

visible from the public realm to contribute to a pedestrian scale, break up long façades to reinforce the existing and planned context, and provide grade relationships that provide views and direct access from and into the public realm (3.1.3.9).

The policies also establish that new development will provide amenity for pedestrians in the public realm to make areas adjacent to streets attractive, interesting, comfortable, and functional by providing: improved boulevards and sidewalks to ensure that streets and open spaces are attractive, comfortable and interesting for pedestrians (3.1.2.10.a); coordinated landscape improvements in setbacks to transition from the public to the private realm, enhance local character, and fit with public streetscapes (3.1.2.10.b); weather protection (3.1.2.10.c); landscaped open space within the development site (3.1.2.10.d); landscaping along the edge of surface parking lots, streets, parks, and open spaces to define the street edge and visually screen parking lots from the public realm (3.1.2.10.e); and, when agreed upon, include public art (3.1.2.10.g).

#### **Private and Shared Amenity Spaces**

The Built Form policies also address private & shared amenity spaces. Policy 3.1.3.11 states that indoor and outdoor amenity spaces provided as part of multi-unit residential developments should be well designed, high quality, and consider the needs of residents of all ages throughout the year and over time. The policies also state that outdoor amenity spaces should be located at or above-grade; have access to daylight; when possible, have access to direct sunlight; provide comfortable

shadow, wind, and noise conditions; be physically separated from and located away from servicing and loading areas; have well-designed and generous landscaped areas to provide privacy and an attractive interface with the public realm; accommodate existing and mature trees; and promote use through all seasons (3.1.3.13)

**The Proposed Development conforms with the applicable built form policies of the Official Plan. Note that built form is further assessed in the Urban Design Analysis section of this report.**

**The Proposed Development will front onto Dufferin Street and Alma Avenue, appropriately aligned with and framing these public streets. Numerous commercial entrances are provided along Dufferin Street, with residential entrances located on the more private north and south faces of the building, with entrances being directly accessible from the public sidewalk. The building's highly transparent ground floor will support a vibrant public realm, while stepbacks at upper storeys will produce comfortable wind conditions for pedestrians. Regarding vehicle access, loading requirements, and parking, the Proposed Development supports pedestrian comfort and safety and minimizes visual impacts, improving the condition of the Site. Existing surface parking will be removed, and all loading and parking requirements will be met within the building envelope, with vehicle access provided via a single curb cut on Alma Avenue.**

**The Proposed Development will create an attractive and appropriately scaled streetwall that responds to surrounding built form, providing a transition between areas of differing**

**development intensity. Above the streetwall, the upper component of the building has a minimal floorplate of 729 square metres. The context-sensitive massing strategy places the upper portion of the building at the southwest corner of the Site, creating an appropriate transition down to the lower scale areas to the north and east, and limiting the perception of height from the public realm. The massing strategy and associated stepbacks also limit shadow impacts and preserve sky views.**

The commercial uses provided on the ground floor and mezzanine levels will help create an animated public realm while high-quality façade design will reinforce a human scale with views into and from the public realm. The Proposed Development will include increased setbacks at grade to accommodate expanded sidewalks, improving pedestrian circulation and comfort. The Proposal provides both 290 m<sup>2</sup> of indoor and 286 m<sup>2</sup> of outdoor amenity space that will meet the needs of residents of all ages.

#### **SECTION 3.1.4 BUILDING TYPES – MID-RISE BUILDINGS**

The Official Plan defines mid-rise buildings as a transit-supportive form of development at a scale between low-rise and tall building forms, with heights that are contextual, but generally no greater than the width of the associated right-of-way. Policy 3.1.4.4.b promotes views of the sky from the public realm by directing buildings to step back generally at a height equivalent to 80% of the adjacent right-of-way width.

Section 3.1.4 of the Official Plan also includes explanatory text regarding transition in scale, which it defines as the geometric relationship between more intense development and parks, open spaces, or areas of low-scale development. According to the Official Plan, transition in scale can be measured in a variety of ways, each of which may be used individually or in combination with others, the overall intent being to quantify the impacts (such as shadows and privacy) of larger-scale development on lower-scale development and the public realm. Measures include:

- *Angular planes;*
- *Stepping height limits;*
- *Location and orientation of buildings;*
- *Setbacks and setbacks of building mass; and*
- *Separation distances*

The Official Plan elaborates, pointing out that good transition in scale is contextual and must account for the planned level of growth.

The Proposed Development takes a mid-rise built form that provides an appropriate transition in scale while remaining transit-supportive and balancing the impacts of intensification with adjacent properties and the public realm. The Proposed Development conforms to the mid-rise policies of the Official Plan while drawing on and responding to existing mid-rise buildings in the surrounding context. The proposed mid-rise built form is reviewed in greater detail in Section 4.7 below and the Urban Design Analysis section of this report.

### **SECTION 3.2.1 HOUSING**

The Official Plan promotes adequate and affordable housing as a basic requirement for everyone. The policies in Section 3.2.1 outline the need for a full range of housing options to meet distinct housing needs in the city. Policy 3.2.1.1 states the need for a full range of housing options in terms of tenure, form, and affordability in order to accommodate the needs of current and future residents. The policies establish that while the existing housing stock will be maintained and replenished, new housing will be encouraged through intensification and infill (3.2.1.2).

**The Proposal conforms with the housing policies of the Official Plan by intensifying an underutilized site to deliver 143 new purpose-built rental housing units. To support the Official Plan's policy objectives, the Proposed Development offers a range of housing unit sizes, of which 33% are family-oriented two- and three-bedroom units.**

### **SECTION 3.2.2 COMMUNITY SERVICES AND FACILITIES**

Section 3.2.2 of the Official Plan addresses the quality of life and health and well-being of Toronto's communities. The policies address the provision of community services and facilities. Policy 3.2.2.1 highlights the importance of ensuring that an appropriate range of community services and facilities are provided in areas of major or incremental physical growth (3.2.2.1.c) and encourage the inclusion of community service facilities in significant private sector developments through development incentives and public initiatives (3.2.2.7).

**A Community Services and Facilities Study (CSFS) of the area around the Subject Site dated November 2022 has been prepared by Urban Strategies for this application and is provided under separate cover.**

In summary, the CSFS findings are as follows:

- The Proposed Development includes 143 new residential units, which could generate approximately 237 new residents.
- If all of the development applications in the area are ultimately built (including the proposed development, approved development, and other proposals in the area) the area could see a growth of 2,825 units, which would produce approximately 4,844 new residents. Notwithstanding, such development would occur incrementally over a period of many years.
- There are 2 public schools that serve the Subject Site: one elementary and one secondary. There is limited capacity at these schools to accommodate the Proposed Development, with some potential for secondary students to be accommodated at other underutilized schools in the area.
- There are 5 TCDSB schools that serve the Subject Site, with some capacity at both the elementary and secondary levels.
- There are 4 recreation centres within the Site's surrounding area, one of which is a 5-minute walk from the Site.

- There are many parks and open spaces in and around the Study Area, with Mary McCormick Park being particularly well equipped accessible from the Subject Site.
- The Site is well served by three Toronto Public Library Branches, with the Parkdale Branch being closest to the Site and equipped with the widest range of programs, services, and diverse collections.
- In total, there are 40 effective vacancies at childcare centres within the Study Area, including 22 toddler spaces and 18 preschool spaces. The facilities currently have limited capacity to serve families with infants and school-aged children, though there is some potential for capacity increases as the Canada-Ontario Early Years and Childcare Agreement sees further implementation.
- The Proposed Development is well served by a range of human services and local organizations.

### SECTION 3.2.3 PARKS AND OPEN SPACES

Section 3.2.3 recognizes the importance of parks and open spaces to the health and livability of the city. Policy 3.2.3.2 addresses parkland acquisition strategies, and whether to accept parkland or cash contribution as a condition of development. These decisions take into consideration a range of factors, including amount of existing parkland, existing amenities and features, demographic characteristics, urban form and land availability and cost.

Map 8B identifies the Site as being in an area of the city that has 0-0.42 hectares of local parkland

per 1,000 people. This is the lowest category for parkland provision. However, due to the Site's size and other physical characteristics, it is not feasible to provide parkland on site. The Proposal will provide cash-in-lieu of on-site parkland dedication.

### 3.5.1 CREATING A STRONG AND DIVERSE CIVIC ECONOMY

Section 3.5.1, parts of which are under appeal at the OLT and not currently in force, provides policy direction to attract new business and jobs, maintain the diversity of our economic base, and maintain a healthy municipal tax base. The policies establish that Toronto's economy will be nurtured and expanded by maintaining a strong and diverse economic base (3.5.1.1.a); contributing to a broad range of stable, full-time employment opportunities (3.5.1.1.b); and providing appropriate locations and opportunities for new retail and service establishments (3.5.1.2.c). This section also establishes that the City will pursue a balanced growth of jobs and housing to maintain a complete community (3.5.1.3.a); reduce the need for long distance commuting and lessen regional road congestion (3.5.1.3.b); and increase the proportion of travel by transit, walking, and cycling (3.5.1.3.c).

**The Proposed Development conforms with the policies in this section in that it maintains and increases the amount of non-residential space that exists on the Site currently, while converting it from an under-performing light industrial form with a low density of jobs to modern employment and commercial space that better suits the modern economy. By providing 930 square metres of non-residential space, the Proposal is estimated to support 32 jobs. While the Proposal maintains and diversifies the Site's employment**

offering, it also adds 143 new residential units in a mixed-use format that co-locates jobs and homes near transit, increasing opportunities for people to live and work locally and growing the proportion of travel by transit and active transportation.

### 3.5.3 The Future of Retailing

Section 3.5.3 includes policies to promote a strong and diverse retail sector. This includes permitting a broad range of shopping opportunities for local residents and employees (3.5.3.1.a); supporting specialty retail to attract residents and tourists (3.5.3.1.b); and supporting a form of retail that promotes transit and pedestrian use (3.5.3.1.d). Policies in this section also state that development applications will support the public realm by providing retail space in a type and form that is compatible with the existing and planned context (3.5.3.2.a) and encouraging retailing in more intensive formats (3.5.3.2.d). Larger developments proposed on streets adjacent to higher order transit should provide street related retail with a fine grain of entrances or articulation of storefronts (3.5.3.3).

