

Pedestrian Level Wind Study

A Pedestrian Level Wind Study dated November 3, 2022 was conducted by Gradient Wind Engineers & Scientists (Gradient Wind). The purpose of the report is to:

- Investigate pedestrian wind comfort and safety within and surrounding the subject site; and
- To identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for sixteen wind directions in a three-dimensional computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Toronto wind comfort and safety criteria. The findings are summarized as follows:

- All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year;
- Regarding the common amenity terrace serving the Proposed Development on the fifteenth storey, conditions during the typical use period are predicted to be mostly suitable for sitting with standing conditions predicted along the west elevation and at the northeast and southeast corners:

- It was recommended that implementing a wind screen around the full perimeter of the terrace would help to achieve the sitting comfort class in all areas during the typical period;
- The findings apply to common weather systems, during which no dangerous wind conditions are expected over the Subject Site. During extreme weather events (e.g. thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern.

Full details are provided in the Pedestrian Level Wind Study from Gradient Wind, provided under separate cover.

Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment dated November 2, 2022 was conducted by Terrapex Environmental Limited (Terrapex). The objective of the investigation was to identify actual and potential sources of contamination associated with the Site arising from current and/or historical activities on the Site and on properties within the Phase One study area in order to satisfy the following Phase One ESA general objectives listed in O.Reg.153/04:

- To develop a preliminary determination of the likelihood that one or more contaminants have affected any land or water on, in or under the Phase One property;
- To determine the need for a Phase Two ESA; and
- To provide a basis for carrying out any Phase Two ESA required.

Following the completion of the preliminary records review, Terrapex determined the following:

- Due to the former use of the Site for industrial purposes, the Site is determined to be an enhanced investigation property; and
- The Phase One study area consists of the Site and properties located wholly or partly within 250 metres from the nearest point on a boundary of the Site.

Based on the review, evaluation, and interpretation of the information obtained from the records review, interviews, and site reconnaissance, 9 potentially contaminating activities (PCAs), as listed in Table 2 of Schedule D of O. Reg. 153/04, were identified at the Site. Overall, a total of 49 PCAs were identified on the Phase One property and within the Phase One Study Area, of which 18, may be contributing to an area of potential environmental concern (APECs) at the Site.

Based on the findings and results of the Phase One ESA, several APECs have been identified at the Site; therefore, a Phase Two ESA is required in order to file a Record of Site Condition for the Phase One Property, in accordance with the requirements of O. Reg. 153/04. An RSC cannot be filed for the Phase One Property based solely on this Phase One ESA.

Full details are provided in the Phase One Environmental Site Assessment from Terrapex, provided under separate cover.

Preliminary Heritage Letter

A Preliminary Heritage Letter dated November 3, 2022 has been prepared by ERA Architects Incorporated (ERA). The purpose of the letter is to provide a preliminary heritage overview of the Site, including the Site's history and context. ERA's letter concludes that:

Concerning Heritage Status:

- The property is not listed on the City of Toronto's Heritage Register, nor is it designated under the Ontario Heritage Act. The Site is not within a Heritage Conservation District.
- The Site has not been identified as having cultural heritage value or interest through a preliminary site assessment or planning study.
- To ERA's knowledge, the Site has not been identified by the community, City staff, or a local Councilor as a potential heritage property and there are no known cultural heritage properties adjacent to the Site.

As such, under the City's Terms of Reference for Heritage Impact Assessment, a Heritage Impact Assessment (HIA) for the property is not required as part of a complete development application.

Concerning Potential Heritage Resource Candidacy:

Heritage Planning may undertake an evaluation of the property's cultural heritage value. ERA has not undertaken a full evaluation of the property under Ontario Heritage Act Regulation 9/06 as part of this preliminary heritage letter. Based on the preliminary research undertaken and summarized it was found that the property is unlikely to be a

strong candidate for physical retention and/or meeting the criteria set out in the Regulation.

