

APRIL 3  
**2020**

 **BOUSFIELDS INC.**  
PLANNING | DESIGN | ENGAGEMENT

 **PLANNING  
& URBAN  
DESIGN  
RATIONALE**

**1 HERON'S HILL WAY**  
CITY OF TORONTO

**PREPARED FOR:**  
PARADISE DEVELOPMENTS HERON'S HILL INC.





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# [1.01]

# INTRODUCTION

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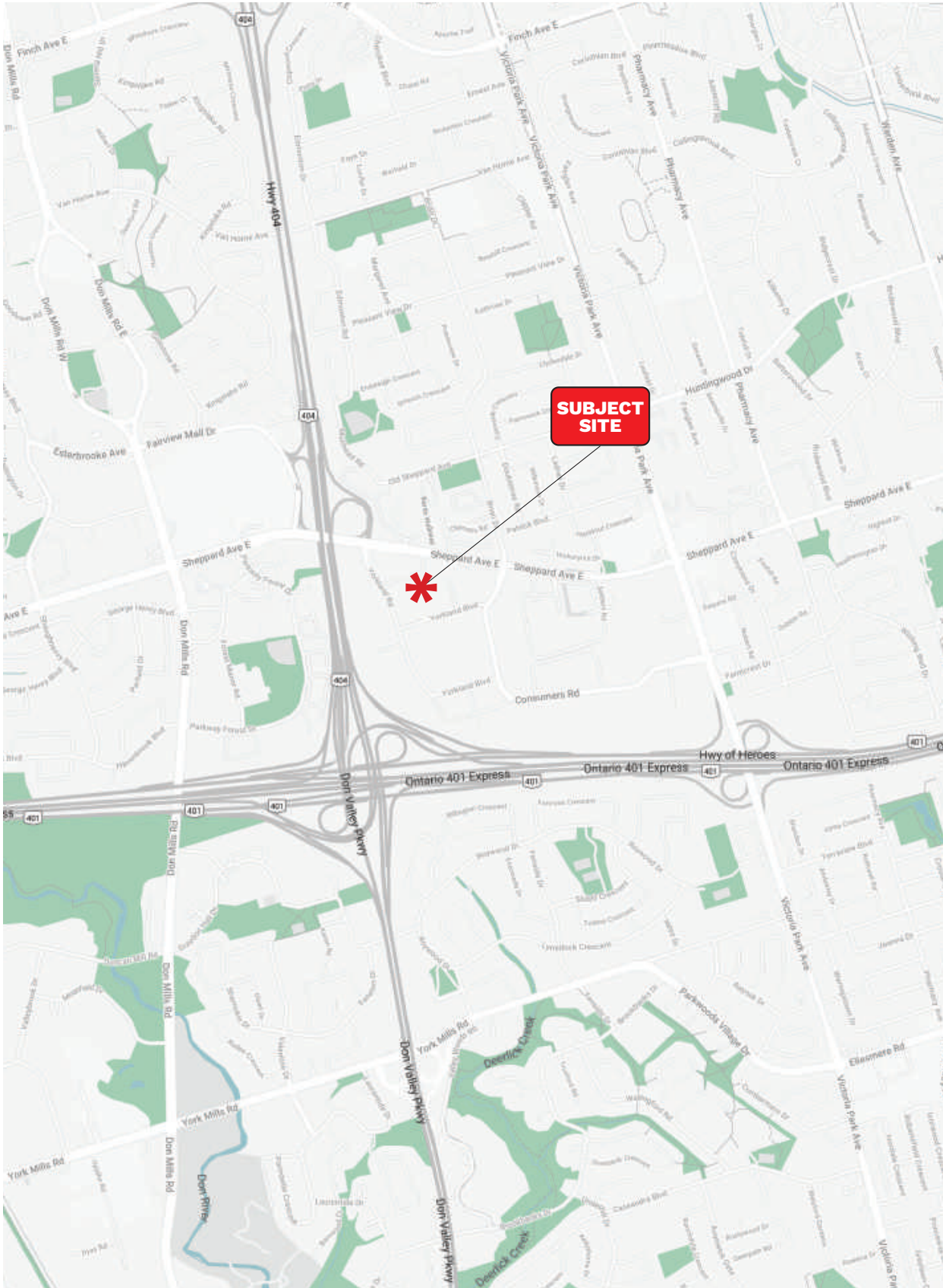


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Paradise Developments Heron's Hill Inc. (the "Owner") to amend the City of Toronto Official Plan, as amended, the former City of North York Zoning By-law 7625, as amended, and City of Toronto Zoning By-law 569-2013 with respect to a 6,491 m<sup>2</sup> site municipally known as 1 Heron's Hill Way (the "subject site"). See **Figure 1**, Location Map.

This Rationale provides a comprehensive assessment of all land use planning issues including issues arising from matters such as land use compatibility, built form, site servicing, traffic and community services and facilities. This assessment is based on the extensive study undertaken by a multi-disciplinary team that has informed and contributed to the overall conclusion that the proposed re-designation, of the subject lands to Mixed Use Areas and the adoption of a site-specific zoning by-law permitting the proposed development, constitutes good planning in accordance with all applicable policies and should be approved.

The proposed official plan amendment and rezoning will facilitate the redevelopment of the east portion of the subject site with a 39-storey mixed-use building while retaining the new 2-storey office building on the west portion of the subject site.

The subject proposal is differentiated from other employment conversion proposals owing to the unique nature of the proposal based on a number of key considerations. As noted in this report in extensive detail, the notion of "removal" of an existing area for employment should be evaluated and understood based on the land area of existing uses of the subject site based on the following:

- Approximately 477 square metres of the subject site is already designated Mixed Use Areas.
- 663 square metres of the subject site will be dedicated as a public road;
- 1,762 square metres of the subject site are currently occupied by an office building to remain; and
- 1,372 square metres (21%) of the subject site are currently vacant and underutilized.

The requested conversion will not remove or discontinue a current functioning employment use as there is no existing building or structure on the east portion of the subject site and it is very unlikely that the existing surface parking lot would ever be redeveloped.

From a land use perspective, while the proposed conversion technically represents a conversion of an employment area designation to a non-employment designation (i.e. Mixed Use Areas) outside of a municipal comprehensive review under the 2019 Growth Plan, the redesignation is only for a portion of the subject site. The requested conversion will not remove or discontinue a current functioning employment use as there is no existing building or structure on the east portion of the site subject to the proposed redevelopment. In addition, the proposed mixed-use building will contribute to the achievement of policy directions supporting intensification and infill on underutilized sites within the built up urban area, particularly in locations which are well served by municipal infrastructure, including existing public transit and significant future transit investment.

The ConsumersNext Secondary Plan area functions as both as an Employment Area and Mixed Use area, with the subject site on the edge of the Employment Area surrounded by existing residential buildings, schools, institutions, places of worship and retail and commercial uses. The proposition of the new 2-storey office building on the subject site is part of the existing residential development to the north (Monarch/Mattamy Groups) which shows the lands were approached as a Mixed Use area. Further, the proposed residential rental units will contribute to address the low residential rental vacancy rates across the City of Toronto and the GTA. With respect to the public benefit, the proposed development is well served and can be accommodated by existing infrastructure. In addition, the proposed development will fit within the existing infrastructure and will provide infrastructure improvements, identified within the ConsumerNext Secondary Plan, including the provision of a privately owned publicly accessible open space (POPS) and a new public road to increase and enhance connectivity within the Secondary Plan area.

From an urban design perspective, the proposed development complies with the Built Form and Urban Design policies of the ConsumersNext Secondary Plan and the City's Official Plan.

This report concludes that the proposed development is consistent with the policy directions set out in the Provincial Policy Statement (2020) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019) with respect to a conversion of employment areas to non-employment uses (i.e. *Mixed Use Areas*), and the City of Toronto Official Plan, all of which support and encourage intensification within built-up urban areas, particularly in proximity to transit infrastructure.



An aerial photograph of a city, likely Toronto, showing a mix of high-rise apartment buildings and lower-rise commercial structures. A large, semi-transparent red rectangle is overlaid on the center of the image, containing the text '2.01' in large white font. Below this, the words 'SITE &' and 'SURROUNDINGS' are written in a smaller, white, spaced-out font. The bottom of the image shows a street intersection with cars and a crosswalk.

# 2.01

## SITE & SURROUNDINGS

## 2.1 Site

The subject site is located on the south side of Heron's Hill Way, generally south of Sheppard Avenue East and east of Yorkland Road (**Figure 2**, Site Aerial Photo).

The subject site is generally rectangular in shape with a portion extended north toward Sheppard Avenue East. The subject site has a frontage of approximately 158.0 metres along Heron's Hill Way, approximately 34.3 metres along Yorkland Road, with an approximately 7.0 metres frontage along Sheppard Avenue East with a total area of 6,491 square metres (0.64 hectares).

The subject site currently contains a recently constructed 2-storey office building (GFA of 2,227 square metres) located on the west portion of the subject site at the southeast corner of Heron's Hill Way and Yorkland Road, which is occupied by Paradise Developments' headquarters and customer décor centre. Immediately east of the building is a surface parking lot serving the office building and occupies the middle portion of the subject site, while the east portion of the subject site remains vacant. Vehicular access to the surface parking is provided from Heron's Hill Way.



Figure 2 - Aerial Photo



1 Heron's Hill Way- looking east from Yorkland Road



1 Heron's Hill Way- looking northeast from Yorkland Road



1 Heron's Hill Way



1 Heron's Hill Way- looking west

## 2.2 Surroundings

The subject site is located at the edge of the Consumers Road Business Park (CRBP), an area that is bounded by Highway 404 to the west, Sheppard Avenue East to the north, Victoria Park Avenue to the east and Highway 401 to the south. The CRBP is one of Toronto's employment areas, while also servicing as the location for significant residential growth over the past decade. The area consists of a variety of uses, with significant high-rise mixed-use redevelopment filling in the areas along Sheppard Avenue East and Victoria Park Avenue, including Heron's Hill (2025-2045 Sheppard Avenue East), and Tridel's Atria IV (2205 Sheppard Avenue East). Low and mid-rise commercial/office uses interspersed with surface parking is the predominant use through the remainder of the CRBP area, with a concentration of office uses along the Hwy 401 and 404 edges of the CRBP area. The CRBP also

includes many non-employment uses including places of worship, commercial schools, motor vehicle dealerships and hotels (**Figure 3**, Context Aerial Photo).

Surrounding the CRBP area are low-rise neighbourhoods north of Sheppard Avenue East (Corinthian and Pleasant View), west of Highway 404 has a mix of low and high-rise neighbourhoods (Henry Farm); further east of Victoria Park Avenue (Sulival) and south of Highway 401 (Graydon Hall, Parkwoods and Maryvale); low-rise commercial uses along Victoria Park Avenue; a "tower-in-the park" building typology to the northeast of Victoria Park Avenue and Sheppard Avenue East intersection; extensive surface parking; and institutional uses (Muirhead Public School, Brian Public School and Sir John A Macdonald Collegiate Institute).

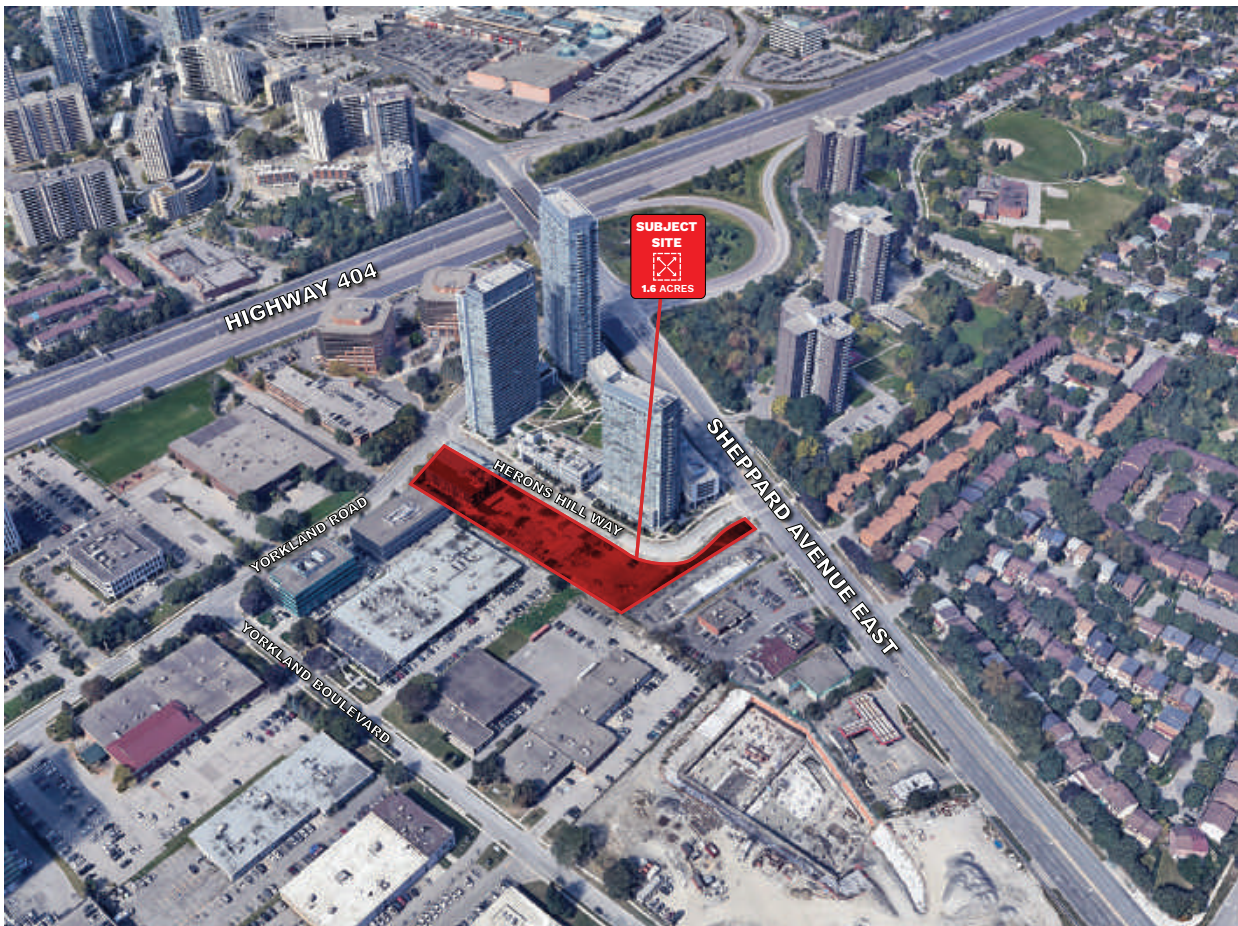
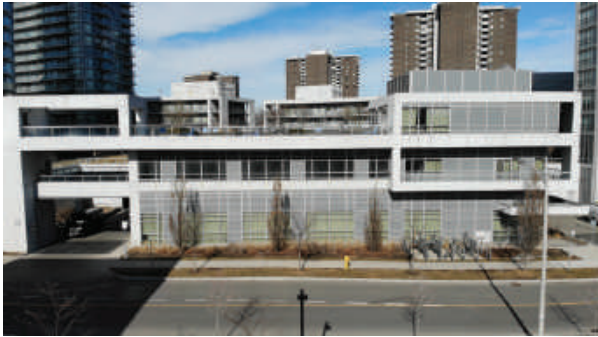


Figure 3 - Context Aerial Photo

## 2.3 Immediate Surroundings

To the north of the subject site, within the block bounded by Sheppard Avenue East, Yorkland Road, and Heron's Hill Way, is Monarch/Mattamy's Heron's Hill community, including three residential towers (25, 30 and 38 storeys), including a 5-storey podium with retail at grade along Sheppard Avenue East and a 2-storey commercial building fronting onto the north side of Heron's Hill Way (2015-2035 Sheppard Avenue East, 275 Yorkland Road, and 20-30 Heron's Hill Way). As per site-specific Zoning By-Law No. 295-2010, a total of 1,070 residential dwelling units and 93,814 square metres of gross floor area is permitted on the subject site immediately north of the subject site.