**Pending Ministerial approval of OPA 591, SASP 794 will permit retail as a non-residential use on the Site. If ultimately permitted, the Proposed Development may provide retail uses on lands designated *Mixed Use Areas* and fronting on public streets to service those who will live and work in the proposed development and the broader area. The proposed sidewalk widening and landscaping across the site will create a pleasant public realm that will further support potential retail uses and integrate with the surrounding context.**

## Chapter 4 Land Use Designations

Chapter 4 of the Official Plan provides development criteria and policies for specific land use designations, which are intended as the key implementation tool for achieving the growth strategy of the city's urban structure. In general, the Official Plan directs population and job growth to four land use designations: *Mixed Use Areas*, *Employment Areas*, *Regeneration Areas*, and *Institutional Areas*. Through OPA 591, City Council has recently approved the site's conversion from a *Core Employment Area* designation to a *Mixed Use Areas* designation. OPA 591 awaits Ministerial approval.

### SECTION 4.5 MIXED USE AREAS

The explanatory text for this section states that *Mixed Use Areas* are expected to accommodate most of the city's anticipated increase in retail, service commercial, and office employment, as well as the majority of new housing. The policies for *Mixed Use Areas* establish that they are made up of 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 (4.5.1).

The development criteria for *Mixed Use Areas* in Section 4.5.2 establish that development will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community (4.5.2.a);
- provide new jobs and homes for Toronto's growing population on underutilized lands (4.5.2.b);

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

The Proposed Development addresses the applicable development criteria set out in Policy 4.5.2 by providing new housing and commercial uses on an underutilized site with a *Mixed Use Areas* designation which is intended to accommodate job and population growth. The Site has good access to transit as well as existing services and facilities. The Proposed Development will frame the streets and has been designed and

located to minimize shadow impacts on nearby properties designated Neighbourhoods. Parking, loading, and vehicle access are provided internal to the building, with access off of Alma Avenue, mitigating traffic impacts and impacts on the public realm.

The improved public realm will facilitate comfortable, convenient pedestrian movement along Dufferin Street in front of the Proposed Development. Residents of the Proposed Development will have access to indoor and outdoor amenity space. The application incorporates Toronto Green Standard Tier 1 and other sustainability features, including green roofs, tree plantings, minimized parking rates, short- and long-term bicycle parking, and bird-friendly glazing.



Figure 23: Official Plan Land Use: Map 18



## 4.5 SASP 794

As discussed in Section 2.2, Toronto City Council has approved the conversion of the Site from a *Core Employment Areas* land use designation to *Mixed Use Areas* through the ongoing Municipal Comprehensive Review. This conversion is implemented through Site and Area Specific Policy (SASP) 794. SASP 794 was approved by Council as part of Official Plan Amendment 591 on July 19, 2022. OPA 591 is now awaiting Ministerial approval.

SASP 794 permits a mid-rise, mixed-use development on the Site, subject to additional conditions, the most of relevant of which are as follows:

- A minimum of 8% of the total GFA of development on the Site must accommodate uses permitted in *Employment Areas*, and a minimum of 51% of that area must be for uses permitted in *Core Employment Areas*;
- Compatibility must be assured through measures such as a *Compatibility/Mitigation Study*, *Noise Impact Study*, *Vibration Study*, and *Rail Safety Report*;
- Sensitive land uses such as new residential uses must be located, designed, and buffered so as not to conflict with the ongoing operation of nearby employment uses;
- If a condominium development is proposed, affordable housing will be provided for a period of 99 years in the form of either:
  - 7% of total new residential GFA as affordable ownership housing; or
  - 5% of total new residential GFA as affordable rental housing;
- If a purpose-built rental development is proposed, there is no minimum requirement for affordable housing.

**This Zoning By-law Amendment application conforms with SASP 794.**



Figure 24: SASP 794 Area Map

## 4.6 City of Toronto Zoning By-Laws

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

The City of Toronto Zoning By-law 569-2013 was enacted on May 9th, 2013 and was appealed to the Ontario Municipal Board (now the Ontario Land Tribunal). Accordingly, By-law 569-2013 is not currently completely in force and effect until it is ultimately approved by the Tribunal. By-law 569-2013 was a harmonization by-law that combined the zoning by-laws of the pre-amalgamation municipalities that now make up Toronto (East York, Etobicoke, North York, Scarborough, York, and City of Toronto). By-law 569-2013 did not update the regulations of former City of Toronto Zoning By-law 438-86.

The Subject Site is not currently included in the city-wide Zoning By-Law 569-2013. The in-force zoning by-law applicable to the Site is former City of Toronto Zoning By-Law 438-86. This application proposes to establish that the Site will henceforth be regulated by City-wide Zoning By-law 569-2013, and includes a draft site-specific zoning by-law to implement this change. The draft site-specific by-law would control the form of the development on the Site, and create other site-specific zone provisions for the Proposed Development.

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

### By-Law 438-86

The Site is currently zoned I1 D2 under Zoning By-Law 438-86. The I1 zoning code represents the Industrial Districts zone (subcategory 1), while D2 denotes a prescribed maximum non-residential density of 2.0 FSI. Permitted uses in an I1 zone include uses such as clinics and health centres; breweries and wineries; artist live-work studios, designer's workshops, and other custom workshops; publishers and bookbinder's shops and printing plants; software design and development establishments and industrial computer services; wholesaling establishments; carpenter's, welder's, and sheet metal shops; ceramics, plastics, pharmaceutical, fur goods, and garment factories; packaging plants; and commercial schools. No residential uses are permitted within any Industrial District zone.

The I1 zone also includes regulations regarding setbacks, including 3-metre setbacks from side and rear lot lines that abut R zones (Residential Districts), as defined by By-Law 438-86, and front lot line setbacks equal to half those applied on adjacent R-zoned properties. Other regulations include restrictions on open storage areas (apart from the parking of vehicles) and means of accessing I1-zoned sites.

### By-Law 569-2013

The City-wide Zoning By-law 569-2013 (the By-law) does not repeal former general zoning by-laws, but it does supersede them where it applies. On these properties, By-law 569-2013 regulates numerous aspects of building and site design, including but not limited to: setbacks, heights, separation distances, parking rates, permitted

uses, building orientation, arrangement of uses on a lot, densities, and landscaping requirements. The By-law includes the following zones: Residential, Residential Apartment, Commercial, Commercial Residential, Commercial Residential Employment, Employment Industrial, Institutional, Open Space, and Utility and Transportation.

This application proposes a Commercial Residential (CR) zoning. The CR zone permits a range of retail, service, commercial, office, residential and limited industrial uses in single and mixed-use buildings. Maximum densities for each lot are regulated, as well as the maximum density by use (commercial or residential). The CR zone also includes three Development Standard Sets, each outlining a range of other parameters relating to parking, setbacks, separation, landscaping, and loading space. The proposed zoning is CR 8.0 (c1.0; r7.5) SS1 with site specific exceptions. This means the maximum density permitted on the Site is a floor space index of 8.0 (with commercial uses being limited to 1.0 FSI and residential uses limited to 7.5 FSI) and Development Standard Set 1 applying to the Site.

**The applicable zoning does not reflect the Site's Council-approved *Mixed Use Areas* designation, nor does it permit a suitable development form or type given the growing prevalence of tall and mid-rise mixed-use development in the Site's immediate context. The current Proposal seeks a site-specific rezoning that will better align with the Site's current and evolving context and bring the zoning into conformity with the Official Plan and the Growth Plan by permitting growth in a suitable location. Full details on the proposed zoning are provided in the Draft Zoning By-law provided under separate cover.**

## 4.7 Mid-Rise Building Performance Standards and Addendum

The 2010 Mid-Rise Building Performance Standards (the “Standards”) and their 2016 Addendum provide detailed guidelines on a wide range of building features with the goal of creating healthy, livable, vibrant main streets through high-quality urban design. The Standards initially came about as part of an effort to create new as-of-right zoning permissions along the Avenues, with the Addendum expanding their scope to the Major Streets, the ultimate goal being to facilitate high-quality, context-sensitive mid-rise development that supports excellence in urban design and public realm along these streets. The Standards recognize that some guidelines may be inappropriate in certain cases where design excellence is achieved another way. Those responsible for such projects must demonstrate to the City where these exceptions exist. The Standards are guidelines that have been endorsed by Council, but they are supplementary to the policies of the Official Plan, and not policies themselves.

The Mid-Rise Building Performance Standards and Addendum are reviewed in greater detail in the Urban Design Analysis section below.

