand and improve the design and activation of the public realm on this portion of the Dufferin corridor. By fostering growth in a strategic location that is well served by transit and municipal services, the Proposed Development conserves land and reduces the demand for automobile trips, helping to mitigate climate change impacts, improve resilience, and reduce greenhouse gas emissions.

Section 2.2.5 Employment

Section 2.2.5 of the Growth Plan sets out employment-related policies for the region. Policy 2.2.5.3 states that retail and office uses will be directed to locations that support active transportation and have existing or planned transit. Policy 2.2.5.15 further states the retail sector will be supported by promoting compact built form and encouraging the integration of retail and service uses with other land uses in support of complete communities.

The Proposed Development conforms with the policies of Section 2.2.5 by delivering a compact, mixed-use building along a corridor with existing and planned transit. Along with commercial and residential uses, at-grade retail uses are contemplated for the Proposed Development, contributing to the achievement of a complete community.

Section 2.2.6 Housing

The Growth Plan's housing policies specify the importance of providing a diversified housing stock and development permissions to allow municipalities to achieve minimum density targets, and ultimately support the achievement of complete communities. The policies encourage multi-unit residential development that incorporates a mix of unit sizes to accommodate a diverse range of household sizes and incomes (2.2.6.3). The policies also direct municipalities to support the creation of an increased housing stock and improved housing choice to accommodate forecasted growth.

The Proposal will help achieve the Growth Plan's Housing goals by delivering 143 new residential units, in a purpose-built rental format. By providing rental housing, the Proposal supports housing diversity and helps alleviate the acute demand for housing in Toronto. The Proposed Development will provide units in a range of sizes, including 33% that have 2 or more bedrooms. These units will help meet the housing needs of a range of households of different incomes and sizes and support the creation of a more complete community.

Section 3.2 Infrastructure to Support Growth

Section 3.2 addresses infrastructure planning, including the need to integrate transportation planning with land use planning and transportation investment (3.2.2.1). The related policies establish that the transportation system will be planned and managed to provide connectivity between a variety of transportation modes; decrease reliance on the automobile; increase use of active transportation and transit; and reduce greenhouse gas emissions through encouraging the use of low- and zero-emission vehicles and the adoption of a complete streets approach.

The Proposal represents an alignment of land use and transportation investments that conforms with and helps to advance the priorities of the Growth Plan. The Proposed Development will intensify an underutilized site in a location that is already served by TTC bus service on the Dufferin corridor and several TTC streetcar options to the north and south. The future residents and employees in the Proposed Development will also have access to,

and support the investments in, the West Toronto Railpath Extension and the King-Liberty SmartTrack transit station.

Summary Opinion

The Proposal conforms with and supports the relevant Growth Plan policies. The Proposed Development will optimize the use of land by providing strategic intensification within a settlement area and delivering new housing and employment opportunities on an underutilized site that is well-served by transit and municipal infrastructure. The Proposed Development will provide new jobs suited to modern employment needs, thereby supporting a strong economy, long-term economic prosperity, and the creation of a complete community. By co-locating the proposed residential and commercial uses on a site well-served by existing and planned transit, the Proposed Development aligns transit and land use policy. The Proposed Development takes an efficient form and features high-quality architectural and landscape design, contributing to climate change mitigation and resilience while helping to create a vibrant public realm. The new residential units will be rental tenure and range in size from studios to 3-bedrooms, offering diverse housing options that meet the needs of a wide range of households.

4.4 City of Toronto Official Plan

The Official Plan for the City of Toronto (“the Official Plan”) was adopted by City Council in November 2002. The Minister of Municipal Affairs and Housing (“MMAH”) approved the Plan, in part, with modifications. There were a number of appeals. On July 6th, 2006, the Ontario Municipal Board issued an Order which brought the majority of the Official Plan into force. The Official Plan is updated and amended regularly and was last consolidated in March 2022. Most recently, the MMAH approved Official Plan Amendments (“OPAs”) 479 and 480. OPA 479 addresses new policies for the public realm and OPA 480 addresses policies for the built form and building type policies. These new policies are reviewed in this Planning Rationale.

The City of Toronto Official Plan is the primary planning tool used to guide development in the city to 2031. It recognizes that Toronto’s future development will be through infill, and provides policies to ensure that this respects the surrounding context and advances the City’s objectives. As directed by the Planning Act, planning decisions must conform with the Official Plan.

Chapter 2 Shaping the City

Chapter 2 (Shaping the City) sets out the built form structure and transportation network within which future growth will occur, stating that a healthier Toronto will grow by attracting more residents and jobs to the city.

Policy 2.1(1) directs the City to work with regional partners and the Province to coordinate growth and focus it into a series of compact centres that are connected by transit, utilize existing infrastructure and services, reduce auto-dependency, create

better opportunities for people to live and work locally, and create and sustain well-paid, stable, safe, and fulfilling employment opportunities.