20 Heron's Hill Way



30 Heron's Hill Way looking west from Heron's Hill Way



30 Heron's Hill Way looking north from Heron's Hill Way



2015-2035 Sheppard Avenue East



275 Yorkland Road looking northeast from Yorkland Road

Further north, on the north side of Sheppard Avenue East and adjacent to Highway 404, are three 25-storey apartment buildings with interspersed landscaped open spaces, tennis courts, and surface parking (1900 Sheppard Avenue East, 5 Old Sheppard Avenue & 10 Muirhead Road). To the north of these apartment buildings, north of Old Sheppard Avenue, is a 3-storey apartment building with a surface parking lot (70 Old Sheppard Avenue), Muirhead Public School, Muirhead Park (25 Muirhead Road & 65 Muirhead Road).



1900 Sheppard Ave East

Further northwest is a low-rise neighbourhood comprising of single-detached and townhouse dwelling units, a retail plaza with surface parking on the northeast corner of Sheppard Avenue East and Brian Drive. The plaza ranges in height from 1 to 3 storeys and includes a mix of restaurant and service commercial uses, accessed from Brian Drive (2000–2088 Sheppard Avenue East). Moving west, along the north side of Sheppard Avenue East, is Hickorynut Parkette and reverse-lot single detached dwellings along Sheppard Avenue East forming part of a larger neighbourhood consisting of singles, townhouses and parkland. At the northwest corner of Sheppard Avenue East and Victoria Park Avenue, is the Victoria Park Square Shopping plaza (2450–2452 Sheppard Avenue East) set back from a gas station (Petro Canada, 2500 Sheppard Avenue East) by a large surface parking lot.



2450-2452 Sheppard Avenue East



2500 Sheppard Ave East

To the immediate west of the subject site, at the west limit of the CRBP area, west of Yorkland Boulevard and east of Highway 404 is a 3-storey above grade parking structure, two 8-storey office buildings (2001 & 2005 Sheppard Avenue East). Further southwest, is the North Toronto Christian School (255 Yorkland Boulevard), three office buildings with heights of 3, 4, and 11 storeys (225, 235 & 245 Yorkland Boulevard), the Edward Hotel (185 Yorkland Boulevard) and the Audi Midtown Toronto dealership (175 Yorkland Boulevard).



2001 Sheppard Avenue East



2005 Sheppard Avenue East



2005 Sheppard Avenue East, 3-storey parking structure



255 Yorkland Road, North Toronto Christian School



175 Yorkland Boulevard

To the immediate east of the subject site, along south side of Sheppard Avenue East, are number of commercial uses including a car wash, a retail plaza with restaurant uses, an automotive centre and the Petro Canada (2055, 2075, 2111, 2115 and 2125 Sheppard Avenue East). At the southwest corner of Sheppard Avenue East and Consumers Road, is the Parkside mixed use development (2135 Sheppard Avenue East and 299 Yorkland Boulevard) under construction. Once complete, this project will include three residential towers (26, 34 & 43 storeys) and a 4-storey commercial retail building. The residential towers will include a total of 1,200 units and a maximum gross floor area of 83,500 square metres (including up to 18,750 square metres of non-residential gross floor area).



2055 Sheppard Avenue East



2075 Sheppard Avenue East



2135 Sheppard Avenue

Further east, along east side of Consumers Road are four office buildings located at 2175 Sheppard Avenue East, 150, 200 and 250 Consumers Road (3, 5, 9, and 11 storeys), with the associated surface parking interspersed between the buildings. To the east of these four office buildings, along the north side of Consumers Road are two single-storey commercial buildings with surface parking and a large landscaped area (280-422 Consumers Road).

At the southwest corner of Atria Boulevard and Sheppard Avenue East is Tridel's Atria mixed-use residential and commercial condominium development under construction (2205 Sheppard Avenue East). Once complete, the project will include four residential buildings with commercial uses at grade (8,17,23 and 43 storeys), a 5-storey commercial building fronting onto Sheppard Avenue East and two new local streets. To the south of the Atria site, are two 17-storey office buildings with a 1-storey central lobby area connecting the two towers (2225 and 2235 Victoria Park Avenue). Abutting the office towers to the north is a circular driveway, located at the south end of Atria Boulevard, and a landscaped outdoor amenity area with street furniture.

Between Artia Boulevard and Settlers Road, is a 4-storey office building (2255 Sheppard Avenue East), with a landscape open strip and driveway along the Sheppard Avenue East and Settlers Road frontages.



2205 Sheppard Avenue East

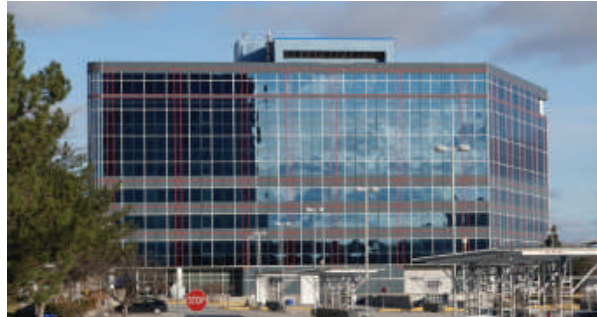


2225 and 2235 Victoria Park Avenue

Further east, on the east side of Settlers Road, are four properties municipally known as 2, 4 and 6 Lansing Square and 2550 Victoria Park Avenue (total area of 61,729.45 square metres) which are subject to a rezoning and official plan amendment applications for a new master planned community with four new development blocks. The proposed mixed-use community will be comprised of four new mixed-use buildings with heights up to 40 storeys (19, 24, 27, 34 and 40 Storeys) with retail at grade, five blocks of 3-storey townhouses and a new public park and an above grade parking structure. The existing office buildings at 2 Lansing Square and 2550 Victoria Park Avenue will be retained. Currently, this area contains a 12-storey office building (2 Lansing Square) and two propeller-shaped 2-storey office buildings fronting onto Sheppard Avenue East (4 and 6 Lansing Square), and an 8-storey office building fronting onto Victoria Park Avenue (2550 Victoria Park Avenue) with associated large surface parking lot accessed from both Lansing Square via Settlers Road and Victoria Park Avenue.



2, 4 and 6 Lansing Square and 2550 Victoria Park Avenue



2550 Victoria Park Avenue

To the south of Lansing Square properties, fronting onto Consumers Road, is a 5-storey office building (Enbridge Gas) with an additional 1-storey building element tenanted as a leadership centre for training and conference purposes. Further west is another 1-storey garage (Enbridge Fleet and Equipment Garage). All three buildings are surrounded by a large surface parking lot framing the north and west limit of the Enbridge property (500 Consumers Road).

South of Consumers Road, west of Victoria Park Avenue and east of Hallcrown Place is a 7-storey office building with a 1-storey extension (Queen's Academic School) and a large surface parking lot (2450 Victoria Park Avenue). This property is subject to a rezoning application proposing a mixed-use development consisting of four residential buildings ranging in height from 11 to 44 storeys, with a total of 1,247 residential units, a total gross floor area of 96,405 square metres (including 1,606 square metres of ground floor retail space) and an overall density of 4.99 FSI. The application also proposed a new 2,915 square metre on-site public park and two new east-west private roads. On March 23, 2018 the applicant appealed the Zoning By-Law Amendment application to the Local Planning Appeal Tribunal (LPAT) citing City Council's failure to make a decision within the prescribed



time frame set out in the Planning Act. The appeal remains under review at the Tribunal with a hearing date set for August 2020. To the south of the Queen’s Academic School is a mix of uses including the St. Mary Armenian Apostolic Church/ Armenian Community Centre of Toronto (45 Hallcrown Place), the Armenian Youth Centre (50 Hallcrown Place) and the Radisson Hotel (55 Halcrown Place) with the associated surface parking spaces. West of Hallcrown Place along the south side of Consumers Road are a 7-storey office building (Innovative Vision, 515 Consumers Road) and a 11-storey office building with a 3-storey parking structure (Tropicana Employment Centre, 505 Consumers Road) and a 2-storey building consisting of institutional and commercial uses and a large surface parking lot (Ontario International College, Chair-man Mills Cop and Closeout King, 501 Consumers Road).

Further east, along the east side of Victoria Park Avenue there are grade-related commercial plazas fronting onto Victoria Park Avenue, with a variety of retail, restaurant and service commercial uses (2499-2635 Victoria Park Avenue). Further to the south along Victoria Park Avenue is Farmcrest Parkette (2485 Victoria Park Avenue), low-rise neighbourhoods with single-detached dwellings and Wishing well Park (1700 Pharmacy Avenue), located adjacent to the Highway 401 off-ramp at Victoria Park Avenue.

To the immediate south, along the east side of Yorkland Road there is a 3-storey office building, a 5-storey and a 1-storey Lambton College Campus (259, 265 and 271 Yorkland Road) with associated parking spaces. To the east of the Lambton College Campus are two large 1-storey office employment buildings with associated surface parking lots accessed from Yorkland Boulevard (279 and 285 Yorkland Boulevard). The block bounded by Yorkland Boulevard to the north, west and south and Consumers Road to the east consists of office, employment, places of worship and institutional buildings with associated surface parking lots ranging in heights from 1-storey to 11-storey including a 1-storey Korean Church, Abu Huraira Centre (260 and 270 Yorkland Boulevard) fronting onto south side of Yorkland Boulevard and Oxford College of Canada (155 Consumers Road) at southwest corner of Yorkland Boulevard and Consumers Road, a 11-storey institutional building with a 3-storey on-

site parking structure (Online Trading Academy Toronto, 200 Yorkland Boulevard), a 2-storey building (Bodhi meditation centre, 180 Yorkland Boulevard), a 1-storey commercial space (130 Yorkland Boulevard) located along the east side of Yorkland Boulevard. At the southwest corner of Consumers Road and Yorkland Boulevard there is a 2-storey building (Carmel Logos Baptist Church, 225 Consumers Road) with parking spaces on the west accessed from Yorkland Boulevard, and two 3-storey office/commercial and institutional buildings (Royal LePage Brokerage and Elite Academic School, 201 and 211 Consumers Road).



259 Yorkland Road



265 Yorkland Road



271 Yorkland Road



279 Yorkland Boulevard



285 Yorkland Boulevard

To the south of Yorkland Boulevard and adjacent to Highway 401, there are four office buildings ranging in height from 4 to 13 storeys, with a network of private driveways, surface parking spaces, landscaping and dispersed trees (243-255 Consumers Road); a 7-storey above grade parking structure with retail uses at ground level (229-241 Consumers Road and 151-157 Yorkland Boulevard); and the Porsche Centre North Toronto car dealership (165 Yorkland Boulevard) and Audi Midtown Toronto dealership (175 Yorkland Boulevard).

## 2.4 Transportation

Victoria Park Avenue and Sheppard Avenue East are both categorized as Major Arterial Roads on the Toronto Road Classification System with a 6-lane cross-section and a right-of-way width of 36 metres. In addition, both roads have dedicated right and left turn lanes at the Sheppard Avenue East and Victoria Park Avenue intersection and sidewalks on both sides. On-street parking is not permitted.

The subject site has excellent access to existing transit services, including the following surface transit routes (**Figure 4**, TTC Transit Map):

- Bus Route 85 Sheppard East operates between the Sheppard-Yonge Station on Line 1, Don Mills Station on Line 4 and Rouge Hill Go Station, extending as far as the Toronto Zoo on weekends and holidays.
- The Sheppard East Express (985) also operates between Don Mills Station on Line 4, Scarborough Centre Station on Line 3, and the area of Sheppard Avenue East and Meadowvale Road.
- Bus Route 167A/B – Pharmacy North, operates between Don Mills Station on Line 4 and the area of Pharmacy Avenue and Steeles Avenue East. Evening and weekend services is also provided to the Consumers Road Area via route 167A.
- Bus Route 169B – Huntingwood operates between Don Mills Station on Line 4 and Scarborough Centre Station on Line 3, during weekday peak hours.
- Bus Route 24 Victoria Park Avenue runs in both directions, from Victoria Park Subway Station on Line 2, splitting off at Consumers Road:
  - 24A and Express Route 924 travels in both directions, from Victoria Park Subway Station on Line 2 to the area of Victoria Park Avenue and Steeles Avenue East; and
  - 24B travels through the interior of the Consumer's Road Employment Area and connects to Don Mills Subway Station on Line 4.

Sheppard Avenue East (east of Don Mills Station) has been earmarked for rapid transit expansion. The 2019 Ontario Budget highlights the Province's commitment to the Sheppard Subway Extension, connecting the existing Don Mills Station with the future terminus of the Scarborough Subway Extension at McCowan Station via subway. Conversely, the Big Move (2008) identifies a 25 year plan for the Regional Rapid Transit and Highway Network. Within this plan, the Don Mills Road and Sheppard Avenue East area adjacent to Consumers Road is a Major Transit Station Area / Gateway Hub to be intensified while Sheppard Avenue East is an intensification corridor with

future light rail transit (LRT) service. Similarly, in a recent Toronto-Ontario Transit Update dated October 15, 2019, the City of Toronto referred to the expansion of rapid transit east of Don Mills Station as “the future Sheppard East LRT”. However, the Transit Update also stated the need to assess the implications of a potential extension of Line 4 (i.e. as a subway) as outlined in the 2019 Ontario Budget. No dates or modes of transportation (subway or LRT) have been confirmed for the Sheppard Avenue East rapid transit at this time. As a result, the effects of the Sheppard East LRT/Subway Extension are not comprehensively analyzed in this report (Figure 5, Proposed Sheppard East LRT Map).

In terms of Official Plan policy, Sheppard Avenue East is identified as a Transit Corridor (Expansion Element) on Official Plan Map 4 – Higher Order Transit Corridors and is also identified as a Transit Priority Segment (Expansion Element) on Official Plan Map 5 – Surface Transit Priority Network.

In terms of Provincial Policy, the subject site meets the definition of a ‘major transit station area’ and is discussed in further detail within Section 4.2 of this report (Figure 6, Proximity to the Existing Donmills Subway Station and Planned Sheppard Avenue East LRT).



Figure 4 - TTC Transit Map



A hand holding a pen is shown in the upper left, pointing towards the center. The background is a blurred architectural drawing with various lines, dimensions, and labels like 'MEN WASHROOM' and 'WOMEN WASHROOM'. A large red rectangular overlay covers the central part of the image, containing the text '[3.01]' and 'PROPOSAL'.