Full details are provided in the Preliminary Heritage Letter from ERA, provided under separate cover.

Rail Proximity Letter

A Rail Proximity Letter dated October 21, 2022 was conducted by Hatch Limited (Hatch). The purpose of the letter is to conduct a 'Proximity Review' of the Site with respect to the Metrolinx Weston Subdivision rail corridor, south of the Subject Site. As per applicable guidelines, Hatch's review concludes that the Proposed Development meets the necessary criteria for development within proximity of an active corridor. In particular:

- The 130-metre setback between the rail corridor property line and the development lands significantly exceeds the standard setback of 30 metres;
- Derailment protection in the form of a safety barrier is not required and is not planned as the development is greater than 120 metres from the rail corridor property line (in accordance with the Metrolinx Adjacent Development Guidelines, and further supported by the Energy Balance Analysis); and
- A Noise and Vibration Assessment has been commissioned by the Landowner to evaluate transportation-related noise impacts (including rail) on the development and submitted under separate cover.

Full details are provided in the Rail Proximity Letter from Hatch, provided under separate cover.

Site Servicing and Stage 1 Stormwater Management Report

A Site Servicing and Stage 1 Stormwater Management Report dated November 4, 2022 has been prepared by R.V. Anderson Associates Limited (RVA). This report examines the existing stormwater management (SWM) conditions on the Site, including the current capacity of existing municipal storm, sanitary, and water services available and the existing sanitary and storm demands from the Site. The report also provides projections regarding the storm, sanitary, and water demands that will result from the redevelopment, identifies regulatory criteria such as those given under the Wet Weather Glow Guideline, and recommends methods for meeting these criteria. Finally, the report offers recommendations and a description of the proposed SWM system for the Site.

RVA's report concludes that:

- There will be no long-term discharge of foundation drainage for the Site, as per City Foundation Drainage Policy;
- A peak water demand of 117.5 L/s is estimated for the Proposed Development, and a hydrant flow test was completed indicating that there is sufficient watermain capacity for the Proposed Development;
- An estimated peak sanitary discharge of 5.78 L/s, while greater than the estimated discharge from the Site today, is balanced by improved control of foundation drainage and storm discharge, resulting in a net-zero post redevelopment discharge to the Dufferin Street combined sewer;

- A SWM detention tank will provide a maximum controlled discharge of less than 17.2 L/s from the proposed building SWM system, a rate that accounts for the uncontrolled peak rate of 1.1 L/s from the existing sewer easement; and
- Rainwater harvesting will be implemented for reuse such as irrigation or toilet flushing, serving to meet the City's water balance target and limit the total average runoff volume to 50% of the annual average rainfall.

Full details are provided in RVA's Site Servicing and Stage 1 Stormwater Management Report, provided under separate cover.

Urban Transportation Considerations Report

An Urban Transportation Considerations Report dated November 2022 was prepared by BA Group (BA). The report provides the following:

- A review of supporting site transportation-related infrastructure;
- A review of the existing and evolving transportation context within the vicinity of the site;
- An outline of the potential Transportation Demand Management measures to be adopted for the Proposed Development;
- A review of the transportation elements of the Proposed Development (i.e. site access, parking, loading, and bicycle parking);
- A review of existing and future traffic activity forecasts in the study area considering new area development activity;

- An assessment of the traffic operations at intersections in the area under existing and future conditions;
- A review of forecast active transport and transit volumes related to the Proposed Development and commentary on the ability of area mobility networks to accommodate such demands; and
- A review of how the development responds to Toronto Green Standards trip reduction targets.