The Standards and Addendum provide design guidance for mid-rise buildings on Avenues and Major Streets (as identified in the Official Plan), with key guidelines as follows:

- *Buildings should be no taller than the adjacent right-of-way is wide;*
- *Buildings should provide transition in scale to neighbourhoods;*
- *Sidewalks should be wide enough for street trees, accessibility purposes, and a lively pedestrian culture*

- *Sidewalks should receive at least five hours of sunlight from spring to fall;*
- *Ground floors should provide uses that support a safe, active pedestrian realm;*
- *The public realm should be protected and enhanced by limiting vehicle access from Avenues/Major Streets, encouraging shared access, and creating a public laneway system that is accessed from side streets;*
- *Buildings and streets should achieve a high standard of sustainability, architecture, and urban design in order to support quality of life; and*
- *Within Character Areas, Heritage Conservation Districts (HCDs), or HCDs under study, mid-rise development sites should reflect local conditions and reference additional design guidelines that promote context sensitive intensification.*

**The Proposed Development meets the general intentions of the Mid-Rise Building Performance Standards (2010) and Addendum (2016) while also responding to a built form context that includes tall, mid-rise, and “tall mid-rise” buildings, an increasingly common built form that has regard for many of the objectives of the Standards but achieves heights greater than the right-of-way width.**

**The Proposed Development is taller than Dufferin Street is wide, but this tall mid-rise built form typology is already established in the surrounding context by the Brixton, directly south of the Site, the mixed tall and mid-rise development at 11 Peel Avenue, and other developments in the Queen-Dufferin area. The**

**Proposed Development also provides transition to its lower-scale surroundings by creating a sensitively designed 4-storey streetwall that steps down from the taller 6-storey streetwalls established south of the Site. Above the streetwall, significant setbacks from the north and east building faces further support appropriate transition between scales. The Proposal also recognizes that the townhomes to the north of the Site, while resembling Neighbourhoods fabric, remain legal non-conforming uses with an Employment Areas designation. These townhomes properties can be expected to redevelop in the future, and would provide further transition to the Neighbourhoods lands on the north side of Florence Street. The building design and massing strategy balance transition in scale with a number of significant planning priorities, such as rental housing, increased employment space, transit-supportive intensification, and the efficient use of infrastructure. As such, the lower building component provides an explicit scale relationship to the right-of-way, while the deeply set back upper component is able to efficiently deliver several project benefits.**

**The Proposal includes a 5.2-metre sidewalk zone, surpassing the guideline for a 20-metre right-of-way. The lower building component creates a streetwall that is lower than the width of the right-of-way and the upper building component features a minimized floorplate that is strategically located, ensuring that shadows are fast moving and the public realm has access to sunlight and skyviews. Commercial uses at grade and high façade transparency will help create a safe and active public realm.**

Parking, loading, and servicing are handled within the building envelope and accessed from Alma Avenue, protecting the public realm and reducing traffic conflicts on the busier Dufferin Street. A laneway at the rear of the Site is not proposed because the surrounding area, despite recent development, does not include laneways. A laneway on the Subject Site would not function as intended because it would be disconnected from the broader network of laneways and streets, and it would significantly reduce the Site's capacity to provide much-needed housing and employment space. An isolated stretch of laneway on the Subject Site would not be in keeping with the immediate context or provide the benefits typically expected of a laneway system. Further, by handling parking, loading, and servicing within the building envelope, the Proposed Development reduces the impact of these activities on the public realm and mitigates effects such as noise.

The Proposed Development features well-considered urban design, high-quality architecture, and a sustainable, efficient building envelope that will meet the Toronto Green Standard. The Site is not located within an HCD, HCD under study, or a Character Area.



## 4.8 Pet-Friendly Guidelines

The City of Toronto's "Pet Friendly Guidelines and Best Practices for New Multi-Unit Buildings" (2019) document provides a series of guidelines to inform the design and planning of pet amenities in new multi-unit residential communities. Specifically, the guidelines aim to support a network of complementary and diverse pet-friendly spaces and amenities to supplement the City's existing public realm. The guidelines are presented at three scales: the Neighbourhood, the Building, and the Unit.

Section 3.1 specifies that new developments should support their on-site pet population with sufficient amenities and spaces to meet their needs and reduce the burden on public parks and open spaces. Best practices are identified, including exploring partnerships with local businesses, BIAs, existing development, community groups and others, to increase the amount of publicly accessible pet amenity space in the area (3.1.d). The guidelines identify small park spaces as insufficient facilities for large pet populations, stating that these facilities should be complemented with on-site amenity provisions (3.2.3.a). Section 3.2.5 highlights that streetscapes, pathways, and trails can function as the primary means of exercise, play, and socialization, and the contributions of these on-leash spaces should not be underestimated within the pet amenity network.

Section 4 of the Guidelines contains recommendations for the design of new buildings in terms of use, function, location, and design of on-site amenities to support the creation of more pet-friendly buildings. Section 4.1 recommends that the appropriate size and range of pet amenities be determined based on the current and anticipated size and needs of the pet population, existing local pet amenities and facilities, and neighbourhood

demographics. This section also guides that the provision of pet amenities should be balanced with consideration for the scale, context, and unique design constraints of a development. New development is recommended to meet the amenity requirements of the zoning by-law and allocate at least 10% of amenity space to pet amenities at no additional cost above maintenance fees (4.1.1.a-c). It is recommended that all new development with 20 units or more incorporate an outdoor pet relief area of 5 m<sup>2</sup> minimum, while developments with 100 units or more should also include a minimum 6 m<sup>2</sup> pet wash station and an outdoor off-leash area with a minimum size of 20 m<sup>2</sup> (4.1.1.e, 4.1.1.f).

Sections 4.2 to 4.4 provide detailed guidelines for indoor and outdoor pet amenities, emphasizing the importance of off-leash areas, including matters such as their design, features, materials, size, location, operations, and maintenance. Section 4.6 contains recommendations on the design of pet-friendly landscaped spaces to mitigate wear and tear from heavy dog use. Section 4.7 provides direction for designing building spaces such as entrances, lobbies, elevators, and corridors, to support the movement of all users, including dog owners, with consideration for access and circulation. Section 4.8 describes how mechanical systems and waste management facilities can be configured to support clean, quiet, and healthy buildings. Section 4.9 provides options for quick relief and safe and comfortable spaces for pets and all residents year round, focusing on the winter design of pet amenity spaces. Section 4.10 provides guidance on the selection of surface materials (such as pet friendly artificial grass, wood chips, or permeable pavers) based on the application and needs of a space.

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

**The Proposed Development is designed to achieve the intent of the Pet Friendly Guidelines. The Proposed Development seeks to create accessible, comfortable, and safe opportunities for all types of users, including pets and pet owners. The Proposal includes a widened sidewalk zone, as streetscapes are among the most regularly used components of the public realm and functioning as on-leash areas for pet exercise, play, and socialization. The Proposed Development is also located close to the planned West Toronto Railpath Extension, which will be a valuable trail resource accessible to pet owners. As per guideline 4.1.1.a, the Proposed Development meets the indoor and outdoor amenity requirements of Zoning By-law 569-2013.**

## 4.9 Expanding Housing Options in Neighbourhoods

Expanding Housing Options in Neighbourhoods (EHON) is a City of Toronto initiative to facilitate a wider range of low-rise housing types in residential neighbourhoods. The initiative seeks to expand opportunities for missing middle housing forms, such as semidetached dwellings, triplexes, and walk-up apartments. Missing middle housing types can be found in many parts of Toronto today, but under current zoning they are limited in where they can be newly built. Expanding Housing Options in Neighbourhoods includes several priority projects that have been endorsed by Council, including:

- *Permitting new types of accessory housing such as garden suites and coach houses;*
- *Allowing more residential units in forms compatible with existing houses, such as duplexes and triplexes, where they are currently not permitted;*
- *Zoning to allow more low-rise housing options on major streets; and*
- *A pilot project that is already underway in Beaches East York*

Several actions have already been undertaken as a result of the initiative, including Council's adoption of OPA 612 – Retail, Service and Office Uses in Neighbourhoods and an accompanying zoning by-law amendment (By-law 820-2022). These amendments are in full force and effect. Historically, the Official Plan and related by-laws have emphasized the physical stability of Neighbourhoods, and disallowed new construction of missing middle housing forms. While the changes contemplated and proposed under the EHON initiative, such as a draft Official Plan Amendment allowing multiplexes in

Neighbourhoods, continue to support a context sensitive approach to development that will ensure compatibility between existing dwellings and new missing middle construction, they recognize that missing middle dwelling types already exist and provide significant benefits across Toronto.

**As the Dufferin corridor continues to transition to an increasingly mixed-use, tall and mid-rise building character at key intersections like Queen Street West, the intervening blocks will also continue to evolve in response to those intensified clusters and the increased transit investment. It is not anticipated that the entire street intensify in the same manner as at key intersections, but it is likely that the mixed-use fabric will extend beyond the intersections as it has north of Dufferin-Queen. In the context area of the Site, it is likely that more tall and mid-rise building intensification will continue to occur to the immediate north, west and east on lands currently designated *Employment Areas* or *Neighbourhoods*. Many areas will remain *Neighbourhoods*, but as the EHON initiative indicates, the range of built forms permitted in *Neighbourhoods* is changing, and where low-rise residential areas meet Major Streets such as Dufferin Street, it is likely that higher density multiplex development will gradually replace low-rise forms that no longer reflect market conditions or meet the needs of a growing city. As such, the Proposed Development's relationship with its low-rise surroundings, particularly regarding transition and scale, should be considered not only in the context of the current low-scale surrounding built form, but also in the context of the likely future condition that includes missing middle forms such as walk-up apartments.**



# 5.0 URBAN DESIGN ANALYSIS

## 5.1 Introduction

This section evaluates the Proposed Development in the context of the applicable urban design policies and guidelines from the City of Toronto Official Plan and the Mid-Rise Building Performance Standards. References to applicable policies and guidelines are included throughout the section. The Official Plan provides that mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms, and whose heights are contextual and informed by the rights-of-way on which they front. The Official Plan Built Form policies for mid-rise buildings establish that they will “have heights generally no greater than the width of the right-of-way” (3.1.4.4.a). The Proposed Development is taller than the width of the Dufferin Street right-of-way, but in our view the design and proportion of the proposed building are more representative of a mid-rise form than a tall building, which in Toronto typically have significantly taller heights and larger floorplates than the Proposed Development. The Proposed Development is also located in an area with an established “tall mid-rise” character, with three mid-rise buildings to the immediate south in the Brixton development that have heights greater than the width of Dufferin Street. As such, the urban design analysis contained in this section responds to built form policies and guidelines for mid-rise buildings rather than those for tall buildings.

The urban design analysis contained within this section is organized under the following themes:

**Responding to Context:** How the Proposed Development integrates with and responds to the surrounding built form context.

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

**The Public Realm:** How the Proposed Development will contribute to public realm improvements.

**Access and Circulation:** How the Proposed Development contributes to pedestrian, cycling and transit connectivity and circulation, and accommodates vehicle and loading access on the Site.