# [3.01]

## PROPOSAL

### 3.1 Description of the Proposal

The proposed redevelopment of the subject site (6,491 square metres in area) seeks to retain the existing 2-storey office building (2,227 square metres GFA ) on the western portion of the subject site, and introduce a 39-storey mixed-use building consisting of a 4-storey podium building and a 35-storey tower element located on the eastern portion of the subject site. The proposed development scheme also includes the provision of a 550 square metres privately owned publicly accessible open spaces (POPS) and a new public road through the subject site, in keeping with the ConsumersNext Secondary Plan identified parks and open space, and transportation priorities (**Figure 7**, Site Plan). Overall, the mixed-use building will have a height of approximately 126.65 metres to the top of the roof and 132.65 metres to the top of the mechanical penthouse/ architectural element (**Figure 8**, Elevations).

The proposed mixed-use building will contain 292 square metres (3,144 square feet) of office space on the ground level and 25,951 square metres (279, 343 square feet) of residential gross floor area above. A total of 350 purpose-built rental residential unit will be located within the building, of which 35 (10 percent) will be 3-bedroom units.

The overall gross floor area on the subject site including the existing 2-storey office building (2,227 square metres) and the proposed mixed-use building (26,243 square metres) will be 28,470 square metres which will result in a density of 4.38 FSI.

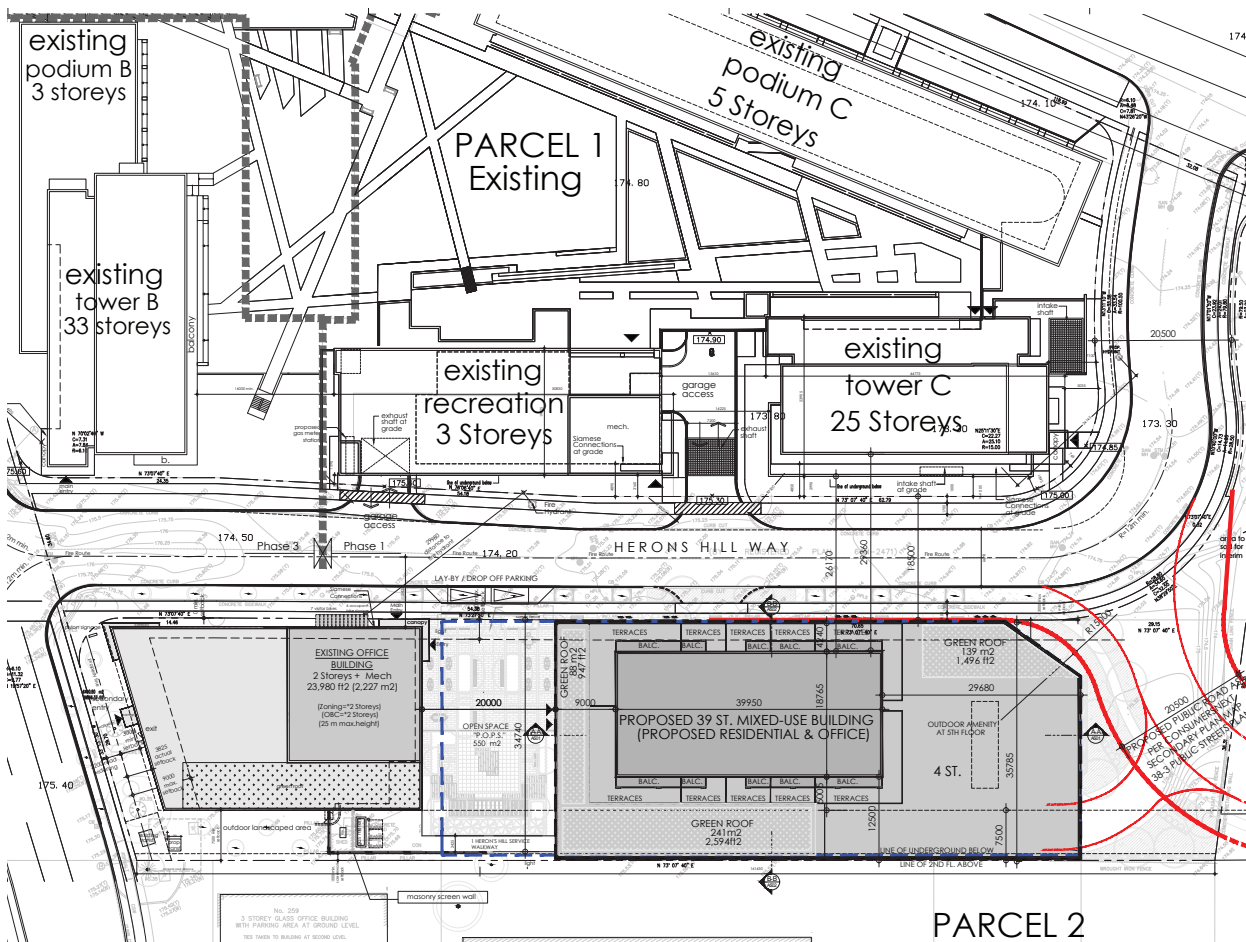


Figure 7 - Site Plan



Figure 8A - North Elevation



Figure 8B - South Elevation

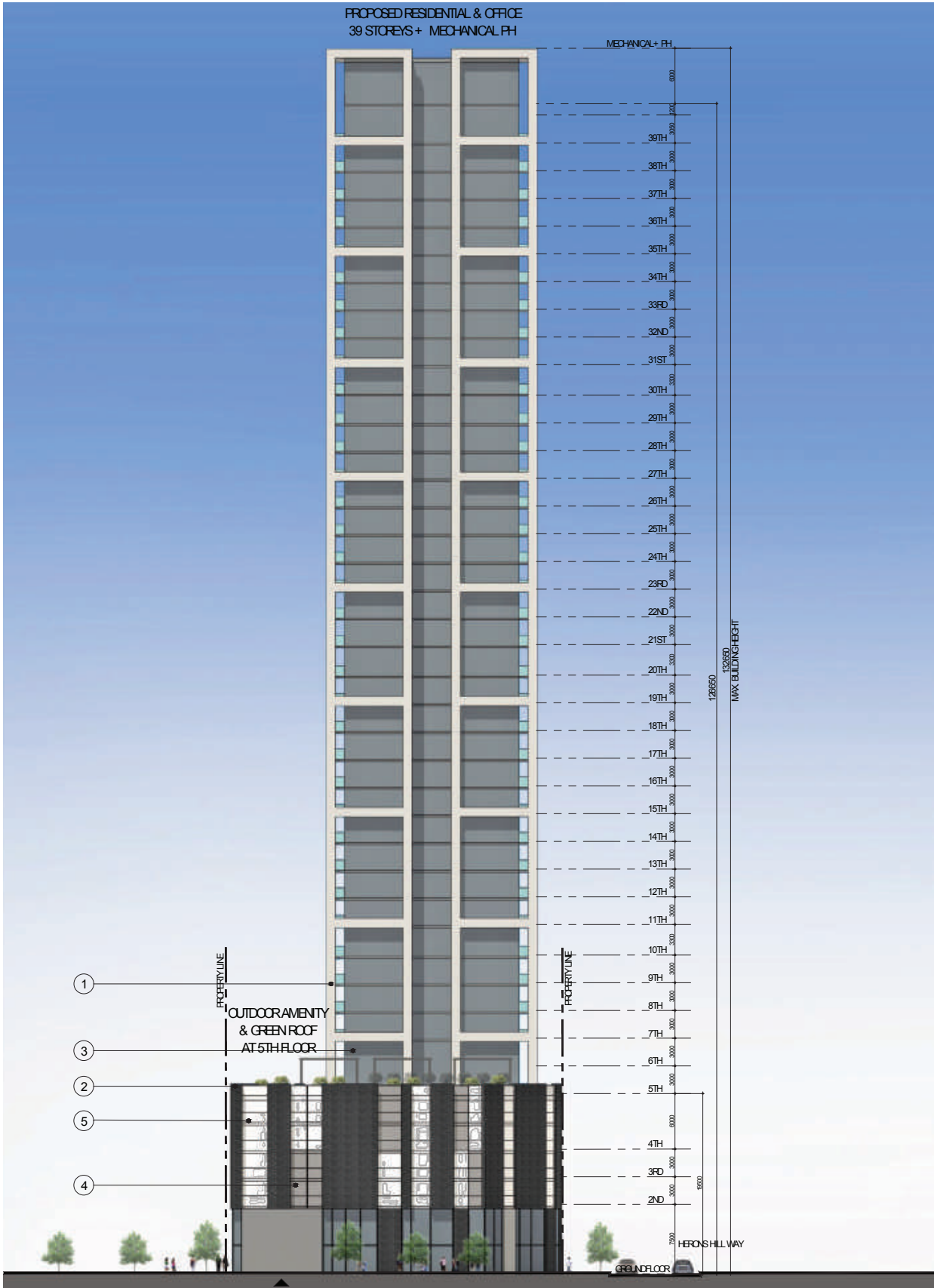


Figure 8C - East Elevation





## PODIUM BUILDING

The 4-storey podium building along Heron's Hill Way will be setback 0.0 metres from the property line to generally align with the setback of the existing building on the west side of the subject site. Nonetheless, this setback will provide for a total sidewalk width measured from curb to building face of approximately 2.7 metres accommodating landscaping and street trees along Heron's Hill way. This setback will be increased along the new public road to the east. A 20.0 metre separation distance is provided between the proposed base building and the existing 2-storey commercial building to the west. The resulting open space between the existing and proposed buildings is proposed as a 550 square metres POPS.

The podium building will have a consistent street wall of 4-storeys (19.5 metres) along the Heron's Hill Way along frontage. The ground floor will have a height of between 4.5 metres to 7.5 metres. The office frontage at the northwest corner of the podium will be broken up by a mid-block entrance leading to the residential lobby. At the northeast portion of the podium a 565-square meter indoor amenity space is proposed. The podium building includes 3 levels of parking spaces. Vehicular access to the site and the parking spaces (1 level of underground parking and 3-levels of above ground parking spaces) will be provided from the proposed new public road connection to the east of the subject site. As described in more detail below, this new public road has been identified in the recently adopted ConsumersNext Secondary Plan as a necessary new public road designed to increase and enhance connectivity within the Secondary Plan area. The eastern portion of the ground level of the podium accommodates the refuse room, Loading Area Type "G", 6 visitor parking spaces including an accessible parking space and the 88 long-term and 48 short-term bicycle parking spaces.

Above the ground floor, 3 levels of parking spaces (Levels 2-4), 468 square metres green roof and 823 square metres outdoor amenity area (on the 4<sup>th</sup> level) are proposed.

## TOWER ELEMENT

The proposed 35-storey (107.15 metres) tower element sits atop the podium building at its northwest corner. The tower is setback from the podium by approximately 4.2 metres along Heron's Hill Way and 12.5 metres along the south property line. The tower will have a floorplate size of approximately 750 square metres. The tower is separated from the existing 2-storey building by approximately 29.0 metres.

## UNIT DISTRIBUTION AND AMENITY SPACE

The proposed building will have a total of 350 units, consisting of 210 one-bedroom units, 105 two-bedroom units, and 35 three-bedroom units.

The building will include both indoor and outdoor amenity space (a total of approximately 1,388 square metres). Approximately 565 square metres of indoor amenity space is located on the ground floor and within the podium building. In addition, approximately 823 square metres of outdoor amenity space is provided at the roof of the 4<sup>th</sup> level along with approximately 468 square metres of Green Roof. Private balconies provide additional outdoor space for all units. The existing 2-storey office building provides approximately 426 square metres of green roof.

## LANDSCAPING

The landscape plan proposes to enhance the streetscaping along Heron's Hill Way and the future public road to the east of the site by planting a total of 23 street trees and introducing ornamental landscaping. The scheme also includes a 550 square metres POPS centrally located between the existing low-rise office building and the proposed mixed-use tall building. It has approximately a 20-metre frontage on Heron's Hill Way and is directly accessible from the public right-of-way. It has been designed to incorporate a, flexible seating as well as both softscaping and hardscaping elements.

## ACCESS, PARKING AND LOADING

As noted above, vehicular access is from the proposed public road connection to the east of the subject site. A driveway access from the new public road to the internalized loading area, shared office and visitor parking, and a ramp to the above ground and underground parking garages is proposed.

A total of 327 parking spaces are provided including 276 resident parking and 51 shared visitor and office parking spaces (including 4 surface parking spaces). The existing 46 surface parking spaces associated with the existing 2-storey office building will be accommodated in the underground parking garage. The loading area will provide one Type "G" loading space.

A total of 281 bicycle parking space will be provided, including the 13 existing office spaces, 210 long-term spaces and 53 short term spaces for residents and 4 short-term spaces and 1 long-term space for visitors. The existing office building provides a total of 13 bicycle parking spaces at grade.

## NEW PUBLIC ROAD

The development of the site delivers land for the new public road, in keeping with the transportation priority of the ConsumersNext Secondary Plan and without the need for expropriation, as the first part of this important network link. Description of the public road and analysis of its function is provided within the Urban Transportation Considerations report.

## 3.2 Key Statistics

<b>Total Site Area</b>	6,491 square metres (0.64 hectares)	
	Existing 2-storey Office Building	Proposed 39-storey Mixed-use Building
<b>Total Gross Floor Area</b>	28, 470 square metres	
Residential	-	25,951 square metres
Office	2,227 square metres	292 square metres
<b>Total Dwelling Units</b>	350 units	
1 BR	-	210 units
2 BR	-	105 units
3 BR	-	35 units
<b>Amenity Space</b>	1,388 square metres	
Indoor Amenity Space	-	565 square metres
Outdoor Amenity Space	-	823 square metres
<b>POPS</b>	550 square metres	
<b>Parking Spaces</b>	327 parking spaces	
Resident	-	276 parking spaces
Visitor/Office	-	51 (4 surface parking space)
<b>Bicycle Spaces</b>	13	268
Long-term	-	(Resident) 210 spaces (Office) 1 spaces
Short-term	-	(Residents) 53 spaces (Office) 4 spaces
<b>Loading Spaces</b>		1 Type "G"

### 3.3 Required Approvals

The proposal requires an Official Plan Amendment application to redesignate part of the subject site from *Employment Areas* to *Mixed Use Areas* in order to permit the proposed residential uses on the site. The ConsumersNext Secondary Plan ("OPA 393") which is currently under appeal designates the properties abutting to the east of the subject property and immediately north of the subject site along Sheppard Avenue East as well as Victoria Park Avenue as *Mixed Use Areas* which permit a broad range of commercial, residential, and institutional uses.

The proposed development requires an amendment to the former City of North York Zoning By-law No.7625, as amended by By-law 295-2010., and City-wide Zoning By-law 569-2013 to permit the proposed uses, as well as to increase the permitted building height and density and to revise other performance standards as necessary to accommodate the proposal.

The background is a detailed architectural site plan or floor plan, rendered in black lines on a white background. A large, semi-transparent red rectangle is overlaid on the center of the image. A black ruler is positioned diagonally across the lower half of the red rectangle. A black marker with the text 'PIGMENT INK/ENCRE' and 'WATERPROOF/LIGHT-RESISTANT' is also visible, lying across the ruler.