Key findings of the report are as follows:

- The Site is very well located relative to public transit;
- There are several future transit improvements planned that will further enhance transit accessibility in the west downtown area;
- A number of enhancements to the local cycling network are planned;
- A comprehensive Transportation Demand Management Plan for the project will attempt to reduce the overall reliance on single-occupant vehicles while promoting sustainable transportation modes;
- Alma Avenue provides access to the Site's underground parking, at-grade loading area, and underground bicycle parking;
- The applicable zoning under By-law 438-86 requires a greater number of parking spaces than are provided, but the City has signaled a shift in parking policy through By-law 89-2022, which removed most parking minimum requirements;

- Adoption of a reduced parking standard is appropriate given a number of contextual factors;
- The required and provided loading supply of one Type G loading space are functionally appropriate and will accommodate the loading demands of the Proposed Development; and
- Travel demand forecasting and traffic operations analysis have indicated that the road network can successfully accommodate the Proposed Development.

Full details can be found in the Urban Transportation Considerations Report submitted under separate cover.

7.0 SUMMARY AND CONCLUSIONS

The Proposed Development is the logical next step in the evolution of the Dufferin Triangle block and the Queen-Dufferin area more broadly. The Proposed Development will unlock the Site's potential by creating a context-sensitive development with new purpose-built rental housing and contemporary employment space, and an expanded and improved public realm animated by active uses at grade.

The Proposed Development is consistent with the Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe, generally meets the intent of the policies of the Official Plan, and represents good planning. A zoning by-law amendment is requested to permit the proposed uses, massing, density, parking, and other matters, and to bring the Site's zoning into alignment with its Official Plan land use designation.

New Rental Housing

The need for additional rental housing supply is widely acknowledged in Toronto. The Proposed Development will provide 143 high-quality purpose-built rental units on a Site that is well served by transit, active transportation infrastructure, and neighbourhood amenities. The Proposed Development will include 33% 2- and 3-bedroom units to meet the needs of larger households.

Contemporary Employment Space

The Site has historically provided employment space, and the legacy of industrial uses is visible in the surrounding area. The City has identified employment replacement as a priority through SASP 794. The Proposed Development will include 930 square metres of new commercial GFA with facilities that respond to contemporary employment needs and trends. It is estimated that the Proposed Development will create 32 new jobs on site, contributing to the long-term economic health and vibrancy of the area.

Improved Public Realm

In its current form, the Site takes no clear approach to the public realm around it, nor does it support lingering or a comfortable pedestrian experience. The Proposed Development will improve the Site's relationship to Dufferin Street and extend the active, mixed-use character that is becoming increasingly common in the area. The lower building component will be of a human scale, with active uses and a high degree of façade transparency at grade, regular commercial entrances, and inset balconies to break up the building mass and create an inviting relationship with the street. Widened sidewalks and new street trees will soften the appearance of the Site and create a more comfortable pedestrian experience. Delivering a mix of uses on site will encourage activity throughout the day.

Context-Sensitive Development

The Proposed Development is designed to provide contextual fit within an area that is undergoing significant mixed-use redevelopment in tall and mid-rise forms, while also providing appropriate transition to the lower-scale uses adjacent to the Site. At the same time, the Proposed Development delivers significant public benefits (rental housing, employment space). The Proposed Development balances planning priorities and the demands of high-quality urban design through creative architectural solutions. The upper building component is significantly stepped back from Dufferin Street and the townhomes to the north, limiting its impacts on the public realm and adjacent properties. The warm brick cladding materials used are a nod to the area's industrial past, while the building's design and massing strategy anticipate potential future development on adjacent sites.

Transit-Supportive Intensification

Sustainable development is a goal at all levels of government. The Proposed Development will locate intensification on a site with excellent connections to transit and active transportation infrastructure. Dufferin Street is served by conventional, express, and night bus service, with transit priority measures currently under study; there are multiple streetcar routes nearby; the planned King-Liberty SmartTrack station will be a 10-minute walk away; and the West Toronto Railpath Extension will be easily accessible from the Site. The Proposed Development further supports sustainable travel choices by using a minimized parking rate and providing 158 bicycle parking spaces.

**URBAN
STRATEGIES
INC .**