Section 2.2 of the Official Plan provides key policy direction on integrating land use and transportation. The Plan provides that future growth within Toronto is to be directed to areas which are well served by transit and the existing road network, and which have several properties with redevelopment potential. The policies in this section direct growth to take place in a manner that uses land efficiently, concentrates jobs and people along transit, contributes to the City’s fiscal health, promotes opportunities for living close to work, encourages walking and cycling for local trips, facilitates social interaction, improves energy efficiency while reducing the environmental impact of development, and protects neighbourhoods from the effects of nearby development.

Section 2.4 sets out a number of policies to integrate transportation and land use planning. The explanatory text describes the importance of making more efficient use of available infrastructure, reducing automobile dependency, and enhancing opportunities for walking, cycling and transit use. Map 4 shows the existing and planned higher-order transit infrastructure in Toronto. It shows the Subject Site in close proximity to the planned King-Liberty SmartTrack station.

The Proposal conforms with the policies and maintains the intention of Chapter 2 by increasing density in an area that is well served by transit and the existing road network, has a number of properties with development potential, and has good access to urban services and infrastructure. By introducing new housing and employment

options to an area well-served by transit, the Proposed Development will also reduce auto dependency, improve air quality, and increase opportunities for people to live and work locally. The proposed housing also achieves the objectives identified in this section by providing a variety of unit sizes and increasing the supply of housing for households of different sizes. As well, the proposed commercial space and public realm improvements will facilitate social interaction.

Chapter 3 Building a Successful City

Chapter Three contains policies to shape the built environment and establish the criteria by which development will be evaluated with respect to meeting the City’s social, environmental, and economic growth management objectives. The explanatory text of Section 3.1 emphasizes the importance of good urban design, directing that the City and the private sector work together as partners to create a great city and achieve Toronto’s architectural and urban design potential. Sections 3.1.1 (The Public Realm), 3.1.3 (Built Form), and 3.1.4 (Building Types) provide built form and design direction for new developments. These policies are described at a high level below and addressed in more detail in the Urban Design Analysis included with this report (see Section 5).

SECTION 3.1.1 THE PUBLIC REALM

Section 3.1.1 describes the public realm as a key shared asset that plays an important role in supporting employment and population growth, livability, health, social equity and overall quality of life. Together, elements of the public realm form a walkable, well-connected, safe, attractive, functional, and accessible network to support

communities. The Official Plan provides that, where appropriate, development will enhance and extend a high-quality public realm to support the creation of complete communities with public streets, parks, and open spaces.

The public realm network includes parks and open spaces, streets and lanes, and the public parts of buildings (Policy 3.1.1.1). Policy 3.1.1.2 states that the public realm will provide the setting and organizing framework for development; foster well-connected walkable communities that support a mix of activities and meet peoples' daily needs; support transit and active transportation use; provide a safe, comfortable and vibrant environment for social interaction and civic life; contribute to the physical character and identity of the City and its neighbourhoods; provide opportunities for active and passive recreation; be functional and fit within a larger network; and contribute to the City's climate resilience.

Policy 3.1.1.3 states that the City will seek opportunities to enhance and expand the public realm in order to support existing and future populations; contribute to a high quality of life for people of all abilities and ages; and anticipate changing needs and growth. Policy 3.1.1.4 encourages consultation, collaboration, and partnerships with indigenous communities in the planning of streets, parks, and open spaces. Policy 3.1.1.5 details the various measures through which high-quality design and construction will be promoted.

To provide comfortable, safe, and attractive spaces for all users, the Official Plan establishes that sidewalks and boulevards will provide well designed landscaping and tree planting, amenity

spaces, green infrastructure, setbacks, pedestrian-scale lighting, and quality street furnishings and decorative paving (3.1.1.13.a) and provide all-season direct, unobstructed, and continuous travel routes at a width that will serve existing and anticipated pedestrian volumes (3.1.1.13.c). The Plan also establishes that utilities will be located within streets, buildings and underground to enable the growth of trees to maturity and minimize negative impacts on the pedestrian, natural, and visual environment (3.1.1.13.b). It further provides that pedestrian safety and security will be promoted through design measures that are applied to streetscapes, parks, lanes, other public and private open spaces, and all renovated and new buildings (3.1.1.14).

Policy 3.1.1.15 establishes parameters for new and existing blocks and the development lots within them, directing that they enhance and expand the public realm network; have an appropriate size and configuration for the proposed land use; enhance cycling and walking networks by minimizing block lengths where appropriate, integrating development with these networks, and providing new pedestrian and cycling connections; incorporate street-oriented development with buildings fronting onto and having access and address from park and street edges; provide space within the block for parking and servicing including public lanes that provide service and delivery access where appropriate; provide for the integration of green infrastructure; and allow for phased, incremental development. To preserve and increase the number of healthy trees, the Official Plan directs that development proposals will demonstrate how to achieve the protection and maintenance of trees and their growing spaces (3.1.1.16).