# [4.01]

P O L I C Y &  
R E G U L A T O R Y  
C O N T E X T

## 4.1 Overview

The proposed development represents a conversion of lands designated for employment to non employment use (i.e. *Mixed Use Areas*) for a portion of the subject site, outside of a *municipal comprehensive review*. For the purpose of s.3 of the *Planning Act*, the proposed development shall conform to the Growth Plan for the Greater Golden Horseshoe, 2019, which came into effect on May 16, 2019. The 2019 Growth Plan has established a new policy (2.2.5.10) with respect to the timing for consideration of requests for conversion of employment lands to non-employment uses outside of a *municipal comprehensive review*.

The remainder of the City's policies were prepared and adopted pursuant to the 2006 Growth Plan, which considered employment area conversions only through a *municipal comprehensive review*. Therefore, while the policies which are applicable by virtue of the 2006 Growth Plan have some relevance to the application for Official Plan Amendment, the test of conformity with Provincial Plan is based upon the policies of the 2019 Growth Plan.

As set out below, the proposed development is consistent with the policy directions set out in the Provincial Policy Statement (2014 and 2020) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019) with respect to a conversion of employment areas to non-employment uses (i.e. *Mixed Use Areas*), and the City of Toronto Official Plan, all of which support and encourage intensification within built-up urban areas, particularly in proximity to transit infrastructure.

## 4.2 Provincial Policy Statement

### 4.2.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement 2014 ("PPS 2014") came into effect on April 30, 2014 and provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS 2014 "shall be read in its entirety and all relevant policies are to be applied to each situation".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1(a) and (b) and 1.1.1(e) states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of residential and other uses to meet long-term needs and promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 of the PPS supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, and which are transit-supportive where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact built form, while avoiding or mitigating risks to public health and safety.

Given that the subject site is currently designated Employment Areas, Policy 1.3.1 is relevant. It requires planning authorities to promote economic development and competitiveness by:

- a. *providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
- b. *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c. *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
- d. *ensuring the necessary infrastructure is provided to support current and projected needs.*

Furthermore, Policy 1.3.2.2 states that Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

The PPS defines *comprehensive review* as:

*"a) an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which:*

1. *is based on a review of population and employment projections and which reflect projections and allocations by upper-tier municipalities and provincial plans, where applicable; considers alternative directions for growth or development; and determines how best to accommodate the development while protecting provincial interests;*
2. *utilizes opportunities to accommodate projected growth or development through intensification and redevelopment; and considers physical constraints to accommodating the proposed development within existing settlement area boundaries;*
3. *is integrated with planning for infrastructure and public service facilities, and considers financial viability over the life cycle of these assets, which may be demonstrated through asset management planning;*
4. *confirms sufficient water quality, quantity and assimilative capacity of receiving water are available to accommodate the proposed development;*
5. *confirms that sewage and water services can be provided in accordance with policy 1.6.6; and*
6. *considers cross-jurisdictional issues."*

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and public transit.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Section 1.6). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity will be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and mainstreets, encouraging a sense of place by promoting well-designed built form and cultural planning by conserving features that help define character and, promoting the redevelopment of brownfield sites.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The PPS 2014 will be replaced by the new Provincial Policy Statement 2020. The relevant policies to be applied to the conversion of land within employment areas have been changed to work together with other recent changes to the land use planning system, including changes to the Planning Act through Bill 108, More Homes, More Choice Act, 2019 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

## 4.2.2 PROVINCIAL POLICY STATEMENT (2020)

On July 22, 2019, the Ministry of Municipal Affairs and Housing proposed changes to the Provincial Policy Statement. On February 28, 2020 the Ministry of Municipal Affairs and Housing released the approved Provincial Policy Statement. The new Provincial Policy Statement (PPS 2020) will take effect on May 1, 2020 and will apply to all planning decisions made after this date.

Policy 1.1.1(a) and (b) and 1.1.1(e) of PPS 2020 provides that healthy, livable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate affordable and market-based range and mix of residential types and other uses to meet long-term needs and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 of the PPS 2020 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, and which are transit-supportive where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact built form, while avoiding or mitigating risks to public health and safety.

Given that the subject site is currently designated Employment Areas, Policy 1.3.1 is relevant. It requires planning authorities to promote economic development and competitiveness by:

*a) providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs;*

*b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

*c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*

*d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*

*e) ensuring the necessary infrastructure is provided to support current and projected needs.*

The PPS 2020 continues to include the Employment Areas conversion policy (was Policy 1.3.2.2, now 1.3.2.4) which states that Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

However it now adds Policy 1.3.2.5, as follows:

*"Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally-significant by a regional economic development corporation working together with affected upper- and single tier municipalities and subject to the following:*

*a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;*



*b) the proposed uses would not adversely affect the overall viability of the employment area; and*

*c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.”*

With respect to housing, the PPS 2020 continues to include Policy 1.4.3 which requires provision to be made for an appropriate range of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed and requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.

The PPS 2020 continues to include the policies that address the efficient use of infrastructure particularly public transit (Section 1.6). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

With respect to the long-term economic prosperity, the PPS 2020 continues to include the relevant policies which state long-term prosperity will be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and main streets, encouraging a sense of place by promoting well-designed built form and cultural planning by conserving features that help define character and, promoting the redevelopment of brownfield sites. However, now adds the long-term prosperity will be supported by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons set out in Section 5 of this report, it is our opinion that the proposed development and, more particularly, the requested conversion of land within an employment area, as described in the applications to amend the Official Plan, as amended by the ConsumersNext Secondary Plan and the Zoning Bylaws, is consistent with policies of the PPS 2020.

### 4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "A Place to Grow") came into full force and effect, replacing the 2017 Growth Plan for the Greater Golden Horseshoe. Under Section 7 of the Places to Grow Act, all decisions affecting a planning matter must conform with A Place to Grow Plan, 2019. Many policies within the 2019 Growth Plan are consistent with the 2017 Growth Plan, however, significant new policies addressing employment areas, designated greenfield areas and settlement area boundary expansions are included.

A Place to Grow provides a framework for implementing the Province's vision for managing growth across the region to the year 2041 and supports the achievement of complete communities. The Guiding Principles, which are important for the successful realization of A Place to Grow, are set out in Section 1.2.1. Key principles relevant to the proposal include:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability; and
- Supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Providing flexibility to capitalize on new economic and employment opportunities as they emerge.

In accordance with Section 1.2.3, A Place to Grow is to be read in its entirety and the relevant policies are to be applied to each situation.

Similar to the PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

*"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure*

*can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas as well as brownfield sites and greyfields. Concentrating new development in these areas also provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing option [...] It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."*

Section 2.1 of A Place to Grow goes on to further emphasize the importance of optimizing land use in urban areas:

*"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."*

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built up areas (i), strategic growth areas (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv).

The subject site would be considered to be part of a "strategic growth area" pursuant to A Place to Grow (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form), given that is located in close proximity to a major street and it has access to existing frequent transit service. "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service may also be identified as strategic growth areas.

In this respect, Sheppard Avenue East is identified as an arterial road with “frequent transit” services. A Place to Grow defines “frequent transit service” as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. Bus route 85 Sheppard East (Don Mills Station-Meadowvale Road) is part of the 10 Minute Network, and operate every 10 minutes or better, all day, every day and provides connections to Don Mills Subway Station.

Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of A Place to Grow will support the achievement of complete communities in a number ways, including:

- a. featuring a diverse mix of land uses, including residential and employment uses (among others);
- b. providing a diverse range and mix of housing options;
- c. expanding convenient access to a range of transportation options including active transportation;
- d. ensuring the development of compact built form and an a vibrant public realm; and
- e. mitigating and adapting to climate change impacts and contributing environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things;

- c. encourage intensification generally throughout the delineated built-up area;
- d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; and
- f. be implemented through official plan policies and designation, updated zoning and other supporting documents.

Section 2.2.4 addresses Transit Corridors and Station Areas policies and provides that *major transit station areas on priority transit corridors* or subway lines will be planned for a minimum density target of 200 residents and jobs combined per hectare for those that are served subways (2.2.4(3) (a)) and 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit (2.2.4(3)(b)). A Place to Grow Plan generally defines *major transit station areas* as the area including and around any existing or planned higher order transit station or stop within an approximate 500 to 800 metres radius of a transit station, representing about a 10-minute walk.

In this regard, the existing Don Mills subway station is within 800 metres (approximately 700 metres) of the subject site on the west side of Highway 404 at the intersection of Don Mills Road and Sheppard Avenue East. In addition, the Planned Sheppard East LRT will add 13 kilometres of new light rail transit along Sheppard Avenue from Don Mills subway station to east Morningside Avenue, with two major transit stops planned within 500 metres of the subject site at the intersections of Sheppard Avenue East and Consumers Road and Victoria Park Avenue.

Policy 2.2.4(9) provides that, within all *major transit station areas*, development will be supported, where appropriate, by: planning for a diverse mix of uses to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. In addition, Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned *frequent transit* should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

With respect to Employment Lands, Policy 2.2.5(1) of the Plan states that economic development and competitiveness will be promoted by:

- making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
- ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;

- planning to better connect areas with high employment densities to transit; and
- integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Policy 2.2.5(3) directs retail and office uses to locations that support active transportation and have existing or planned transit. In addition, Policy 2.2.5(4) provides that in planning for employment, surface parking will be minimized, and the development of active transportation networks and transit-supportive built form will be facilitated. Policy 2.2.5(6) provides that employment areas will be designated in official plans and will be protected for appropriate employment uses over the long-term.

In regard to the Conversion of Employment Lands, Policy 2.2.5(9) of the Plan outlines the conversion criteria for lands within an employment area and states that the conversion of lands within *employment areas* to non-employment uses may be permitted only through a *municipal comprehensive review* where it is demonstrated that:

- a. There is a need for the conversion;
- b. The lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- c. The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- d. The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
- e. There are existing or planned infrastructure and public service facilities to accommodate the proposed uses."

In addition, the 2019 update to the Growth Plan added a significant new policy that makes it possible for property owners to file applications to convert Employment Lands prior to a municipal comprehensive review. Specifically, Policy 2.2.5(10) provides that notwithstanding policy 2.2.5 (9), until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a. satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b. maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c. not include any part of an employment area identified as a provincially significant employment zone.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing choices that, among other matters, support the achievement of the minimum intensification and density targets and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents (a). The strategy is to be implemented through official plan policies and designations and zoning by-law amendments (d). Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in providing housing choices, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth (a); planning to achieve the minimum intensification and density targets (b); considering the range and mix of housing options and densities of the existing housing stock (c); and planning to diversify the overall housing stock across the municipality (d).

Generally, the infrastructure policies set out in Chapter 3 of A Place to Grow place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- a. provide connectivity among transportation modes for moving people and goods;
- b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and,
- d. offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential

or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels.

Policy 5.2.5(5)(b) provides that minimum density targets in A Place to Grow Plan are to be implemented through single-tier official plan policies that identify the minimum density target and, through secondary planning or other initiatives, establish permitted uses within the delineated areas and identify densities, heights, and other elements of site design.

Furthermore, it is our opinion that Policy 7.2 of the ConsumersNext Secondary Plan does not conform to the Growth Plan. As described in detail in Section 4.7 of this report, Policy 7.2 in its current form, could result in residential units that are unaffordable for individuals and families by imposing inflexible and onerous standards for bedroom counts and unit sizes, which could discourage development on the site. It is our opinion that the proposed Official Plan Amendment would add the necessary flexibility to attract development and bring the ConsumerxNext Secondary Plan into conformity with the Growth Plan.

For the reasons set out in Section 5 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the Official Plan, ConsumersNext Secondary Plan and the Zoning By-law are in conformity with the Growth Plan (2019) and would amend the existing antiquated zoning to be consistent with the recently adopted ConsumersNext Secondary Plan.

## 4.4 Metrolinx Regional Transportation Plan

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

The 2041 RTP continues to identify the Don Mills/Sheppard subway station as a Mobility Hub. The 2041 RTP conforms to the Growth Plan (2017), as well as other provincial land use policy documents, to set the policy framework for managing growth, establishing complete communities and delivering sustainable transportation choices. The 2041 RTP goes beyond the 2017 Growth Plan and therefore meets the 2019 Growth Plan horizon to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's (GTHA) entire Transportation Systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

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

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

One of the priority actions under Strategy 1 identified in the 2041 RTP is to advance key rapid transit projects that are in development through preliminary design, detailed design and construction, including the Sheppard East LRT.

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

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

In regard to the second approach, the Don Mills Station on the Sheppard Subway (Line 4) is identified as a Mobility Hub on Map 3 of the 2041 RTP and is identified as a Gateway Mobility Hub within the "The Big Move" (**Figure 9**, 2041 RTP Map 3). Mobility Hubs are defined as major transit station areas that are particularly significant due to the level of transit service planned for them and the development potential around them. They are places of connectivity between regional rapid transit services and places where different modes of transportation come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living and shopping around a major transit station. These areas are generally forecasted to achieve a minimum density of approximately 10,000 people and jobs within an 800-metre radius, as prescribed within The Big Move.

Policy 7.14 of The Big Move provides that Gateway Mobility Hubs shall be identified and incorporated in municipal Official Plans and Transportation Master Plans. Furthermore, Policy 7.15 requires that municipalities prepare detailed master plans for each Mobility Hub, which will among other matters optimize transit-oriented development, identify and implement incentives to promote transit-oriented development and establish a surface parking reduction strategy. In this regard, the Don Mills-Sheppard Mobility Hub is identified within the ConsumerNext Transportation Master Plan.

To assist in communicating the role and function of a Mobility Hub, Metrolinx prepared the *Mobility Hub Guidelines for the Greater Toronto and Hamilton Area* (September 2011). These guidelines are intended to provide "guidance and inspiration on developing Mobility Hub plans and incorporating Mobility Hub objectives into other planning activities" and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

The guidelines suggest density and mode share targets within Mobility Hubs. For hubs served by Light Rail Transit (LRT), transit-supportive densities of 200-400 residents and jobs per hectare are suggested, with a suggested transit mode share of 30-50%. It is noted that higher targets should be set in LRT corridors with exclusive right-of-way, such as tunnels, reflecting the higher passenger capacity of these lines.

Guideline 5.2 seeks to focus and integrate increased and transit-supportive densities at and around transit stations to create a compact built form and a critical mass of activity, while ensuring appropriate transition to the surrounding community.