This review demonstrates that the proposed design will support a context-sensitive development within an evolving area that is well suited to growth. The design will also contribute to achieving a range of significant planning priorities, such as rental housing, new employment space, and an improved public realm.



## 5.2 Responding to Context

### City of Toronto Official Plan

#### 3.1.3 Built Form

#### 3.1.4 Built Form – Building Types (Mid-Rise Buildings)

#### 4.5 Mixed Use Areas

### Mid-Rise Building Performance Standards

#### Standards 1-3, 4A-4C, 5C, 6, 8A-D

### Fit and Transition

The Official Plan states that development should fit with its existing and planned context as well as the surrounding character (3.1.3.5). The sidebar text on Existing and Planned Contexts explains that in stable areas such as Neighbourhoods, the planned context typically reinforces the existing context. The context area around the Subject Site is not stable and has instead been evolving through a process of public works projects in the form of road re-alignments, transit and active transportation infrastructure investment, and land use conversions and redevelopment. As such, development proposals in the area must both respond to the existing character of the area and anticipate change. The Official Plan also requires that developments provide good transition in scale between areas of different building heights and/or intensity of use, with consideration for both the existing and planned contexts of neighbouring properties (3.1.3.6). The Plan states that development will protect privacy by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.3.3).

The Official Plan policy guidance explicitly related to mid-rise buildings is general in nature. Policy 3.1.4.4 states that mid-rise buildings will be designed to:

- a. have heights generally no greater than the width of the right-of-way they front onto; and
- b. 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.

Policy 3.1.4.5 directs that mid-rise buildings on corner sites with different right-of-way widths will have building heights along each street edge that relate to the corresponding right-of-way width. The Official Plan also provides that the location and massing of new buildings in Mixed Use Areas will provide transition between areas of different development intensity and scale, particularly lower scale Neighbourhoods (4.5.2.c).

The Mid-Rise Building Performance Standards (“the Standards”) provide more detailed guidance on how appropriate contextual fit is to be achieved. Standards 1-3 address height minimums and maximums and introduce stepback guidance. Standards 4A-4C address how mid-rise buildings should align with and step back from their front lot lines, and recommend 45-degree angular planes taken from a height equivalent to 80% of the right-of-way width. Standards 5A-5D address rear transitions to various uses, including Employment Areas. Standard 6 provides guidance on how angular planes are to apply on corner sites. Standards 8A-8E provide guidance on how mid-rise buildings should respond to side lot lines and various conditions on neighbouring sites.

**The Site is located within a mixed built form context. This segment of Dufferin Street includes a unique combination of tall buildings south of Peel Avenue, tall mid-rise buildings to the immediate**

**south of the Site, low-scale employment lands to the west, legal non-conforming townhomes on General Employment-designated lands to the north, and low-rise Neighbourhoods to the east. The tall buildings and tall mid-rise buildings to the south include some significant vertical elements with little articulation in their architecture after deep setbacks from the property lines. The most prominent design features of the tall mid-rise buildings are their high streetwalls and stepped upper floors. Overall, the area’s current built form resists any one characterization, and this segment of Dufferin Street is still evolving. The Proposed Development balances the various built form scales and expressions and achieves contextual fit with the broader area while providing appropriate transition where needed.**

**Overall, the Proposed Development meets the intent of the Official Plan and Mid-Rise Building Performance Standards with regard to matters of transition, while also maximizing the potential of the Site to provide new housing and employment space in an area well served by transit, infrastructure, and community facilities. Where the Proposed Development is not entirely consistent with the Standards, the underlying intent is generally met by taking an alternate design approach that creatively responds to the Site’s particular conditions and restraints.**

**With regard to fit and transition, the Proposed Development generally meets the intentions of the Official Plan policies and Mid-Rise Building Performance Standards (2010) and Addendum (2016) while also responding to a built form context that includes tall buildings and “tall mid-rise” buildings, an increasingly common built form that fulfills many of the objectives of the Standards.**

The Official Plan policies relating to fit and transition for mid-rise buildings and Mixed Use Areas generally require transition to lower-scaled buildings, which can be achieved through a range of design measures including setbacks and stepping down of heights, which the proposed design implements. The Standards for mid-rise buildings have clear recommendations with respect to rear transitions and relationships to the scales of the right-of-way and adjacent development. While the Standards recommend angular-plane based rear transitions to Neighbourhoods, that condition does not exist for the Site and the Standards related to transition to employment lands are more relevant in this case.

The design of the Proposed Development achieves appropriate contextual fit and provides transition to lower-scaled buildings to the north and east through the siting and massing of the upper building floors. The design minimizes the bulk of upper storeys and locates them as far south and west as possible. The upper building component features significant 7.4-metre setbacks from the Dufferin streetwall and the north face of the lower building component, and has a slender floorplate of 729 square metres, limiting visual impacts from the public realm.

In terms of fit within the right-of-way context, the Official Plan and mid-rise Standards guide mid-rise development to generally step massing back after a height equivalent to 80% of the right-of-way width. In the Subject Site's location on Dufferin Street the right-of-way is 20 metres wide, meaning the Official Plan policies would generally call for massing to step back at a height of 16 metres. However, the built form context immediately south of the Site already includes tall mid-rise buildings in the Brixton development with

streetwall heights of approximately 20 metres, plus upper levels that exceed that height. The design of the Proposed Development establishes contextual fit and transition by providing a 17.8-metre streetwall height that appropriately relates to the scale of the right-of-way, while also creating a transition between the taller streetwall heights to the south and the lower-scale legal non-conforming townhomes to the north. Standard 4A recommends that mid-rise buildings provide for a minimum of 5 hours of sunlight on sidewalks from March 21 to September 21, and suggests an angular plane as a means of meeting this target. While the upper building component does not follow an angular plane as recommended in the explanatory text of Standard 4A, the design and location of the upper building component meet the core direction of providing a minimum of 5 hours of sunlight on the Dufferin Street sidewalks between the spring and fall equinoxes. Standard 4B calls for a "pedestrian perception setback" of at least 1.5 metres to limit the perception of height and create a comfortable scale for pedestrians. The Proposed Development meets the underlying intent of Standard 4B and far exceeds the minimum recommended setback by stepping back a generous 7.4 metres above the streetwall.

The ground floor and mezzanine level have a combined height of 8 metres, exceeding the Standards' recommended 4.5 metres and ensuring suitability for a range of non-residential uses. This will help to ensure that the Proposed Development extends the pattern of lower-level employment and commercial uses established by the Brixton development to the south. The extra ground floor height also allows the building to enclose the required Type G loading space within the building envelope.

Although the General Employment Areas-designated properties north of the Subject Site do not have the protections applied to Neighbourhoods with regard to impacts such as shadowing, the Proposed Development provides appropriate transition to these properties due to the lower-scale form of their existing buildings. Appropriate separation distances are also provided, in part by the existing sewer easement, in the event that the Employment Areas sites redevelop in the future. Together, these measures ensure the Proposed Development provides an appropriate transition to both the existing and future context.

The Site's north lot line abuts an existing sewer easement that is 4.6 metres wide. The Proposed Development provides a setback of 1.5 metres to the north lot line at grade, creating a combined separation distance of 6.1 metres to the existing legal non-conforming townhouses to the north, and ensuring that distance or greater from any potential future development that may intensify the townhouses sites. The proposed building provides an additional setback of 8.7 metres from the north lot line to provide buffer from and transition to the existing townhouses to the north. This setback occurs above the streetwall at the fifth storey, as per the Standards, and exceeds the recommended minimum setback of 5.5 metres. As per Standard 8B, the Proposed Development does not include blank sidewalls.

The Proposed Development also provides appropriate transition to the employment uses to the west. The Standards recommend a rear setback of 7.5 metres to lands designated Employment Areas in order to provide transition between uses and to provide a lane (Standard 5C). A lane on the Site would be inappropriate given

the compact nature of the site, lack of potential through-connectivity, and need for internalized access, loading, and servicing (as described below in Section 5.5 Access and Circulation). The Proposed Development instead creates rear transition using stepbacks, and deploys the space that would otherwise have been used for a lane to deliver benefits such as additional housing and employment space. The Standards recommend that after a 7.5 metre setback, rear building massing facing an Employment Area should rise to a maximum of 13.5 metres, at which point the building should step back 2.5 metres. The Proposed Development exceeds this guideline, with the rear (west) building face rising to only 8 metres before stepping back 3.5 metres. The setback is then increased to 5.8 metres at the fifth storey.

The Official Plan establishes that mid-rise buildings on corner sites with different right-of-way widths will have building heights along each street edge that relate to their corresponding right-of-way width. Standard 6 provides further guidance, specifying that, on corner sites, the front angular plane and heights that apply to the Avenue/Major Street frontage will also apply to the secondary frontage in order to avoid awkward transitions around corners. The Proposed Development maintains a consistent streetwall height that relates to the scale of Dufferin Street. Additional transition measures are taken on the Alma Avenue frontage to respond to the reduced right-of-way width of approximately 17 metres on the side street. Above the first storey, the building massing steps back 1.5 metres, with deeper stepbacks of 4.5 metres at the southeast and southwest corners of the building. While the height of the lower building component is 17.8 metres, slightly exceeding the recommended

stepback height of 80% of the right-of-way width, it should be noted that there are no sensitive uses on Alma Avenue. The only other lots on this part of the block are the Riverview Produce site and the Brixton development. Neither includes the low-scale, sensitive uses to which taller built forms typically provide transition, and neither will include these uses in the future. If the Riverview

Produce site redevelops, it will be in a mixed-use mid- to high-rise form suitable for a site of its size and location. Alma Avenue essentially functions as a driveway to the remaining employment lands on the block. Given the above, the Proposed Development relates appropriately to its Alma Avenue frontage.