To ensure their visibility, prominence, function, and accessibility, the policies of Section 3.1 provide that parks and other open spaces such as POPS will be located on appropriate public street frontages with direct visual and physical access. For buildings that face these open spaces, the policies promote active uses along the frontages (3.1.1.19).

Policy 3.1.1.27 details measures that ensure the accessibility of public spaces and buildings, including creating and maintaining a connected network of parks, open spaces, and streets with pedestrian clearways and curb cuts on corners of City streets (3.1.1.27.a) and ensuring that the plans for all new buildings meet Provincial and municipal accessibility standards (3.1.1.27.b).

The Proposed Development conforms with the relevant policies of Section 3.1 of the Official Plan. The Proposal will provide a safe and animated public realm for those who live and work in the surrounding area. The high-quality design of this space will include enhanced landscaping and an expanded sidewalk zone (from 3.5 m to 5.2 m) to support the goals of the Official Plan. The Proposed Development will add street trees on the Dufferin frontage, improving the current condition, which includes little notable vegetation across the Site. The ground floor façade treatment will consist primarily of glazing, making the commercial uses on the ground floor and mezzanine level highly visible and helping to activate the public realm. Five commercial entries are proposed along Dufferin Street, providing frequent breaks in the frontage and further animating the public realm.

The Site's Dufferin frontage is a critical

component of the broader active transportation network due to its location between two bus stops on a well-served bus corridor that is contemplated for further transit improvements as well as its adjacency to the planned West Toronto Railpath extension and the raised cycle track on Dufferin Street that connects Florence Street with Waterloo Avenue and creates a continuous east-west cycling route. The proposed improvements to the public realm on the Dufferin frontage will provide a safe and comfortable pedestrian environment that will support active transportation and transit use.

SECTION 3.1.3 BUILT FORM

The built form policies in Section 3.1.3 of the Official Plan provide principles for the location and organization of development, its massing, and appropriate amenity within the existing and planned context to ensure each new building will promote and achieve the overall objectives of the Plan.

Site Organization and Location

With respect to site organization and location, the policies in Section 3.1.3.1 provide that development will be located and organized to fit within its existing and planned context; frame and support adjacent streets to support civic life and the use of the public realm; and to improve safety, pedestrian comfort, interest, and experience. This is to be achieved by: generally locating buildings parallel to the street with consistent front yard setbacks (3.1.3.1.a); providing additional setbacks at street intersections, prominent destinations, parks and open spaces, transit stops, natural areas, sites at the end of a corridor, and areas with high pedestrian volumes (3.1.3.1.b); locating

building entrances on prominent façades fronting on public streets, parks, or open spaces and directly accessible from the public sidewalk (3.1.3.1.c); providing ground floor uses, entrances, and windows that allow views from and access to adjacent streets, open spaces, and parks (3.1.3.1.d); preserving existing mature trees whenever possible (3.1.3.1.e); and providing comfortable wind conditions at adjacent open spaces and at the street to preserve the utility of the public realm (3.1.3.1.f).

The Official Plan also establishes that, when appropriate, development will provide accessible open space and prioritize open space in locations with access to direct sunlight (3.1.3.2), and that to protect privacy, developments will provide separation distances and setbacks from neighbouring properties and walls containing windows (3.1.3.3).

The Built Form policies also address site access, parking and loading, servicing and utilities. The policies provide that parking and loading, services and utilities for new development should be organized to minimize the impact on and improve the attractiveness and safety of the Site, surrounding properties, and the public realm by: providing underground parking when appropriate (3.1.3.4.d); integrating servicing within buildings where appropriate (3.1.3.4.c); using public lanes, shared private driveways and service courts for servicing when possible (3.1.3.4.a); minimizing and consolidating the width of curb cuts and driveways across the public sidewalk (3.1.3.4.b); removing existing, and limiting new surface parking and vehicular access between the front

face of the building and the public sidewalk or street (3.1.3.4.e); and integrating above-ground parking within buildings, limiting such structures, and providing attractive façades and active uses along adjacent parks, open spaces and streets (3.1.3.4.f).

Building Shape, Scaping, and Massing

Regarding building shape, scaling and massing, Section 3.1.3.5 of the Official Plan establishes that development will be located and massed to fit within the existing and planned context, frame and define the edges of the public realm with good street proportion, ensure access to direct sunlight and daylight, and fit within the character of the area. This is to be achieved by providing streetwall heights and setbacks that fit harmoniously with the existing and planned context, and stepping back building mass and reducing building footprints above the streetwall height. (3.1.3.5). The policies also require that development provide transition in scale between areas of different intensity of use or building heights, considering the existing and planned context of the public realm and neighbouring properties. (3.1.3.6). The policies clarify that transition in scale will be provided within the development site and will be measured from adjacent and shared property lines (3.1.3.7).

Building Design and the Public Realm

The Built Form policies also address improving the public realm through building design. The policies provide that the design of building façades will consider proportion, scale, materiality, and rhythm in order to: ensure fit with adjacent façades, provide a high-quality of design on building floors