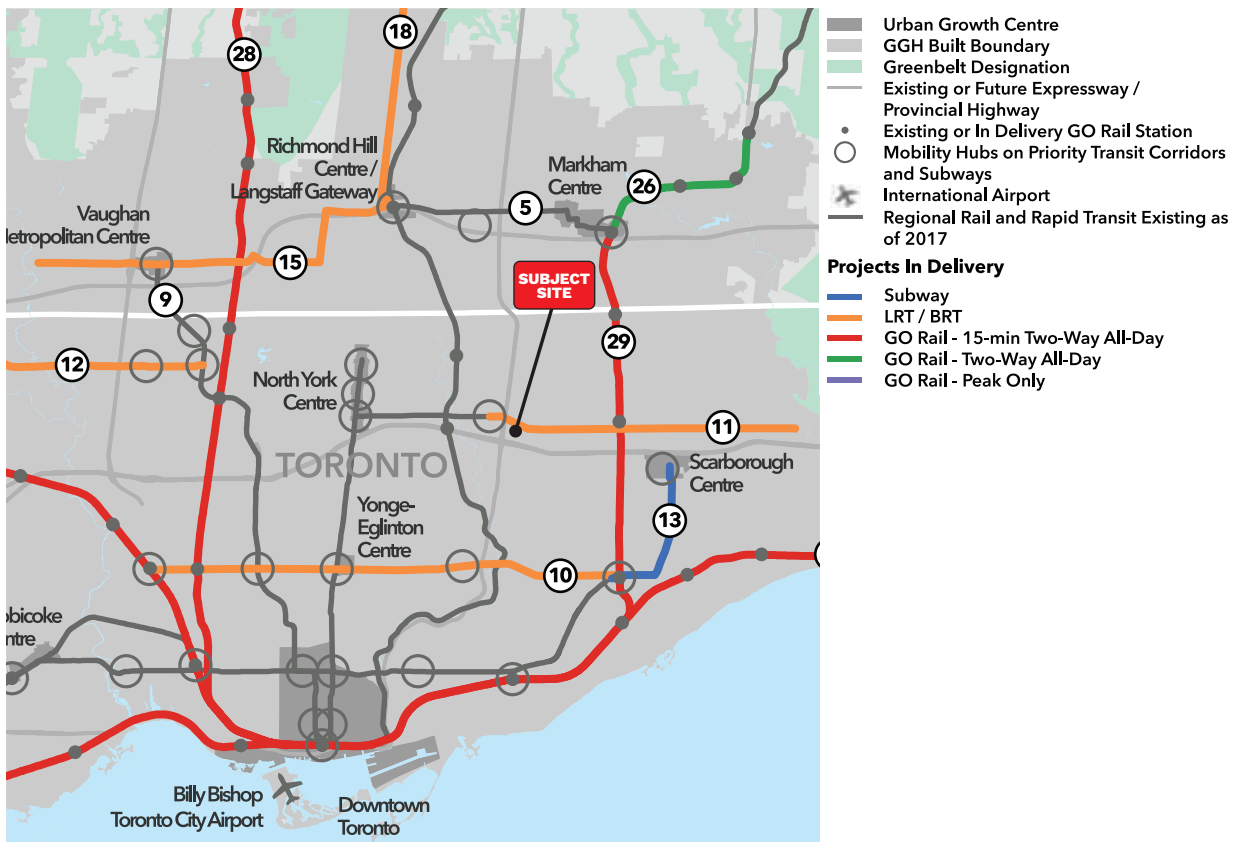


Figure 9 - 2041 RTP Map 3

## 4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011. City of Toronto initiated Official Plan Amendment 231 (OPA 231) comprised the City of Toronto's review of the employment lands policies in the Official Plan. OPA 231 was adopted by Council on December 18, 2013 and was subsequently appealed to the OMB (now the LPAT). As set out in its Draft Order issued on January 8, 2019, parts of OPA 231 have been approved and are now in force and are included as part of the most recent 2019 consolidated City of Toronto Official Plan. Conformity of OPA 231 is assessed against the 2006 Official Plan and not the 2019 Growth Plan.

## GROWTH MANAGEMENT POLICIES

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

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

To that end, Policy 2.1(3) provides that Toronto should accommodate a minimum of 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that the 3 million population figure is neither a target nor a maximum; it is a minimum:

"The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) ... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors."

In Chapter 2 (Shaping the City), one of the key policy directions is integrating Land Use and Transportation (Section 2.2). The Plan states that:

"...future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are located where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas...The Mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification".

The growth management policies of the Official Plan direct growth to identified areas on Map 2 (Urban Structures), which include Centres, Avenues, Employment Areas and the Downtown and Central Waterfront, where transit services and other infrastructure are available (Section 2.2.2). The small strip portion of the subject site extended toward north is located along an Avenue (Sheppard Avenue East) and the subject site is located within the Consumers Employment Area (Figure 10, Official Plan Map 2 – Urban Structure).

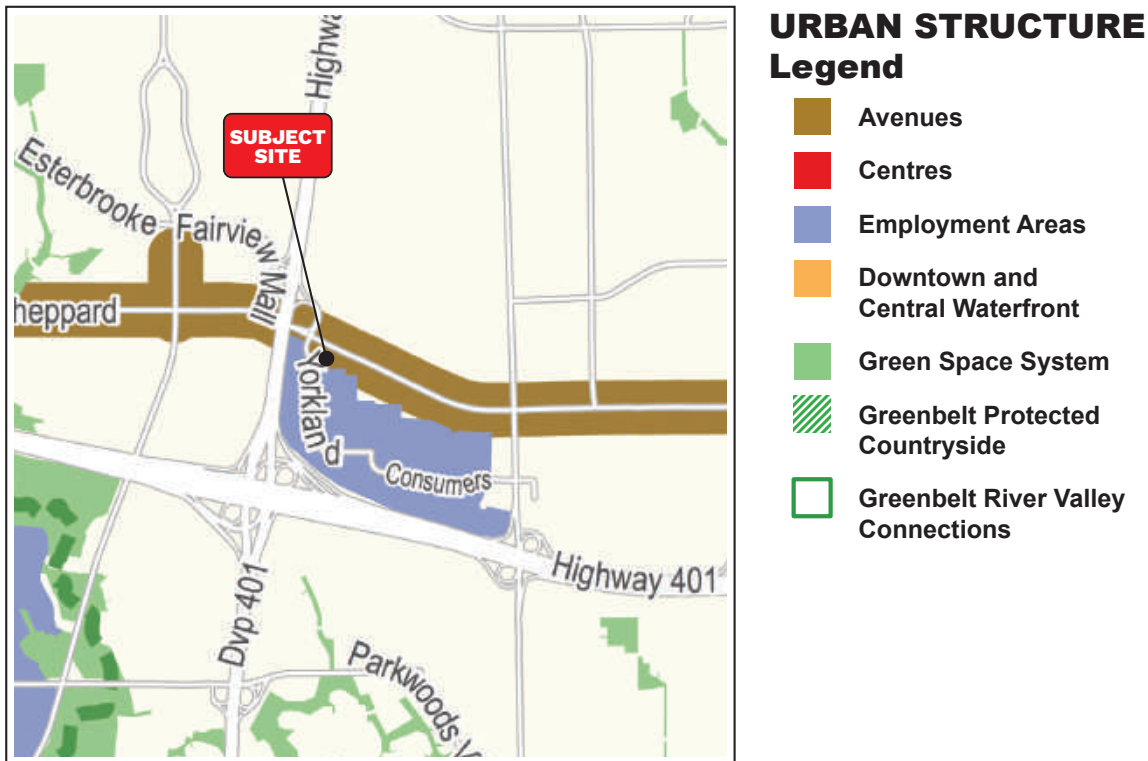


Figure 10 - Official Plan Map 2 – Urban Structure



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

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

The preamble to Section 2.2.3 ("Avenues: Reurbanizing Arterial Corridors") discusses the City's Avenues as important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Further, the preamble provides that each *Avenue* is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. Sheppard Avenue East is identified as an *Avenue* as shown on Map 2 - Urban Structure of the Official Plan. In this regard, although the proposed development does not have a full frontage along Sheppard Avenue East, however it falls within the *Avenue* designation, providing an appropriate scale and density, it would contribute to the range and mix of uses and nearby existing public transit, all while contributing to the desirability of pedestrian activities that make an *Avenue* a complete community.

## EMPLOYMENT AREAS CONVERSION POLICIES

The conversion and removal policies for Employment Areas in the current Toronto Official Plan are currently under appeal at the Local Planning Appeal Tribunal (LPAT). These policies include Policy 2.2.4 (14) through Policy 2.2.4 (17), as listed below.

Policy 2.2.4(14) provides that the redesignation of land from an *Employment Area* designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an *Employment Area* is a conversion of land within an *Employment Area* and is also a removal of land from an *Employment Area*, and may only be permitted by way of a Municipal Comprehensive Review. The introduction of a use that may be permitted in a *General Employment Area* into a *Core Employment Area* or the redesignation of a *Core Employment Area* into a *General Employment Area* designation is a conversion and may only be permitted by way of a Municipal Comprehensive Review.

Policy 2.2.4(15) states that the conversion of land within an *Employment Area* is only permitted through a City initiated Municipal Comprehensive Review that comprehensively applies the policies and schedules of the Provincial Growth Plan.

In addition, Policy 2.2.4(16) provides that applications to convert lands within an *Employment Area* will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the Planning Act and a concurrent Municipal Comprehensive Review under the Growth Plan for the Greater Golden Horseshoe. Applications to convert lands within an *Employment Area* received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a Municipal Comprehensive Review be initiated.

Policy 2.2.4 (17) provides that during a Municipal Comprehensive Review, the City will assess requests to convert lands within *Employment Areas*, pursuant to the Provincial Growth Plan Policy 2.2.6.5, both cumulatively and individually, by considering the following matters:

- a. there is a demonstrated need for the conversion(s) to meet population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;
- b. the City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;
- c. there is a demonstrated need for the conversion(s) to mitigate existing and/or potential land use conflicts;
- d. the lands are not required over the long-term for employment purposes;

- e. the conversion(s) will not adversely affect the overall viability of the Employment Area and maintenance of a stable operating environment for business and economic activities with regard to the:
  - i. compatibility of the proposed land use with existing employment uses or employment uses permitted in the zoning by-law in the Employment Area;
  - ii. interference with the function of existing employment uses by affecting Environmental Compliance Certificates of industries and their renewal, or complaints of adverse effects to the Ontario Ministry of the Environment under the Environmental Protection Act which could require changes to industrial operations or restrict operating hours;
  - iii. ability to provide appropriate buffering of employment uses from sensitive residential and institutional uses;
  - iv. implementation of the Ontario Ministry of the Environment D series guidelines for compatibility between industry and sensitive uses or any successor guidelines;
  - v. impact on the affordability of property or building leases or land purchase costs for employment uses and tax assessments in the Employment Area;
  - vi. reduction or elimination of visibility of, and accessibility to, employment lands or uses;
  - vii. impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;
  - viii. removal of large and/or key locations for employment uses; and
  - ix. maintenance of the identity of the Employment Area.
- f. the existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);
- g. in the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;
- h. land already appropriately designated and zoned for the proposed non-employment use(s) is available outside of Employment Areas;
- i. new residents or institutional users on the lands would be adversely affected by noise, vibration, odours and other air emissions, dust and other particulates or other contaminants;
- j. the ability to provide opportunities for the clustering of similar or related employment uses is maintained;
- k. a sufficient supply of optimum-sized land parcels is maintained in the Employment Area for the range of permitted employment uses;
- l. employment lands proximate to essential linkages, such as supply chains, service providers, markets, and necessary labour pools are preserved;
- m. employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors and airports to facilitate the movement of goods;
- n. the proposal(s) to convert lands within an Employment Area will maintain and grow, or potentially diminish the City's tax base;
- o. the proposal(s) to convert lands in an Employment Area will help to maintain to a diverse economic base accommodating and attracting a variety of employment uses and a broad range of stable full-time employment opportunities in Toronto;
- p. the conversion(s) will retain work opportunities for residents of nearby neighbourhoods; and
- q. cross-jurisdictional issues have been considered

## HEALTHY NEIGHBOURHOOD POLICIES

Section 2.3.1 sets out policies for creating and maintaining Healthy Neighbourhoods by focusing most new residential development in *Centres*, along *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. Policy 2.3.1(3) requires that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- a. be compatible with those *Neighbourhoods*;
- b. provide a gradual transition of scale and density, as necessary to achieve the objectives of the Official Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- c. maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- d. orient and screen lighting and amenity areas to minimize impacts on adjacent properties in those *Neighbourhoods*; and
- e. locate and screen service areas and access to underground parking, locate any surface parking so as to minimize impacts on adjacent properties in those *Neighbourhoods*;

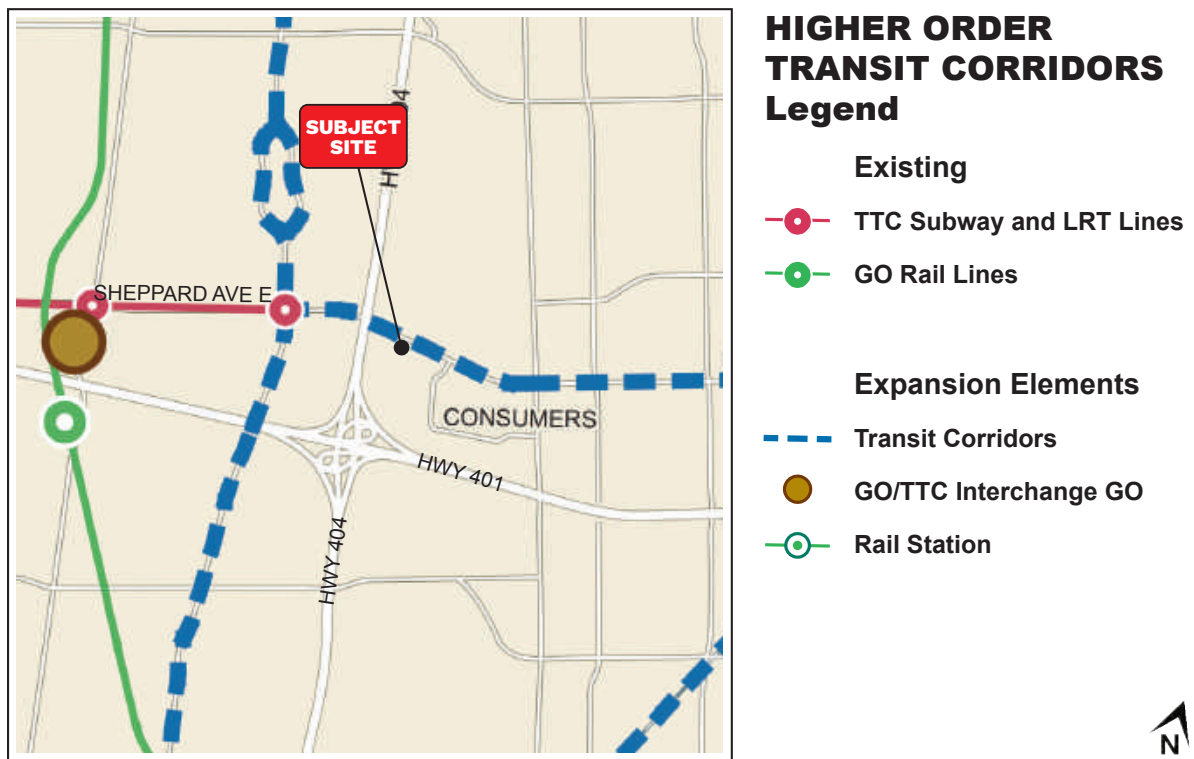
Section 2.4 ("Bringing the City Together: A progressive Agenda of Transportation Change") notes that:

*"The transportation maps and schedules of the Plan make provisions for the protection and development of the City's Road, rapid transit and inter-regional rail networks. In addition to policies regarding the physical infrastructure of the City's transportation*

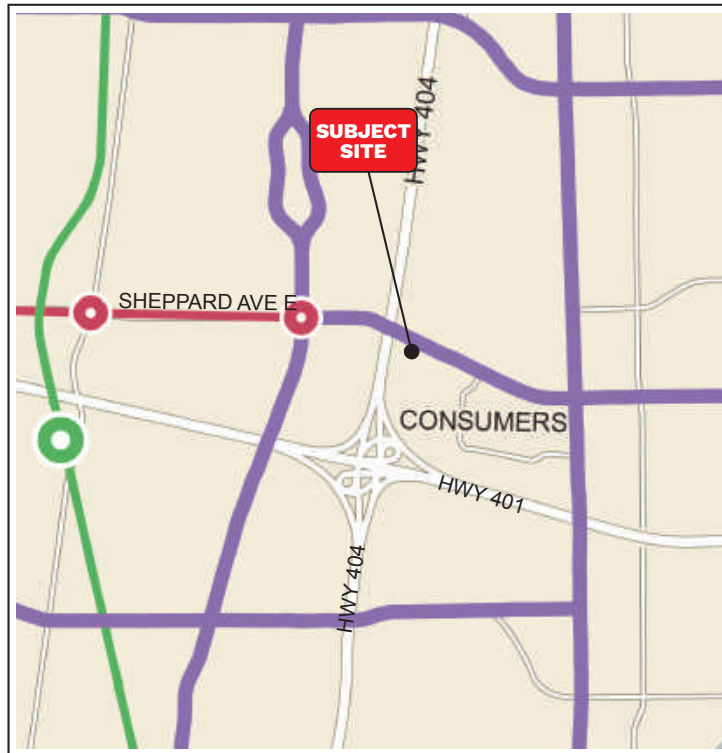
system, we need complementary policies to make more efficient use of this infrastructure and to support the goal of reducing car dependency throughout the City."