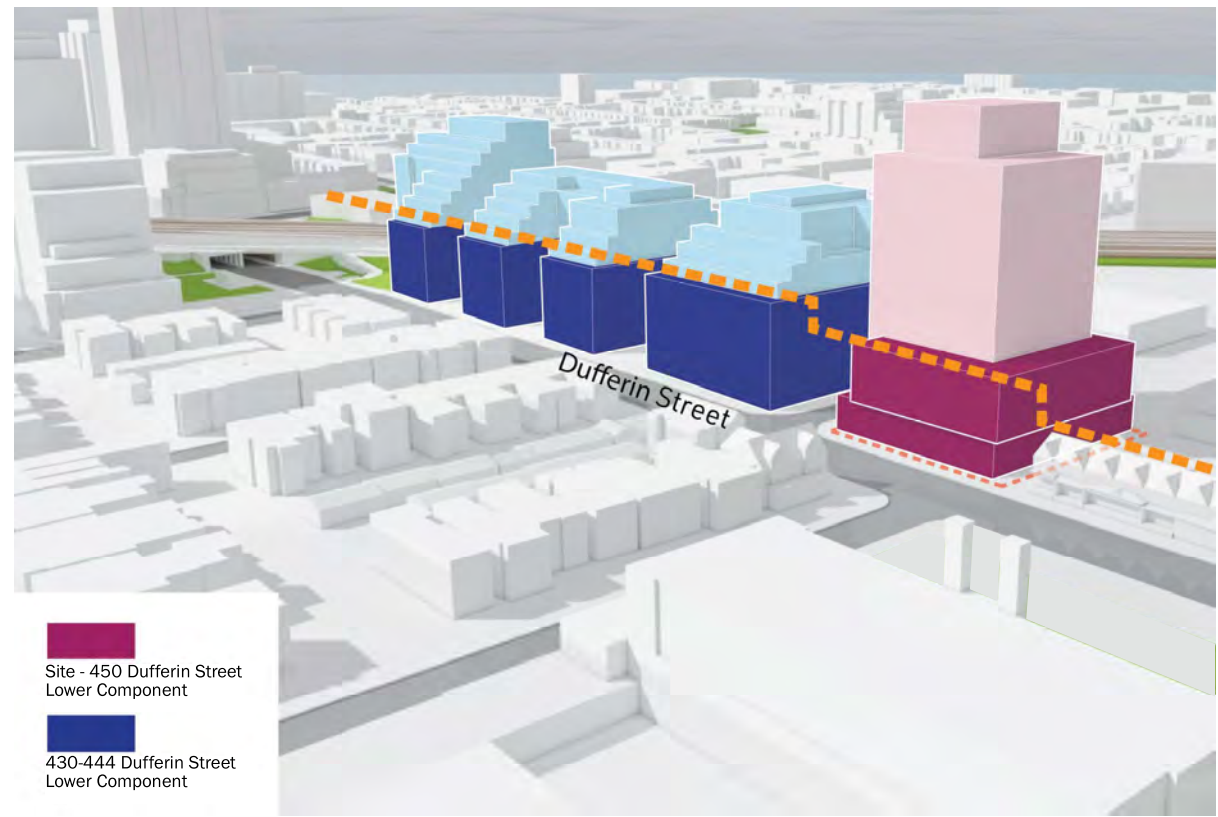


Figure 25: Streetwall Transition



## Sunlight and Skyview

The Official Plan states that mid-rise buildings will be designed to maintain 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 (3.1.4.4.b). It also directs that development be located and massed to ensure access to direct sunlight on the public realm by stepping back building mass and reducing building footprints above the streetwall height (3.1.3.5.b). In Mixed Use Areas, the Official Plan provides that buildings are to be located and massed to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes (4.5.2.d). The Mid-Rise Building Performance Standards also recommend building setbacks after a height equivalent to 80% of the right-of-way, and call for building envelopes that ensure 5 hours of sunlight on sidewalks between March 21 and September 21 (Standard 4A). The Standards also state that additional setbacks at upper storeys reduce shadow impacts within the public realm and help to mitigate pedestrians' perception of height (Standard 4B).

A full Sun/Shadow Study was completed by Superkul in support of the Proposal to analyze the shadowing impact on surrounding areas. The Sun/Shadow Study assessed the shadow impacts on an hourly basis from 9:18 am to 6:18 pm for March 21, June 21, September 21, and December 21. The Sun/Shadow Study, which is included under separate cover as part of this submission, evaluates the shadows arising from the existing and approved context, as-of-right shadows, and the net-new shadows arising from the Proposed Development. Given the focus on the spring and fall equinoxes in the Official Plan and Mid-Rise

Building Performance Standards, the shadow analysis for March 21 and September 21 is illustrated and described here.

The Proposed Development has been carefully designed to deliver housing, employment space and transit-supportive density while also adequately optimizing sunlight and sky views, and limiting shadows on the surrounding public realm and adjacent Neighbourhoods designated properties. However, the Proposed Development will introduce some net-new shadows on nearby properties and streets for limited intervals.

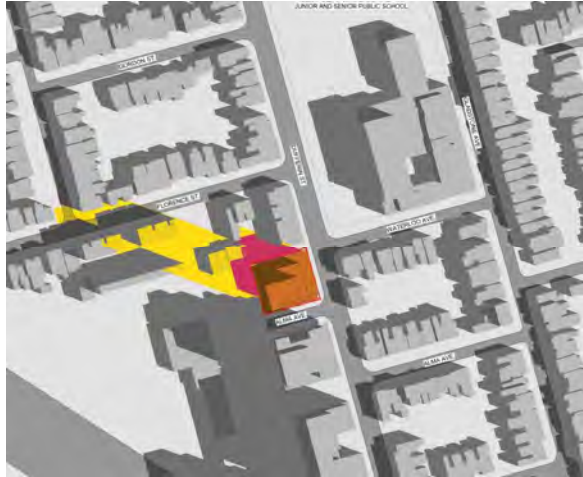
On March 21 and September 21, the Proposed Development generates minor shadow impacts on the Neighbourhoods designated properties on the north side of Florence Street (limited to front yards in September) at 9:18 am, but these impacts are brief and pass by 10:18 am. Shadowing impacts are then limited to the legal non-conforming townhomes on the General Employment Areas north of the Site until 1:18 pm when some shadow impacts begin to move across the public realm on Dufferin Street. However, between 9:18 am and 2:18 pm on March 21 and September 21, the sidewalks on Dufferin Street still receive the recommended 5 hours of sunlight. Starting at 3:18 pm in March and 2:18 pm in September, the upper component of the building will have modest shadow impacts on the southwest corner of the schoolyard at Alexander Muir/ Gladstone Ave. Junior and Senior Public School, which has an Official Plan land use designation of Neighbourhoods. However, the shadow is narrow, moves quickly, and is completely off the schoolyard by 5:18 pm. Further, the corner of the schoolyard is already shaded much of the year due to the mature tree canopy located there (with the winter months being the exception due to

the absence of leaves). At 4:18 pm the Proposed Development casts some shadows on the Neighbourhoods-designated properties to the east across Dufferin Street (as do the existing mid-rise buildings to the south), with impacts increasing until sunset and reaching the blocks east of Gladstone Avenue by 6:18 pm.

Shadows have been adequately limited by implementing a responsive massing and design strategy with an appropriate streetwall height, significant setbacks to the upper building component, a minimized floorplate of 729 m<sup>2</sup> for the upper component, and by locating the upper building component at the southwest corner of the Site. Together, these strategies help to ensure that shadows move quickly, providing a minimum of 5 hours of sunlight on the Dufferin Street public realm at the equinoxes. The new shadows are also regarded as acceptable given the broader community and public realm benefits associated with the Proposed Development.







March 21 9:18 AM



March 21 10:18 AM



March 21 11:18 AM



March 21 12:18 PM



March 21 1:18 PM



March 21 2:18 PM

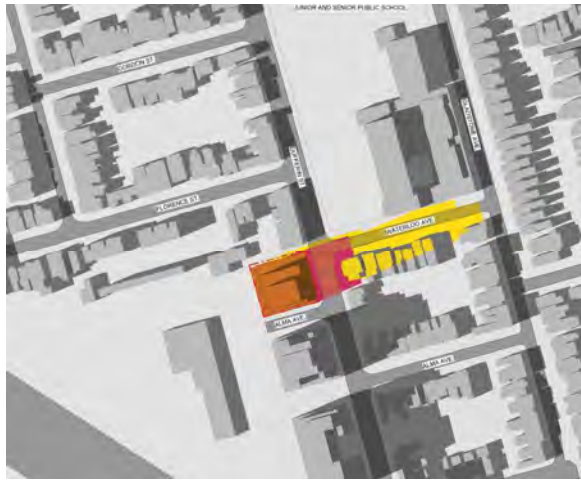
Figure 26: Sun/Shadow Study Excerpts (courtesy of Superkul)



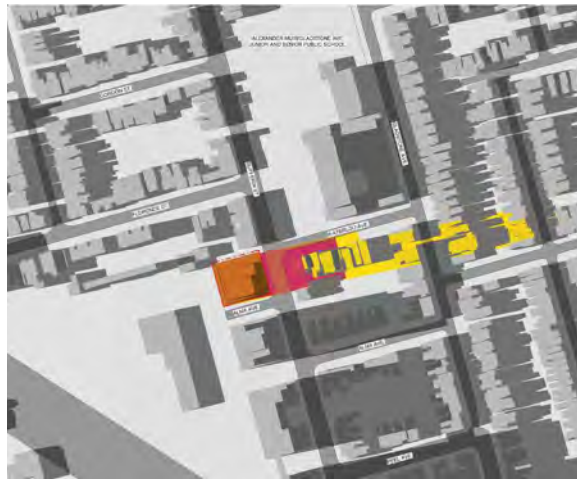
March 21 3:18 PM



March 21 4:18 PM



March 21 5:18 PM



March 21 6:18 PM

**LEGEND**

- SUBJECT SITE
- PROPOSED DEVELOPMENT
- SHADOWS CAST BY PROPOSED DEVELOPMENT
- SHADOWS CAST BY A.O.R MASSING (14M PER BY-LAW 438-86, I1 D2)
- EXISTING BUILDINGS
- SHADOWS CAST BY EXISTING BUILDINGS
- CURBS

## 5.3 Built Form

### City of Toronto Official Plan

#### 3.1.3 Built Form

#### 3.1.4 Built Form – Building Types (Mid-Rise Buildings)

#### Mid-Rise Building Performance Standards Standards 4A-4C, 8A-D, 9

The Official Plan directs that development will frame and support adjacent streets to promote civic life and the use of the public realm, and to improve safety and pedestrian comfort, interest, and experience (3.1.3.1). Mid-Rise Building Performance Standard 4C recommends that the front street wall of mid-rise buildings be built to the front property lines or applicable setback lines. Standards 8A-E provide guidance on how mid-rise buildings should respond to their side lot lines. Standard 9 offers guidance on maximum building width.

The base of the Proposed Development frames and supports the adjacent streets by creating a defined streetwall at an appropriate height of 17.8 metres. Floors 2-4 slightly overhang the ground floor on the building's Dufferin frontage, creating architectural interest and a degree of weather protection for pedestrians, optimizing the Site's capacity to provide benefits such as housing, and leaving room for an expanded sidewalk zone at grade while providing pedestrians with optional shelter, depending on weather conditions. The overhang is located at a height of 8 metres, mitigating concerns about cramping or otherwise visually impacting the attractiveness of the public realm. The north face of the building, where a commercial entry and several residential exits are located, features a similar overhang of 1 metre.

The Standards recommend that mid-rise buildings

be built to their side lot lines to create a consistent streetwall without unusable and unsightly gaps between buildings. The location of the sewer easement prevents a condition where there is no gap between the Proposed Development and a potential future development to the north. Instead, the Proposed Development provides a setback of 1.5 metres from the north lot line, which, combined with the existing sewer easement, creates a separation distance of 6.1 metres from the existing townhomes and any future development to the north of the Site, meeting the intent of standard 8D, which recommends that new mid-rise buildings ensure a minimum separation distance of 5.5 metres from existing buildings with windows on adjacent sites.

While the maximum recommended building width outlined in Standard 9 is too large to be applicable on the Subject Site, it indicates an urban design objective of providing architectural breaks, variety, and interest. The Proposed Development responds to the intent of this guideline by introducing a built form that varies from that of the Brixton development to the south. Although the development to the south provides breaks in the streetwall, and therefore ensures access to sunlight and skyviews, the Proposed Development's design features context-sensitive lower and upper building components rather than a more typical tiered massing to provide architectural variety and visual interest while still providing adequate transition and access to sunlight and skyviews. It is our view that, despite the physical breaks in the mid-rise form to the south, another building with a similarly tall streetwall and tiered upper floor massing would be overly repetitive, and would not deliver the degree of architectural interest provided by the Proposed Development. A complementary but

distinct approach to built form, as provided by the Proposed Development, will help to create an attractive and vibrant public realm. If the Proposed Development were to repeat the design features of the three buildings to the south it may result in an extended, one-sided tiered massing condition on this segment of Dufferin Street that would be at odds with the mixed built form condition in the area and generally unusual in the City of Toronto.



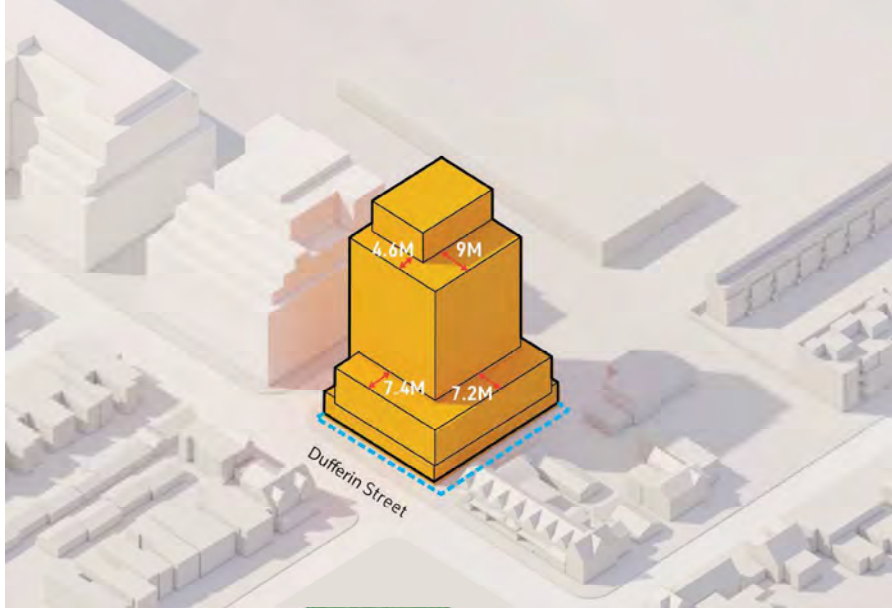


Figure 27: Building Massing Southwest View

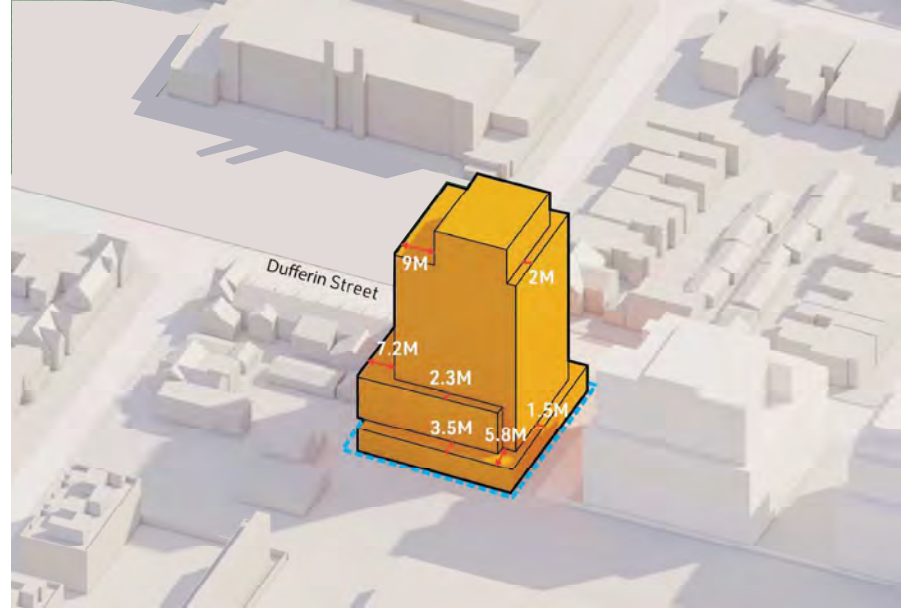


Figure 28: Building Massing Northeast View



## 5.4 The Public Realm

### City of Toronto Official Plan

#### 3.1.1 The Public Realm

#### 3.1.3 Built Form

#### 3.1.4 Built Form – Building Types (Mid-Rise Buildings)

### Mid-Rise Building Performance Standards

#### Standards 7A-B, 12, 14, 15

The Official Plan states that the public realm should support active transportation and public transit use and provide a comfortable, attractive, vibrant, safe, and accessible setting for civic life (3.1.1.2). The Plan also directs development to locate main building entrances on the prominent building facades so that they front onto a public street, park, or open space, and are clearly visible and directly accessible from a public street (3.1.3.1.c). The Official Plan requires that development provide ground floor uses, clear windows, and entrances that allow views from and, where possible access to, adjacent streets (3.1.3.1.d). Comfortable wind conditions are to be provided at street level to preserve the utility and intended use of the public realm, including sitting and standing (3.1.3.1.f). The Official Plan also requires that that new building façades visible from the public realm consider materiality in order to ensure fit with adjacent building façades (3.1.3.9). Finally, the Official Plan provides that mid-rise buildings should maintain street proportion through appropriate stepbacks (3.1.4.4.b).

Mid-Rise Building Performance Standard 7A recommends a minimum sidewalk zone of 4.8 metres on a 20-metre right-of-way such as Dufferin Street, and Standard 7B calls for high-quality streetscape design. Standard 12 recommends that balconies and other projecting elements of buildings should not negatively impact the public

realm. Standard 14 calls for high-quality building materials selected for durability and energy efficiency. Standard 15 recommends that mid-rise buildings be designed to support the public and commercial function of Avenues/Major Streets through well-articulated and appropriately scaled façades.

**The Proposed Development will deliver significant improvements to the public realm in this segment of Dufferin Street. Whereas the current building on the Site does not address the street with accessible entrances, active uses, or appropriate framing, the Proposed Development will extend a high-quality public realm condition northward from the Brixton development, providing active uses at grade, a regular rhythm of accessible entrances, and lower-level building design that creates an inviting public realm. The proposed design locates five commercial entrances along its Dufferin Street frontage, with a sixth proposed on the north side of the building, creating a regular rhythm of commercial entrances that will help animate the public realm and provide interest to pedestrians (Standard 15). The ground floor along Dufferin Street will be almost entirely glazed, making visible the activities in the commercial spaces and helping to further activate the public realm (Standard 15). The streetscape is to be improved with street trees and high-quality landscape design including unit pavers and planting boxes to define entrances and pedestrian areas, and the existing sewer easement will be restored with groundcover planting. The sidewalk zone will also be expanded from 3.5 metres to 5.2 metres, exceeding the recommended 4.8 metres for a 20-metre right-of-way (Standard 7A). The commercial role of the ground floor and mezzanine will be clearly signaled to passersby due to their extra height and distinct façade**

treatment, namely a higher proportion of glazing than the residential floors above.