In this regard, the Don Mills Subway Station (Line 4) is identified on Map 4 (**Figure 11**, Higher Order Transit Corridors) and Map 5 (**Figure 12**, Surface Transit Priority Network) of the Official Plan. In addition, both Map 4 and Map 5 account for future expansion of higher order transit along Sheppard Avenue East, with stops planned at the Sheppard Avenue East and Consumers Road and Victoria Park Avenue intersections.

Policy 2.4(3) directs that planning for new development in targeted growth areas be undertaken in the context of reducing auto dependency and provides that the transportation demands and impacts of such new development will be assessed in terms of the broader social and environmental objectives of the Plan's re-urbanization strategy. Policy 2.4(7) further provides that, for sites in areas well served by transit (such as locations served by frequent and higher-order transit), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.



**Figure 11** - Higher Order Transit Corridors - Map 4



## SURFACE TRANSIT PRIORITY NETWORK Legend

- Existing**
- TTC Subway and LRT Lines
  - GO Rail Lines
- Expansion Elements**
- Transit Priority Segments



Figure 12 - Surface Transit Priority Network - Map 5

### LAND USE DESIGNATION POLICIES

As identified by Official Plan Map 19, Land Use Plan, the subject site is designated *General Employment Areas* with a portion extended north toward Sheppard Avenue East as *Mixed Use Areas* (Figure 13, Land Use Plan Map 19). The properties to the south and west, generally within, the Consumers Employment Area are designated *General Employment Areas*. Lands to the immediate east and north, located along Sheppard Avenue East are designated *Mixed Use Areas*.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities. The intent of the designation is that:

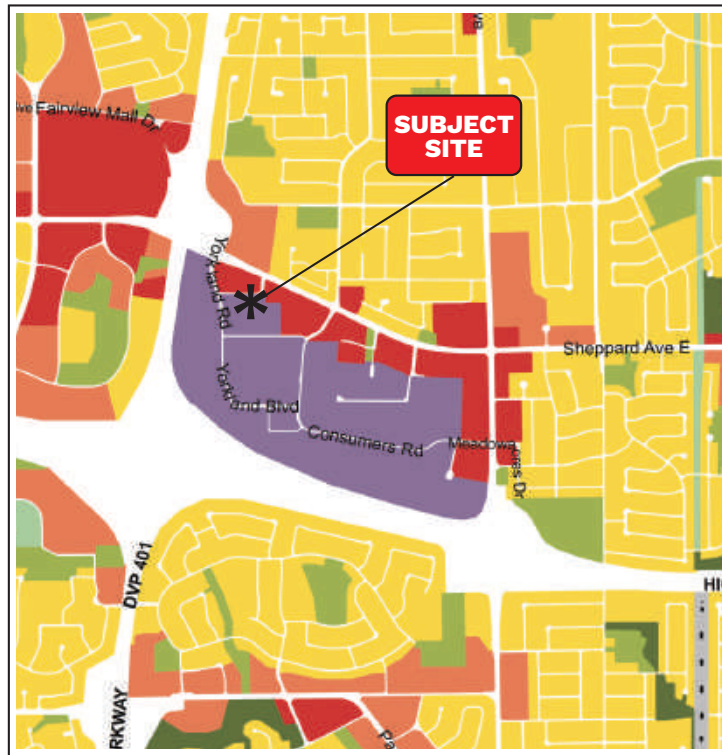
*"Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night."*

The explanatory text in Section 4.5 indicates that *Mixed Use Areas* will absorb most of the anticipated increases in retail, office and service employment in the coming decades, as well as much of the new housing.

The Plan envisions that development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meet the needs of the local community and will provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Avenues* and elsewhere.

Policy 4.5(2) sets out a number of policy criteria for development within the *Mixed Use Areas* designation including, among other things:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands in the *Avenues* and other lands designated *Mixed Use Areas*;



## LAND USE DESIGNATION Legend

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas  
(Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors



Figure 13 - Land Use Plan Map 19

- locating and massing new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- having access to schools, parks, community centres, libraries and childcare;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents; and
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Policy 4.6 (6) speaks to the Development with *Employment Areas* and provides that development will contribute to the creation of competitive, attractive, highly functional Employment Areas by:

- a. supporting, preserving and protecting major facilities, employment uses and the integrity of Employment Areas;
- b. encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
- c. providing a high-quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;
- d. integrating the development into the public street network and systems of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;
- e. mitigating the potential negative impacts from traffic generated by development within Employment Areas and adjacent areas;
- f. providing adequate parking and loading on-site;

- g. sharing driveways and parking areas wherever possible;
- h. avoiding parking between the public sidewalk and retail uses;
- i. mitigating the potential adverse effects of noise, vibration, air quality and/or odour on major facilities and/or other businesses as determined by noise, vibration, air quality and/or odour studies.

### SITE AND AREA SPECIFIC POLICY 386 (SASP 386)

Site and Area Specific Policy (SASP 386) applies to lands bounded by Sheppard Avenue East, Victoria Park Avenue, Highway 401 and 404. SASP 386 was developed and implemented through OPA 231 for the Consumer's Road Business Park area and requires that an implementation plan will be established as Official Plan Policy to address the following:

- an incentive program for council adoption to encourage office development;
- the provisions of amenities throughout the area to create an attractive environment for existing and new office;
- development densities; and
- the creation of new streets and blocks.

SASP 386 further established sub-areas to provide for additional policy detail on land use compatibility. As shown within **Figure 14**, SASP 386 Map, the subject site is located within Area "C" and is subject to the following policies:

"Area "C":

- *Employment Area* uses in Area "C" are limited to those that are compatible with adjacent existing and planned residential uses in Areas "A" and "B";
- Major retail development with 6,000 square metres or more of retail gross floor area are not permitted in Area "C"; and
- Restaurants, workplace daycare, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted in Area "C" when these uses are located on lower level floors of multi-storey buildings that include *Core Employment Area* uses, particularly office use."

As with other portions of OPA 231, this policy is currently under appeal and not in full force and effect but was adopted by City Council and approved by the Minister of Municipal Affairs and Housing.

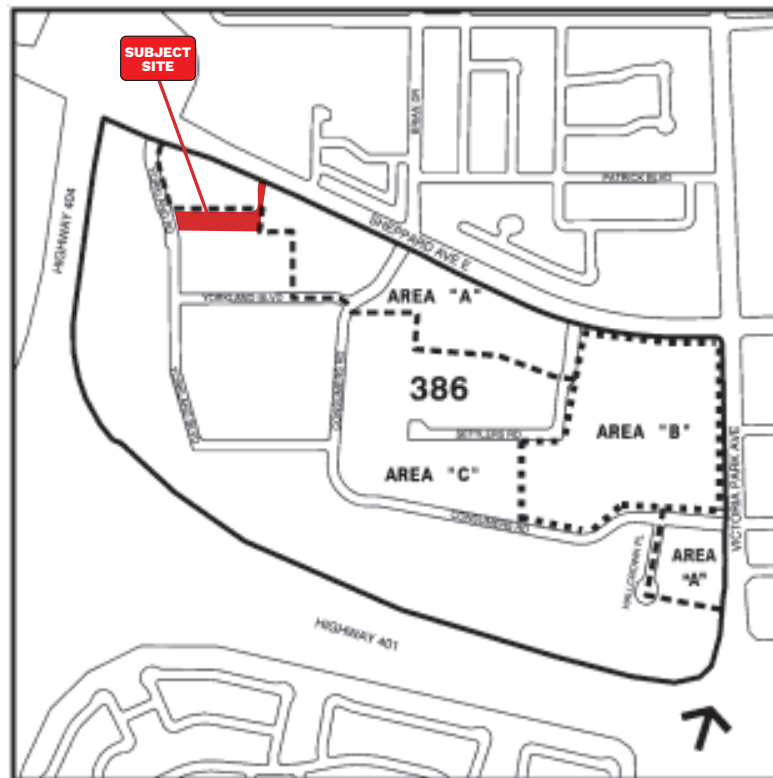


Figure 14 - SASP 386 Map

## BUILT FORM POLICIES

Section 3.1.2 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately-developed built form. The Plan recognizes that, as intensification occurs along the *Avenues* and elsewhere throughout the City, there is an extraordinary opportunity to build the next generation of buildings and to create an image of Toronto that matches its status as one of the great cities of North America.

In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building, and subject site fit within the context of the neighbourhood and the City. Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context, framing and supporting adjacent street, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- locating main building entrances so that they are visible and directly accessible from the public sidewalk; and
- providing ground floor uses that have views into and, where possible, access to adjacent streets parks and open spaces.

Policy 3.1.2(2) requires that new development locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties by, among other things:

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

- integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development.
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings;
- landscaped open space within the development site;

Policy 3.1.2(6) provides that each resident of a “significant new multi-unit residential development” will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Section 3.1.3 of the Official Plan recognizes that tall buildings, when properly located and designed, can draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. Given Toronto’s relatively flat topography, tall buildings can become important city landmarks when the quality of architecture and site design is emphasized. Accordingly, the policies specify that tall buildings come with larger civic responsibility and obligations than other buildings.

Among other matters, Policy 3.1.3(1) specifies that the design of tall buildings should consist of a base to define and support the street edge at an appropriate scale, a shaft that is appropriately sized and oriented in relation to the base building and adjacent buildings, and a top that contributes to the character of the skyline and integrates rooftop mechanical systems.

Policy 3.1.3(2) requires that tall building proposals address key urban design considerations, including: meeting the built form principles of the Plan; demonstrating how the proposed building and site design will contribute to and reinforce the overall city structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; taking into account the relationship of the subject site to topography and other tall buildings; and providing high quality, comfortable and usable publicly accessible open space areas.

## HOUSING POLICIES

The Official Plan’s housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). The policy notes that a full range of housing includes, among other housing types, ownership housing and rental housing, affordable and mid-range rental and ownership housing, and social housing.

Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

Policy 3.2.1(4) provides that, where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance.

## COMMUNITY SERVICES AND FACILITIES

The Official Plan acknowledges the importance of community services and facilities in addressing the quality of life and health and well-being of Toronto’s communities, and encourages adequate and equitable access to community services and local institutions.

On residential or mixed use sites generally larger than 5-hectares in size and for all new neighbourhoods, community services strategies and implementation mechanisms will be required in order to inform the range of facilities needed to support development (Policy 3.2.2(6)). Policy 3.2.2(7) encourages the inclusion of community services facilities in all significant private sector development across the City through development incentives and public initiatives (our emphasis added). As mentioned above, it is our opinion that Policies 3.2.2(6) and (7) are not applicable to the subject site as it is below the 5-hectare threshold.

A Community Services and Facilities study has been prepared by City Staff as part of the City-initiated Don Mills & Eglinton Area Study, in order to comprehensively study and understand the community services and facilities requirements for the Don Mills Focus Area.

For the reasons outlined in Section 5 of this report it is our opinion that the Official Plan, in its current form, is not consistent with the PPS (2020) and does not conform with the Growth Plan (2019).



## 4.6 Zoning

The in-force zoning by-law applying to the subject site is Zoning By-law No.7625 of the former City of North York, as amended by By-law 295-2010. The subject site is not included within the new City-wide Zoning By-law 569-2013.

Pursuant to site-specific By-law 295-2010(OMB), the subject site, denoted as Parcel 2 in the amending by-law, is zoned C1(127) (General Commercial Zone) (**Figure 15**, Zoning Map). As provided for in by-law 295-2010(OMB) the permitted uses on Parcel 2 (subject site) include Commercial uses such as adult education schools, automatic laundry shops, banks, banquet halls, business and professional offices, car rental agencies, clubs, colleges, commercial galleries, commercial schools, communications and broadcasting, community centres, custom workshops, day nurseries, dry-cleaning and laundry collecting establishments, financial institutions, fitness centres, health science

research laboratories, information processing, laundries, parking lots, personal service shops, professional medical offices, places of worship, public libraries, research laboratories, retail stores, sales offices, service shops, studios, synthetic dry-cleaning establishments, restaurants (including accessory outdoor café), showrooms, and take-out restaurant.

For reasons outlined in Section 5 of this report, it is our opinion that the permitted uses and the maximum permitted density and height as well as other zoning regulations set out in By-law 295-2010(OMB) for the subject site are not consistent with the PPS Statement (2014) and do not conform with either the Growth Plan (2019) or the Official Plan (2006) and the adopted Secondary Plan for the Consumers Next Area. A Zoning by-law amendment is required to reflect the more recent planning policy documents.