**Standard 12 directs new mid-rise development to ensure balconies and other building projections do not negatively impact the public realm or prevent adherence to other Standards. Guidance regarding balconies was clarified in the 2016 Addendum to the Mid-Rise Building Performance Standards, which stated that recessed balconies on the second and third storeys are permitted and even encouraged, in part because balconies contribute to “eyes on the street.” The Proposed Development includes inset balconies on all storeys, with those on lower storeys providing the benefits referred to in the Addendum and creating an inviting interface between the building and the surrounding public realm. Standard 14 states that materials are an important design consideration to help new development support the public realm and fit with the existing and planned context. The Proposed Development will use warm brick cladding materials designed to complement both the existing brick homes and industrial legacy in the area, and respond to the materials used in the adjacent Brixton development. The building’s use of inset balconies on lower levels, comfortable and familiar materials of a high quality, ground floor glazing, and frequent non-residential entrances all contribute to a design that invites interaction between the building and its surroundings.**

## 5.5 Access and Circulation

### City of Toronto Official Plan

3.1.1 The Public Realm

3.1.3 Built Form

3.1.4 Built Form – Building Types (Mid-Rise Buildings)

### Mid-Rise Building Performance Standards

Standards 5C, 7A-B, 16A, 17

The Official Plan states that City streets will provide for the safe and efficient movement of pedestrians, cyclists, transit vehicles and users, goods and services vehicles, and motorists (3.1.1.6). The Plan also outlines several ways that development may 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 and the Site (3.1.3.4). Standard 5C calls for 7.5-metre rear setbacks in order to provide service lanes behind mid-rise buildings. Standards 7A and 7B provide guidance related to sidewalk zones and streetscapes. Standards 16A and 17 address vehicular access, loading, and servicing.

**The Proposed Development provides a widened sidewalk zone of 5.2 metres, supporting safe, comfortable, and efficient pedestrian circulation around the Site. The Proposed Development's loading and servicing needs are provided for within the building envelope, with the extra height ground floor permitting the operation of loading vehicles within the building. Parking is provided in a below-grade structure. Parking and loading access are provided off of Alma Avenue. Combined, these measures reduce the impact of parking, servicing, and loading activities on the public realm, and support a safe and comfortable pedestrian experience. Despite Standard 5C's recommendation regarding laneways in the rear**

**of mid-rise buildings, a laneway is inappropriate on the Subject Site given that there is no network of laneways for the Proposed Development to connect to, and the building's loading and servicing needs can be met within the building envelope, reducing the impact of these activities further than would be possible if a rear lane were used.**

**The Proposed Development employs a minimized parking rate of 0.16 residential parking spaces and 0.9 visitor parking spaces per dwelling unit, with the visitor parking spaces being shared with the users of the proposed commercial spaces. This amounts to a total of 34 parking spaces. Twenty-nine short term bicycle parking spaces are proposed at grade and 129 long-term bicycle parking spaces for residents are proposed within a dedicated area of the below-grade parking structure. This parking strategy responds to the Site's excellent transit connectivity and functions as a transportation demand management measure, further incentivizing the use of active transportation and transit and contributing to the City's climate change mitigation and resilience goals.**

## 5.6 Block Context Plan

### Introduction

Recent amendments to the Public Realm policies of the Official Plan (Section 3.1.1) introduced the requirement for a Block Context Plan. The Block Context Plan is described as “written and drawn plans that demonstrate how the Proposed Development will be designed and planned to fit in the existing and/or planned public realm and built form context.” The Block Context Plan Terms of Reference (June 2019) provide further detail about the required contents, which should demonstrate how the Proposal “is in conformity with OP policy, anticipates community needs and contributes to good planning and urban design.”

As many of the Block Context Plan considerations are contemplated throughout this Planning Rationale, references will be made to other sections to comprehensively address the terms of reference. Discussion of the Site and surroundings can be found in Section 2 – The Subject Site and Surrounding Context. A description of the Proposed Development is provided in Section 3 – The Proposed Development. An assessment of the Proposed Development’s response to the land use policy framework can be found within Section 4 – Planning Policy Analysis. Section 5 – Urban Design Analysis provides further detail on the proposed design response to the land use patterns in the surrounding blocks, including an assessment of massing, shadow, and views.

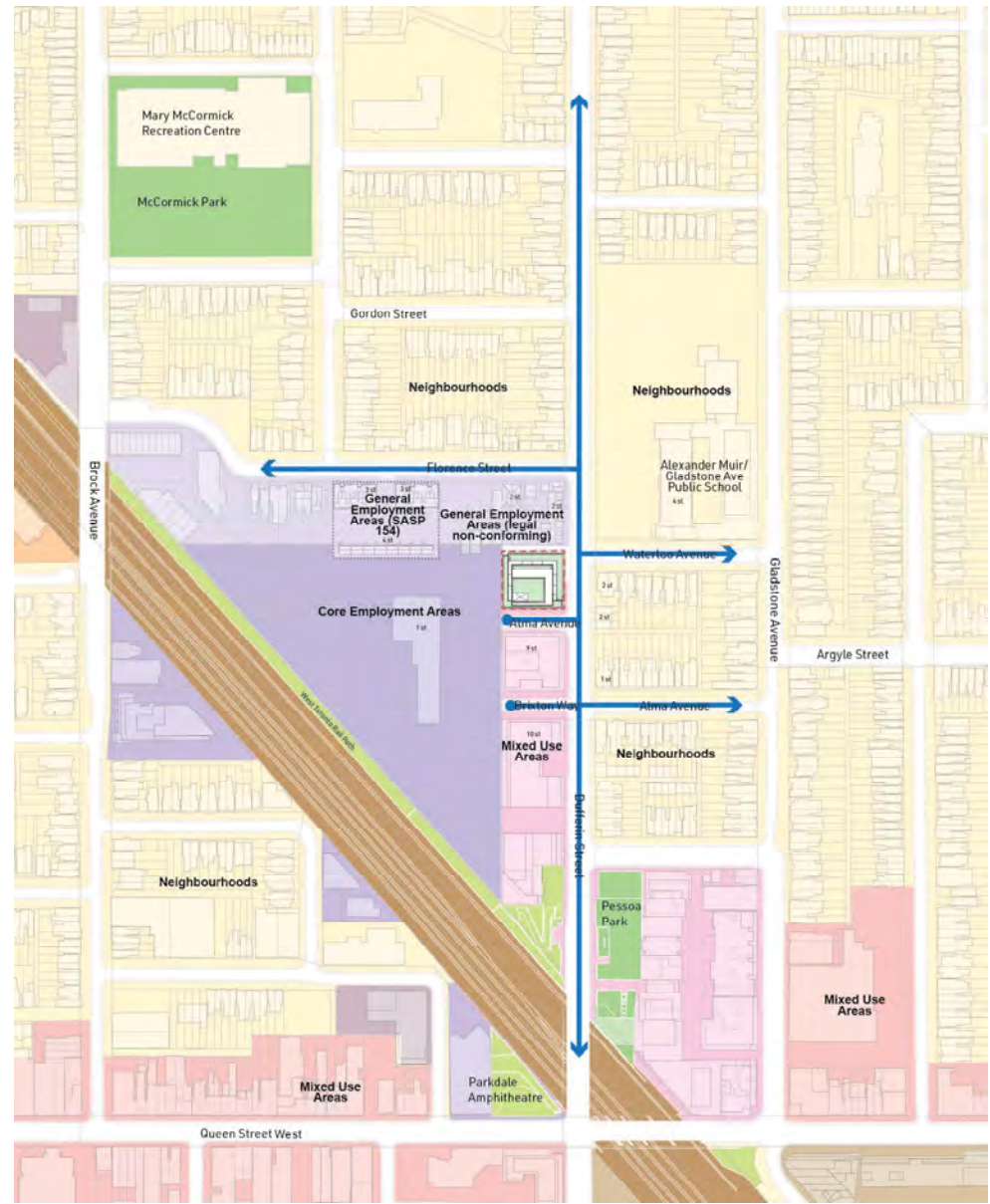


Figure 29: Block Context Plan



## Surrounding Context: Built Form, Type, Function

The area surrounding the Site has a mixed character in terms of built form and land use. There is an established fabric of low-rise residential uses that coexist with employment uses focused along the rail corridor. There is an ongoing pattern of land use conversions in the area as Employment Areas redevelop as Mixed Use Areas in response to a series of public works projects including road realignment and transit investments. Dufferin Street itself is seeing major mixed-use redevelopments at many of its major intersections, with a mixed-use character anticipated to continue spreading out from these nodes. To the south of the Site, Queen Street has a typical mixed commercial and residential main street character for much of its length, with some areas of higher scale development, such as in the Queen West Triangle near Dufferin Street.

See Section 2 and Section 5 of this report for more detailed discussion and analysis of the surrounding context, how it is changing, and how the Proposed Development responds to fit with the existing and planned context.

## Immediate Context

The Proposed Development has been designed to respond to the immediate block context, which includes a unique combination of tall buildings south of Peel Avenue, tall mid-rise buildings to the immediate south of the Site, low-scale employment lands to the west, legal non-conforming townhomes on General Employment Areas-designated lands to the north, Neighbourhoods further north across Florence Street, and a school and more low-rise Neighbourhoods to the east. Much of the

remainder of the Subject Site's block is made up of potential soft sites, most notably the Riverview Produce property, which, due to its significant size and position next to the rail corridor, would be suitable for tall building development. The Proposed Development has been designed to respond to both its existing low-rise adjacencies and potential future redevelopment at higher scales.

Descriptions and images of the Site's immediate context can be found in Section 2 of this report. Section 5 provides analysis of how the Proposed Development responds and provides transition to its immediate context.

## Public Realm – Existing Condition

The public realm along Dufferin Street is cramped in places, with narrow sidewalks and street trees not consistently present. The volume of vehicular traffic on the street can lead to an uncomfortable pedestrian experience. The Proposed Development will widen the sidewalks in front of the Subject Site and add four new street trees, softening the appearance of the street and providing a more comfortable public realm. Apart from one, the existing trees on the Site must be removed to accommodate the new building, though the trees are all in poor to poor-fair condition due to a range of defects including the inclusion of fencing in their trunks (see the Arborist report submitted under separate cover for full details). In its current state the sewer easement on the Site's north lot line is uninviting and dominated by overgrown vegetation and a blank sidewall of the existing

building. The Proposed Development will improve the sewer easement with new ground cover and an intentional interface with the proposed building, essentially expanding the perceived public realm.