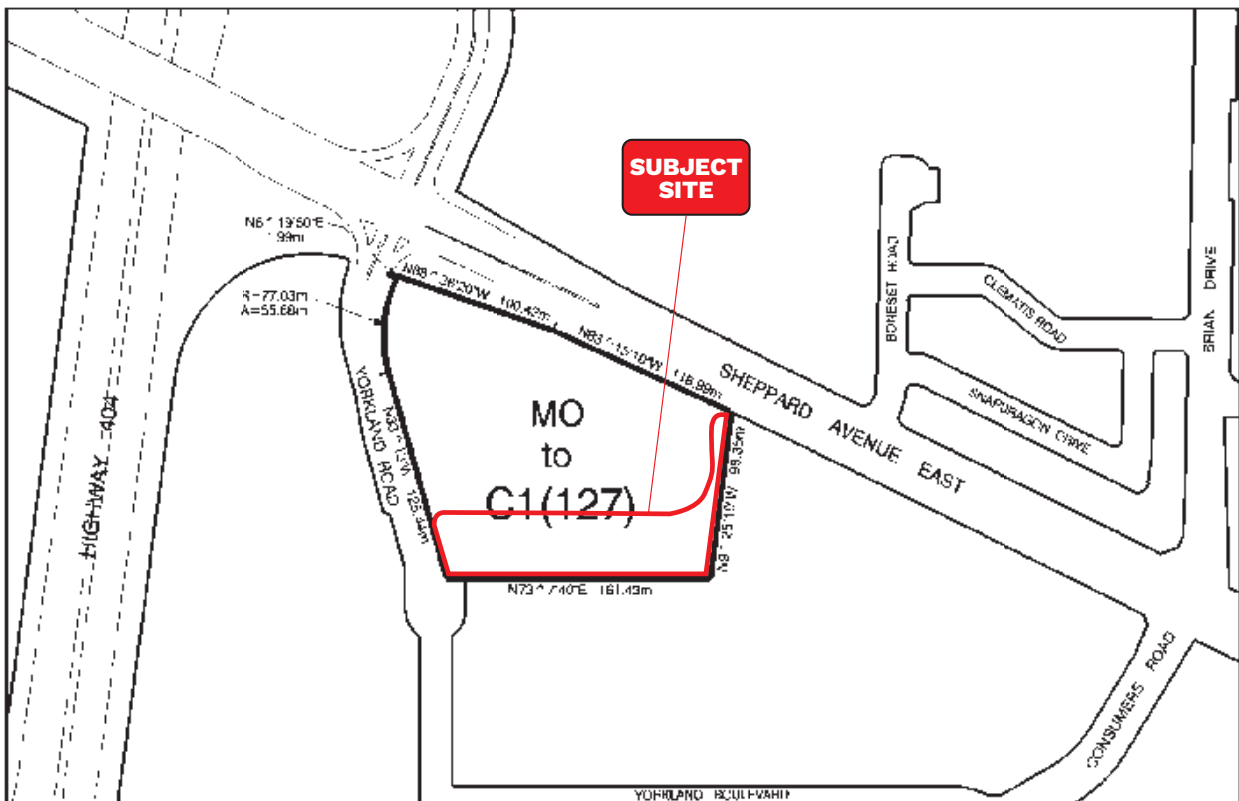


Figure 15 - Zoning Map

## 4.7 ConsumersNext Secondary Plan Study

The subject site is situated within the study area of the ConsumersNext Planning Study which began in June 2015 and was adopted in March 2018. The study area encompasses the Consumers Road Business Park, bounded by Sheppard Avenue East to the north, Victoria Park Avenue to the east, and Highway 401 and 404 to the south and west; it also includes certain parcels north of Sheppard Avenue East and east of Victoria Park Avenue.

Following the adoption of Official Plan Amendment (OPA 231), the lands within the study area predominantly fronting along the south side of Sheppard Avenue East and the west side of Victoria Park Avenue were redesignated to *Mixed Use Areas*. The remaining lands within the Consumers Road Business Park were redesignated to *General Employment Areas* including the subject site.

Not yet in force, Site and Area Specific Policy 386 (SASP 386) was brought forward for the lands providing additional direction for future change and directs that an implementation plan be brought forward as Official Plan policy for Consumers Road Business Park that includes an incentive program to encourage office development, provide amenities to support the employment uses in the business park and establish development densities and new streets and blocks in the study area. This generated the need for a detailed planning study of the subject lands known as ConsumersNext.

The study area is the largest concentration of office employment in Toronto outside of the Downtown core. Recent changes to permitted uses in the study area have allowed for a potential increase in development, including significant new residential and employment intensification. The ConsumersNext Study, a multi-faceted, interdivisional-study examines ways to manage anticipated residential intensification along Sheppard Avenue East and Victoria Park Avenue; support continued employment investment in the Consumers Road Business Park and direct strategic investments into broader neighbourhood improvements.

The ConsumersNext Planning Study was conducted in four phases:

1. Understand Study Area and Establish Vision: the first phase was to introduce the project to the community to understand the local context and issues and develop a vision for the study area;
2. Test and Confirm Ideas: in the second phase, a range of alternative development options were explored, tested and evaluated to arrive at an emerging preferred alternative;
3. Finalize Design and Develop Plan: in the third phase, input and refinements to the preferred alternative were considered in the development of a final recommended plan; and
4. Implementation: the fourth and final phase includes implementing recommendations and strategic directions to develop the ConsumersNext Secondary Plan (Official Plan Amendment 393).

The first three phases of the study are complete and addressed a number of city building issues through three component studies: a Planning Study to develop a vision and recommend a new framework for future investment in the area that will integrate public realm, parks, open spaces and built form with mobility strategies which included Transportation and Servicing Master Plans, an Economic Potential Study, and the Community Services and Facilities Study.

The Economic Potential Study assesses the current strengths of the business park and recommend strategies to attract and retain business within the area while identifying actions that may be transferable to other office-based employment centres in Toronto. The Community Services and Facilities Study evaluates the existing capacity of facilities and services and works in conjunction with the Planning Study to assess projected growth and change to identify priorities to meet future social infrastructure needs.

The ConsumersNext Planning Study consisted of integrated analysis and extensive engagement of the local business and residential community to create a cohesive vision for the study area. Review and analysis of existing conditions, as well as the development of planning objectives were organized according to the six 'Building Blocks' of ConsumersNext to address the area's city-wide role as an important location for employment and the growing opportunity for Mixed Use development, including residential

construction along Sheppard Avenue East and Victoria Park Avenue. The six building blocks include the following:

- **Public Spaces:** to create green, safe and attractive public spaces with a range of social and recreation activities;
- **Built Form:** to promote a rich and varied urban built form that supports the existing and planned land uses, with new amenities and appropriate transitions;
- **Transportation Choices:** to improve mobility by providing greater transportation choices;
- **Opportunities for Business Growth:** to retain a strong employment base and provide opportunities for business growth in the area;
- **Community Services and Facilities:** to identify priorities for community services and facilities to serve the needs of the existing and future population in the area; and
- **Water Infrastructure:** to support in water infrastructure, including stormwater management and energy efficient designs.

Based on the background research, analysis and engagement, three "Guiding Principles" were established:

1. **Define and Enhance Livability:** Define the identity of the area and enhance the livability for residents, workers and users with high quality streets, parks and open spaces, and community services and facilities. Locate and design buildings to support and create active edges to public spaces at appropriate scales to provide a welcoming environment;
2. **Connect and Move:** Create balanced transportation options to get to and move through the business park and surrounding area, improving connections for pedestrians, cyclists and transit riders; and
3. **Support and Promote Business:** Enhance the area's attractiveness as a place to do business by encouraging more complementary uses for workers and residents and ensuring a robust system of transportation choices and City services.

These Guiding Principles underpinned the preparation of development alternatives based on the following strategies:

- **Urban Structure strategies** to define Districts and Nodes and lay out a pattern of streets, blocks and open spaces;
- **Mobility strategies** to identify potential new street and path connections along with pedestrian, cycling and transit service improvement; and
- **Urban Design strategies** to explore built form and public realm possibilities for varying intensities of development in the study area.

Three development alternatives were tested against evaluation criteria that sought to ensure balance between the change taking place in the study area through an increase in mixed use development with the improvements necessary to strengthen and support existing and future employment uses. This evaluation led to a preferred development alternative envisioning a modern, vibrant business park that is an attractive transit-oriented location for employment investment and well-connected to a walkable, mixed use community along Sheppard Avenue East and Victoria Park Avenue. A preferred alternative emerged at the conclusion of the Planning Study to advance the vision structured around the new streets and open spaces delivered by comprehensive redevelopment of the Mixed-Use Areas and strategic infill of non-residential development in the business park. The improved street network and public realm supports residential and employment intensification accommodated appropriately scaled built form with improved connectivity through the area to future high order transit stops along Sheppard Avenue East.

Further, the Planning Study recommends an organizing structure of Districts and Nodes in response to existing and emerging local characteristics, and help focus the character, identity and environment in each area. Mixed Use Corridor Districts are located along the Sheppard Avenue East and Victoria Park Avenue, with two Nodes at key intersections to enhance connectivity for planned higher-order transit. Business Park Districts retain their primary employment function while encouraging opportunities to improve the public realm and pedestrian connectivity. The Consumers Main Street is proposed as a central spine where expanded retail, restaurant and recreational uses are encouraged to enhance amenities for workers. In addition, the Planning Study provides directions for the six "Building Blocks" including general built form direction for each District and Node.

In order to facilitate the recommendations, the ConsumersNext Study provides components of an implementation strategy which includes the following:

- Development of a Secondary Plan to outline the goals and objectives, policies and implementation mechanisms specific to the ConsumersNext Study, which forms the fourth and final phase of the Planning Study;
- A zoning by-law update to reflect the intended land use and built form direction for the Districts and Nodes;
- Urban Design Guidelines to assist in the review of development applications and ensure the realization of public realm and built form objectives for area as it develops incrementally over the long term; and
- Early solutions and Interventions that can be achieved in the short term to improve existing conditions and unlock the potential for sustainable growth in the business park.

The fourth and final phase of ConsumersNext included the development of a Secondary Plan to achieve the vision for the study area based on the outcomes of the Planning Study and further consultations with divisional partners and the public. This phase established a policy direction based on the preferred development alternative framed by the Guiding Principles. The Secondary Plan policies seek to manage anticipated growth in employment and residential populations, identify improvements to benefit workers and residents, and support the long term of health of the business park.

## 4.8 ConsumersNext Secondary Plan (OPA 393)

The City of Toronto Official Plan Amendment No. 393 was adopted on March 26<sup>th</sup> and 27<sup>th</sup>, 2018 through By-law 494-2018, respecting the ConsumersNext Secondary Plan which has been appealed to the Local Planning Appeal Tribunal (LPAT) by numerous parties, and is not yet in force.

The subject site is located within the ConsumersNext Secondary Plan area which is generally bounded by Highway 401 to the south, Highway 404 to the west, Sheppard Avenue East to the north and Victoria Avenue to the east. It also includes some lands north of Sheppard Avenue East and east of Victoria Park Avenue. The ConsumersNext Secondary Plan provides policies and establishes a planning framework for potential redevelopment of the ConsumersNext area.

Section 1 of the Secondary Plan provides the vision and Guiding Principles. Policy 1.1.1 states that the ConsumersNext Secondary Plan Area includes a contemporary, vibrant business park that is a transit-oriented location for employment investment and well connected to a complete, walkable, mixed use community along Sheppard Avenue East and Victoria Park Avenue. The ConsumersNext Secondary Plan is formed by three Guiding Principles including Define and Enhance Places and Livability, Connect and Move and Support and Promote Business. Policy 1.4.1 provides the Guiding Principles to define and enhance places and livability as follows:

- a. development will establish an identity for the Secondary Plan area with high-quality streets, parks, open spaces, and community services and facilities for workers, residents and visitors;
- b. buildings will be located to define these spaces at an appropriate scale to create a pedestrian-oriented environment with access to sunlight and transition in scale towards lands designated *Neighbourhoods*; and
- c. active uses at-grade will support the lively, safe and active use of these public spaces.

With regards to the connect and move principle, Policy 1.4.2 states that transportation options will be provided through redevelopment and infrastructure improvements delivering a network

of public streets to help people get to and move through the business park and surrounding area. The improvement of connections for pedestrians, cyclists and transit riders will be prioritized.

Section 2 of the Secondary Plan provides direction with respect to ConsumersNext area Structure. The Secondary Plan Area is organized around a series of smaller geographies, called Districts, Nodes, Corridors and Main Streets, which allow for public realm and built form strategies tailored to specific locations. The Districts in the *Mixed Use Areas* (Sheppard East Corridor District and Victoria Park Corridor District) and the *General Employment Areas* (Business Park Interior District, Highway Edge District and Consumers Main Street) are complemented by Nodes in Mixed Use Areas (Sheppard & Victoria Park Node, Consumers & Sheppard Node) where higher heights and densities are provided for given the proximity to transit and local context).

The subject site is located at the northern edge of the western Business Park Interior District, with a portion within the Sheppard Corridor District as shown on Map 38-5 (**Figure 16**, Districts and Nodes Plan).

Policy 2.5.1 provides that the Sheppard East Corridor District will continue the established built form pattern where mixed use development includes six storey base buildings containing non-residential uses at grade along the south side of Sheppard Avenue East, with tall building portions significantly stepped back at or above the sixth storey. This intensification will be subject to built form controls to provide transition in scale and massing that will minimize shadow impacts on the public realm both inside and outside the Secondary Plan Area and Neighbourhoods outside the Secondary Plan area.

Policy 2.5.4 provides that the Business Park Interior District provides an opportunity to establish a more urban commercial area with new streets and mid-block connections secured to provide address and access for new development and to foster walkability. New development shall conserve the existing tree canopy, and include buildings brought closer to the street edge. Parking will generally be located behind the building, underground and/or incorporated as part of the building structure to allow for main

entrance to be directly accessible from the sidewalk, further animating the public realm and improving pedestrian walking conditions.

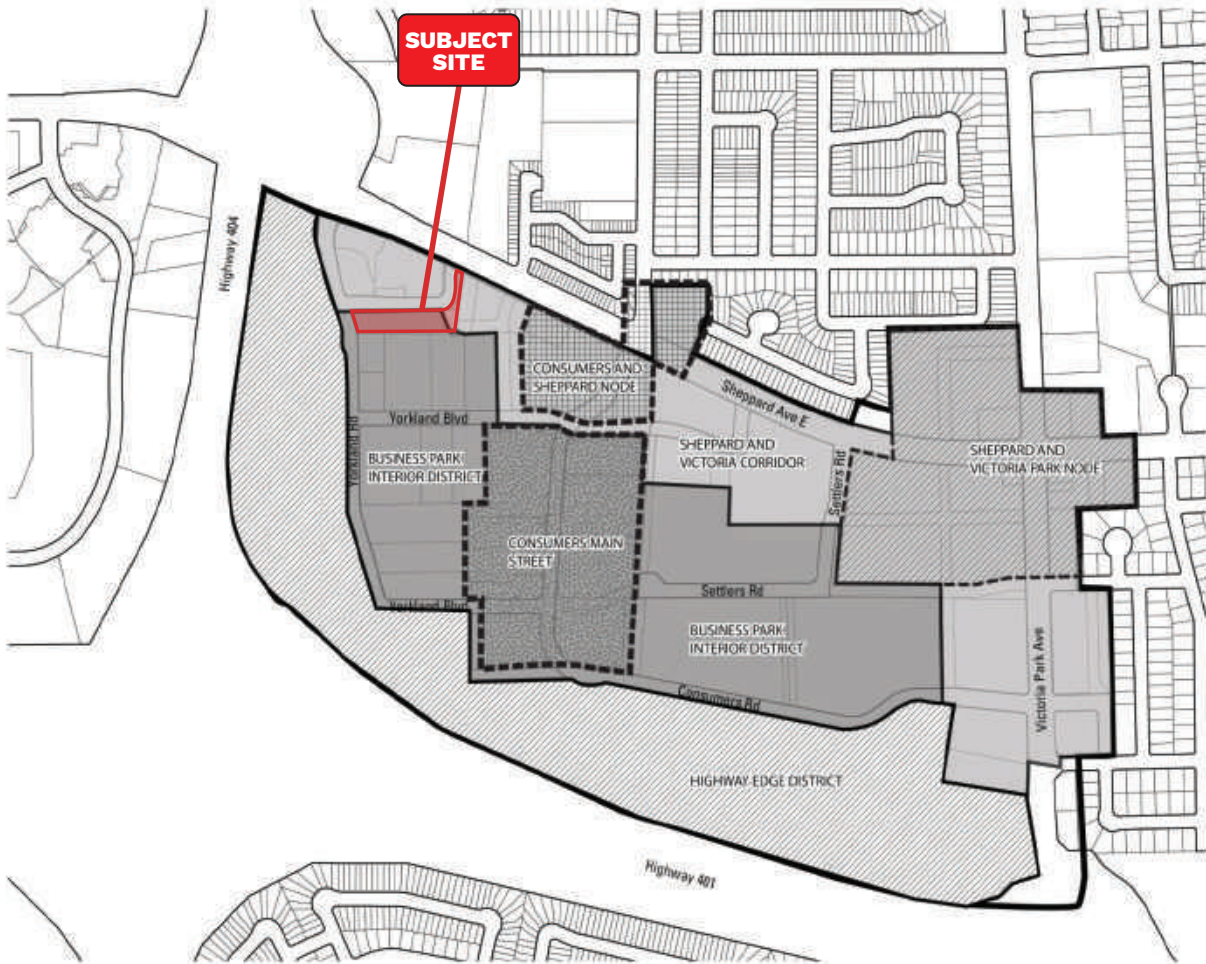
Land Use and Economic Development policies are provided in Section 3 of the Secondary Plan. The Secondary Plan recognizes the Consumers Road Business Park as an important employment centre, particularly for the office sector, as it contains one of the largest concentrations of office workers outside of the Downtown.