For further discussion of the public realm, see Section 3 and Section 5 of this report.

## Open Space Network

The Subject Site has relatively easy access to a range of parks and open spaces. McCormick Park is an easy 5-minute walk away at only 450 metres from the Site. This 1.5-hectare park features a baseball diamond, two basketball courts, a wading pool, an outdoor bocce court, and a children's playground. On the north edge of the park is Mary McCormick Recreation Centre, which includes an indoor pool as well as the McCormick Arena, and offers a variety of programs and services. In addition to this significant community resource, Dufferin Grove Park and Trinity Bellwoods Park are both approximately 1.1 km away from the Site and the waterfront is approximately 1.5 km away. Other open spaces nearby include the Parkdale Amphitheatre, Masaryk Park, Dunn Avenue Parkette, Rita Cox Park, Melbourne Avenue Parkette, and Pessoa Park. The West Toronto Railpath Extension is also planned to run adjacent to the rail corridor, and the Brixton development has already constructed an access to this future trail approximately 200 metres south of the Subject Site.



## **Transit and Active Transportation Context**

The Subject Site is very well connected to both existing and planned transit infrastructure. Dufferin Street is one of the City's busiest bus corridors and includes conventional, express, and night bus service. Dufferin Street is also one of the corridors under study through the RapidTO initiative, which has already begun implementing transit priority measures (including dedicated bus lanes) on other corridors throughout the City. Dundas Street W, Queen Street W, and King Street W all have streetcar service. The planned King-Liberty SmartTrack Station will be located approximately 800 metres or a 10-minute walk from the Subject Site.

The primary cycling infrastructure in the Site's immediate vicinity is an east-west route indicated by a mix of "sharrows" and contraflow bike lanes. Dufferin Street was previously a barrier to this route, but a short segment of raised cycle track was added on Dufferin Street to connect Florence Street and Waterloo Avenue, knitting together the two halves of this route. There are many potential pedestrian routes near the site due to the fine-grained block pattern of the low-scale residential areas, though pedestrian activity tends to be concentrated along the Major Streets and Avenues where transit service is offered. The planned West Toronto Railpath Extension will be a multi-use trail that will support active transportation of all forms.

For more details on the transit and active transportation context, see Section 2 of this report.

## **Parking and Servicing**

Most uses in the surrounding area rely on surface parking. Commercial buildings tend to locate parking in small rear lots and low-scale residential buildings using garages off of laneways. On-street parking is also provided on most streets. To accommodate a higher intensity of use, most recent developments have typically located parking in underground structures. The Proposed Development will meet all of its parking, loading, and servicing needs within the building envelope through a single access provided from Alma Avenue, reducing the impact of these activities on the public realm.

For full details, see Section 3 and Section 5 of this report.

## **Topography and Grading**

The topography on the Site is quite simple, the Site being relatively flat, with a very slight slope to the south. As shown on the survey submitted with this application, the elevation of Dufferin Street just north of the Site, in line with the sewer easement, is approximately 93.98 metres. Where Dufferin Street meets Alma Avenue, it has fallen to approximately 93.64 metres. Alma Avenue slopes subtly up from this point to an elevation of 94.04 where it terminates at the Riverview Produce lands. The Site is of course slightly higher than the streets, with elevations ranging from approximately 94.30 to 94.90.

See the topographical survey included with this application for full details.

# 6.0 SUPPORTING STUDIES

## Air Quality Study

An Air Quality Study dated November 2022 was prepared by BCX Environmental Consulting (BCX). The focus of the study is an assessment of the potential for air quality impacts, including both health impacts and nuisance impacts (i.e., dust and odour) from neighbouring industrial/commercial uses and major transportation corridors.

The study concludes that all existing neighbouring industrial/commercial meet the minimum guideline requirements regarding separation distance, mitigating any concerns about fugitive dust at the Site, and that air quality related health impacts are not expected at the Proposed Development from any of the nearby operations. No odorous emissions are expected from any of the nearby operations.

BCX recommends the following:

- If possible, the HVAC system should be located on the roof of the building. In the event that this is not possible, the HVAC system intake should not be located at grade on the west or south side of the building;
- Central air conditioning be provided for all units in the building;
- Where feasible, the design should minimize overlook from west-facing windows and balconies to the industrial uses on the south and west sides of the proposed development; and

- A warning clause should be included on specific property agreements and offers of purchase and sale for all of the dwelling units.

Full details can be found in the Air Quality Study provided under separate cover.

## Arborist Report

A Tree Inventory and Preservation Plan Report dated October 11, 2022 has been prepared by Kuntz Forestry Consulting. The purpose of the report is to:

- Prepare an inventory of trees greater than 15cm in diameter at breast height (DBH) on and within six metres of the Subject Site; and
- Evaluate potential tree saving opportunities based on Proposed Development plans.

The Site is subject to the City's Private Tree By-law (Chapter 813), which regulates tree injury and destruction of individual trees within the City of Toronto. Fourteen trees were identified on and in close proximity to the Site. Thirteen trees will need to be removed due to conflicts with the proposed subsurface parking structure and the second storey of the Proposed Development. The report notes that all trees identified for removal are in poor to poor-fair condition, specifically regarding their trunk integrity owing to moderate to heavy inclusion of the existing fence in the trees' trunks. Permits will be required prior to removal of several trees that are greater than 30cm DBH, and permission will be required from neighbouring property owners where trees are shared across property lines. One tree was identified for preservation as it is located well beyond the limit of disturbance and the minimum tree protection zone of this tree does not intersect the boundary of the Subject Site. The

report concludes with recommendations regarding tree preservation during and after the construction process.

Full details are provided in Kuntz Forestry Consulting's Tree Inventory and Preservation Plan Report, provided under separate cover.

## Geotechnical Investigation Report

A Geotechnical Investigation Report dated October 28, 2022 was prepared by Terrapex Environmental Limited (Terrapex). The investigation was carried out in conjunction with the Phase One ESA and Hydrogeological Assessment by Terrapex. The objective of the investigation was to:

- Characterize the underlying soil and groundwater conditions;
- Determine the relevant geotechnical properties of encountered soils; and
- Provide recommendations with respect to foundation type and design, temporary shoring, basement slab construction, seismic site classification, and other geotechnical aspects of the design of the Proposed Development.

The report findings are summarized as follows:

- Excavation of the soils at the Site can be carried out with hydraulic excavators and is not expected to pose any unusual difficulty;
- Significant groundwater seepage is not expected to occur during basement and footing excavations;

- On-site excavated inorganic soils and soils free of construction debris and other deleterious materials are considered suitable for reuse as backfill;
- Given that the basement of the Proposed Development will extend below the groundwater table, it will be necessary to waterproof the substructure of the building, which will require the use of a raft foundation slab; and
- Given that the basement walls of the Proposed Development will extend close to the property limits, it will be necessary to shore the basement excavation walls rather than slope them.

Full details are provided in the Geotechnical Investigation Report from Terrapex, provided under separate cover.

### Hydrological Review

A Hydrological Review dated November 3, 2022 was conducted by Terrapex Environmental Limited (Terrapex). This review is a study of the hydrogeological characteristics in support of the Proposed Development. The study is designed to meet the City of Toronto's hydrological review requirements (August, 2018) and portions of the foundation drainage policy (January, 2022). Key findings are as follows:

- A network of thirteen wells at ten locations is now established. Terrapex installed seven wells at four locations. Six monitoring wells were installed previously, with one additional well being demolished;

- The average and shallowest depths to the water table observed were 4.3 and 0.9 metres below ground, respectively. The average and highest elevations of the water table were 90.2 and 93.4 metres above sea level, respectively;
- According to the City's prescribed methods, the maximum anticipated groundwater level using the City's Foundation Drainage methods was 95.9 metres above sea level;
- The anticipated maximum dewatering rate to be managed of combined groundwater seepage and stormwater will be 54,200 litres/day. Dewatering will require an Environmental Activity and Sector Registry and a private discharge connection permit will still be required for discharge to a municipal sewer;
- The groundwater quality was acceptable for discharge to the City's sanitary/combined sewer with no treatment and the groundwater quality was acceptable for discharge to the City's storm sewer with treatment for manganese; and
- In pre-construction, the site is entirely covered by impervious surfaces of a building and paved parking. In post-construction, the site will be entirely covered by impervious surfaces of a building and paved parking.

Full details are provided in the Hydrological Review from Terrapex, provided under separate cover.

### Noise Feasibility Study

A Noise Feasibility Study dated November 14, 2022 was prepared by HGC Engineering. Data were collected from Metrolinx and the City of Toronto and used to predict future traffic sound

levels at the proposed building façades and in outdoor living areas. Predicted sound levels were compared to the guidelines of the Ministry of the Environment, Conservation, and Parks (MECP), GO Transit, and the City of Toronto. The report includes recommendations with regard to traffic noise.

In addition to traffic noise, the study discusses the noise from the Riverview Produce facility. Noise mitigation at the source would not be feasible in this case, so alternate two mitigation options are presented. The first, and recommended, option is to have the City designate the lands as a Class 4 area and include a warning clause in property and tenancy agreements. Additionally, upgraded glazing would be required on the west façade. The lands south of 450 Dufferin (the Brixton development) have been designated Class 4. The second option is not recommended as it would require the building to be redesigned without windows on the west façade, or to have windows shielded by solid glass balcony parapets.

The report also notes that central air will help protect against various noise sources since it will allow residents to keep windows closed, and that exterior walls should be brick veneer or a masonry equivalent. A more detailed noise study should be completed when more detailed floor plans and building elevations are available, prior to building permit approval.

Full details can be found in the Noise Feasibility Study submitted under separate cover.