The Secondary Plan designates the subject site *General Employment Areas* and the strip portion extended north toward Sheppard Avenue East as well as the lands immediate to the north and east *Mixed Use Areas* as is illustrated on Map 38-6 (**Figure 17**, Land Uses).

Policy 3.2 provides that the employment uses will be compatible with nearby existing and planned residential uses in the Sheppard East Corridor District, Victoria Park Corridor District and the Sheppard and Victoria Park Node.

Policy 3.9 provides that above grade parking structures are prohibited as stand-alone uses. Above grade parking structures must be ancillary uses on sites which contain employment uses. Where they are ancillary uses, above grade parking structures may not be located in the front yard of existing or proposed buildings and be designated to support and define the public realm. Active uses on the ground floor of ancillary parking structures are encouraged to support and provide amenity to the business park along the building edges defined by the Structure Plan on Map 38-2.

Section 4 of the Secondary Plan speaks to the Public Realm policies with regards to streets and streetscapes, parks, privately owned, publicly accessible open spaces, pedestrian connections and the greenway and public art as shown on Map 38-7 (Greening Plan). Policy 4.1 recognizes the public realm design as a connected network of public streets, parks, public open spaces, the Greenway and pedestrian connections through the Secondary Plan Area providing access to and from the surrounding neighbourhoods. Policy 4.3 states that street trees will be planted on both sides of all existing and new public streets to reinforce and enhance the existing landscape character along streets within the Secondary










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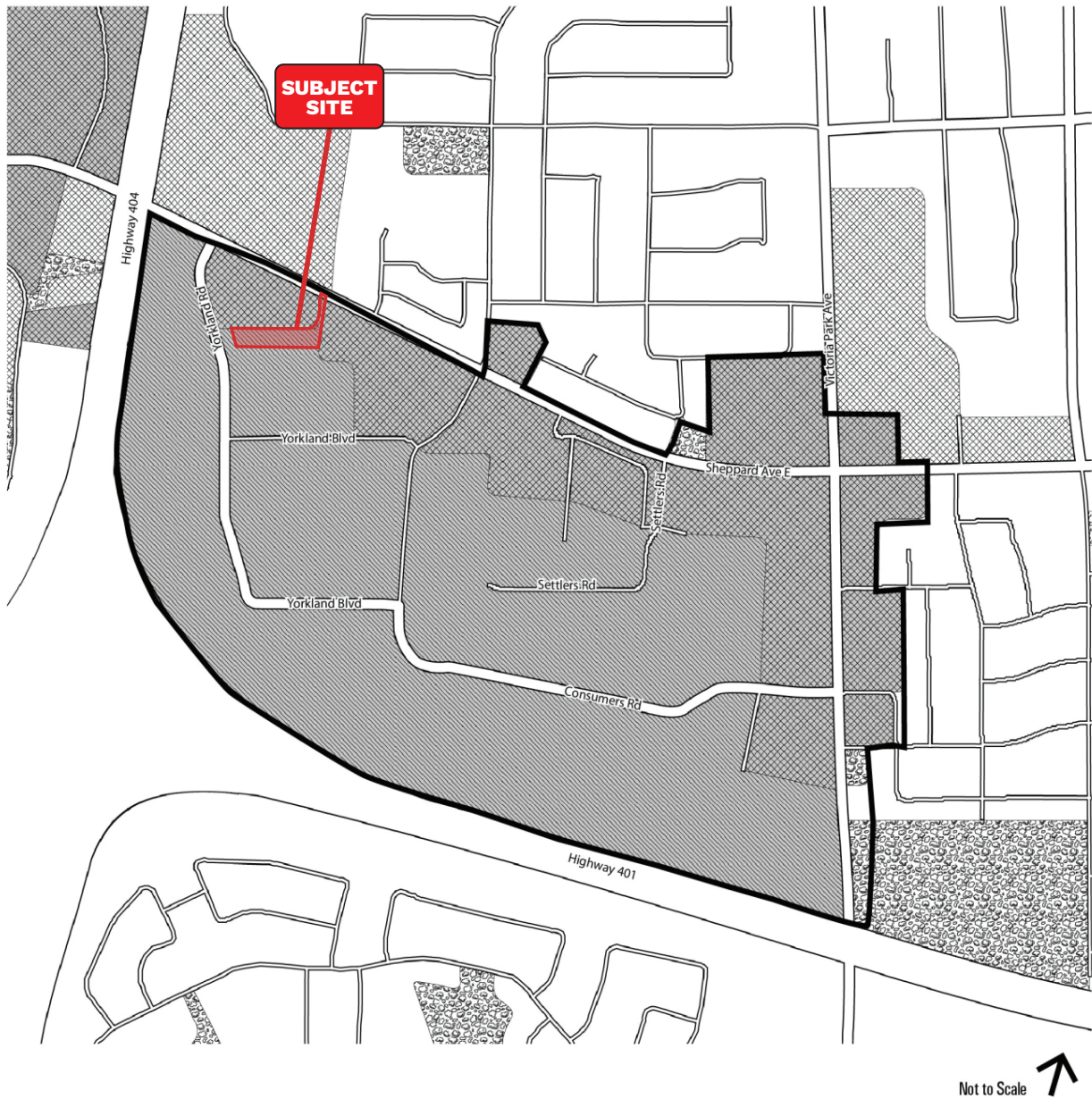
## ConsumersNext Secondary Plan

MAP 38-5 Districts and Nodes Plan

- |  |   |
|--|---|
|  Secondary Plan Boundary              | <b>Nodes and Main Street</b>  |
| <b>Districts</b>   |  Consumers and Sheppard Node     |
|  Sheppard and Victoria Park Corridors |  Sheppard and Victoria Park Node |
|  Business Park Interior District      |  Consumers Main Street           |
|  Highway Edge District                |   |

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Figure 16 - Districts and Nodes Plan



## ConsumersNext Secondary Plan

MAP 38-6 Land Uses

- |  |  |  |
|--|--|--|
|  Secondary Plan Boundary  |  Parks & Open Space Areas |  General Employment Areas |
|  Neighbourhoods           |  Parks                    |  |
|  Apartment Neighbourhoods |  |  |
|  Mixed Use Areas          |  |  |

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Figure 17 - Land Uses Map 38-6

Plan Area. In addition, Policy 4.10 provides that landscaped setbacks and streetscape treatments on new local streets or extensions of existing local streets will be consistent with the streetscape treatment and landscape character of existing streets.

With regards to the Parkland dedication, Policy 4.17 provides that development on sites not large enough to yield a park of an appropriate functional size, shape and public street frontage is encouraged to satisfy the parkland dedication requirement through an off-site parkland dedication that will expand an existing or future public park in the area. In addition, Policy 4.18 provides that the payment of cash-in-lieu of land to be conveyed through the alternative rate provisions in excess of 5 percent of the site area will be used to implement parkland acquisition and improvements serving the parks network in the Secondary Plan Area and/or expansions and enhancements of Wishing Well Park, Farmcrest Parkette or Hickorynut Parkette.

Policy 4.22 speaks to privately owned, publicly accessible open spaces (POPS) and states that POPS should be coordinated with active ground level uses in adjacent buildings such as retail, restaurant and community spaces to provide seating and gathering spaces within the public realm. POPS should be setback from adjacent ground floor uses to allow for appropriate transition at grade to maintain the public accessibility integral to the success of the open space. Policy 4.23 adds that the provision of POPS will not be in lieu of parkland dedication.

Section 5 of the Secondary Plan provides direction with respect to Built Form and provides that mixed use intensification is anticipated within the Sheppard and Victoria Park Corridors, as well as within the Nodes. Policy 5.1 states that the scale and form of development will be contextually appropriate to its relationship to adjacent sites, nearby lands designated *Neighbourhoods* and Employment Areas and its access to transportation facilities.

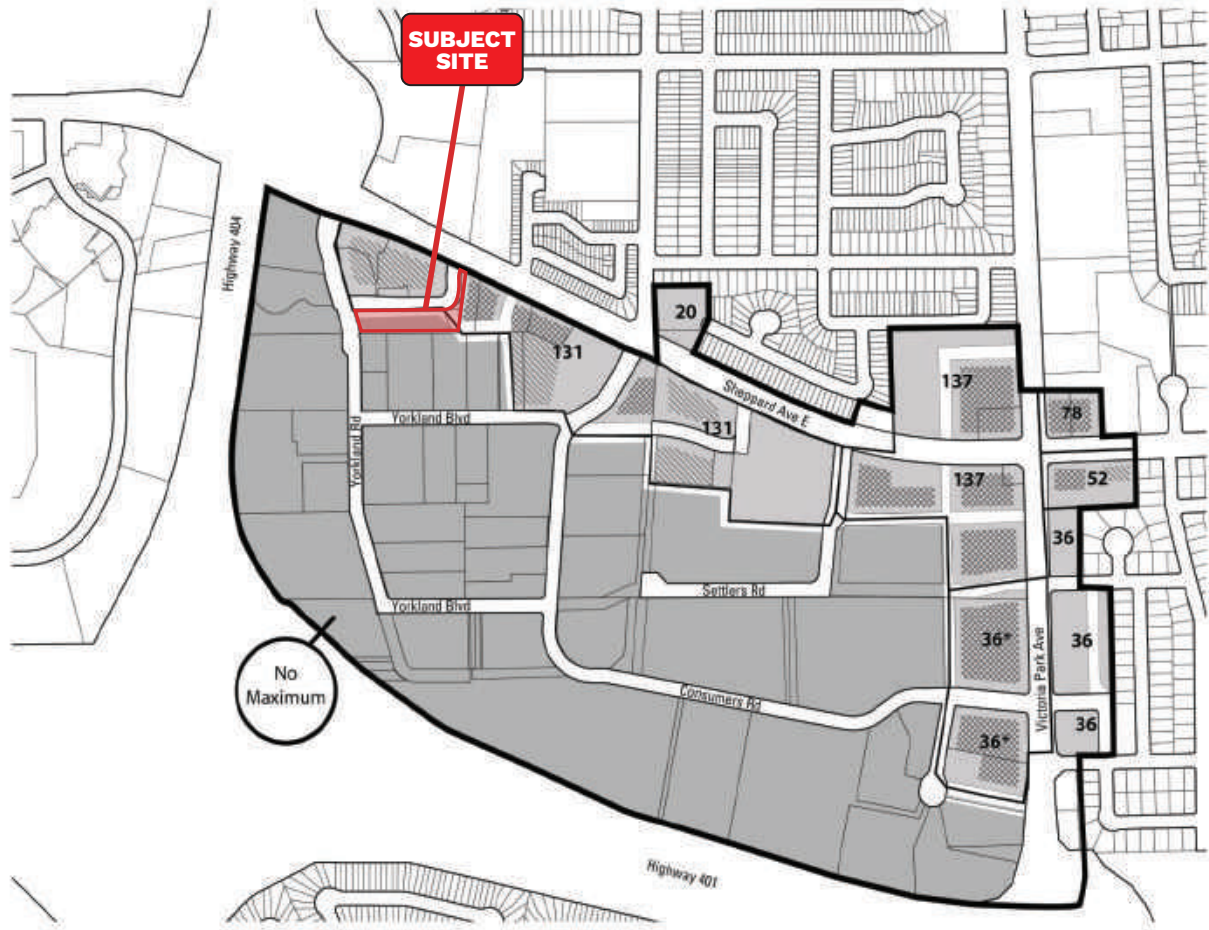
The Built Form section provides policies with respect to streetwall and step backs. Policy 5.3 states that consistent building setbacks and built edges will create a regular alignment for the streetwall to define the public realm and

contribute to improving the civic and pedestrian experience in the Secondary Plan Area. Buildings are required to promote setback of not less than 5 metres along Sheppard Avenue East and Victoria Park Avenue (a); and not less than 3 metres along all other public streets (c). Policy 5.4 provides streetwall and step back requirements for buildings on lands designated *Mixed Use Areas*. More specifically Policy 5.4.1 requires a maximum height of 6 storeys for the base building and Policy 5.4.2 requires a minimum 10 metre stepback from the base building to the tower portion in the Sheppard East Corridor District. In addition, as per Policy 5.4.3, on sites where mid-rise buildings are provided for, a 3-metre minimum step back is required between a height of 10.5 metres (3-storeys) and 20 metres (6 storeys). Furthermore, the height of base buildings and mid-rise buildings are further subject to the angular plane policies of this Secondary Plan (Policy 5.4.4).

With regards to the supporting and animating the public realm, Policy 5.5 through 5.10 provide direction on at grade active uses in multi-storey buildings including retail and service uses, restaurants, entrances to office buildings and residential lobbies as identified in Map 38-8 (Grade Related retail Areas). Policy 5.8 states that built form strategies, including building setbacks, stepbacks and articulation, and high-quality landscape treatments should be used to provide memorable and identifiable features at the terminus of existing and potential views and points of interest as identified in Map 38-9 (View Corridors and Vistas Plan).

With regard to Built Form, Policy 5.11 provides that the maximum height shown for development on Map 38-10 are permitted subject to meeting the development standards related to density, streetwall and angular plane transitions set out by District (**Figure 18** – Potential Tall Building Locations and Maximum Heights); while, Policy 5.12 provides that the maximum densities for development are shown on Map 38-4 and subject to meeting the development standards related to streetwall and angular plane transition set out by District (**Figure 19** – Potential Tall Building Locations and Maximum Densities).








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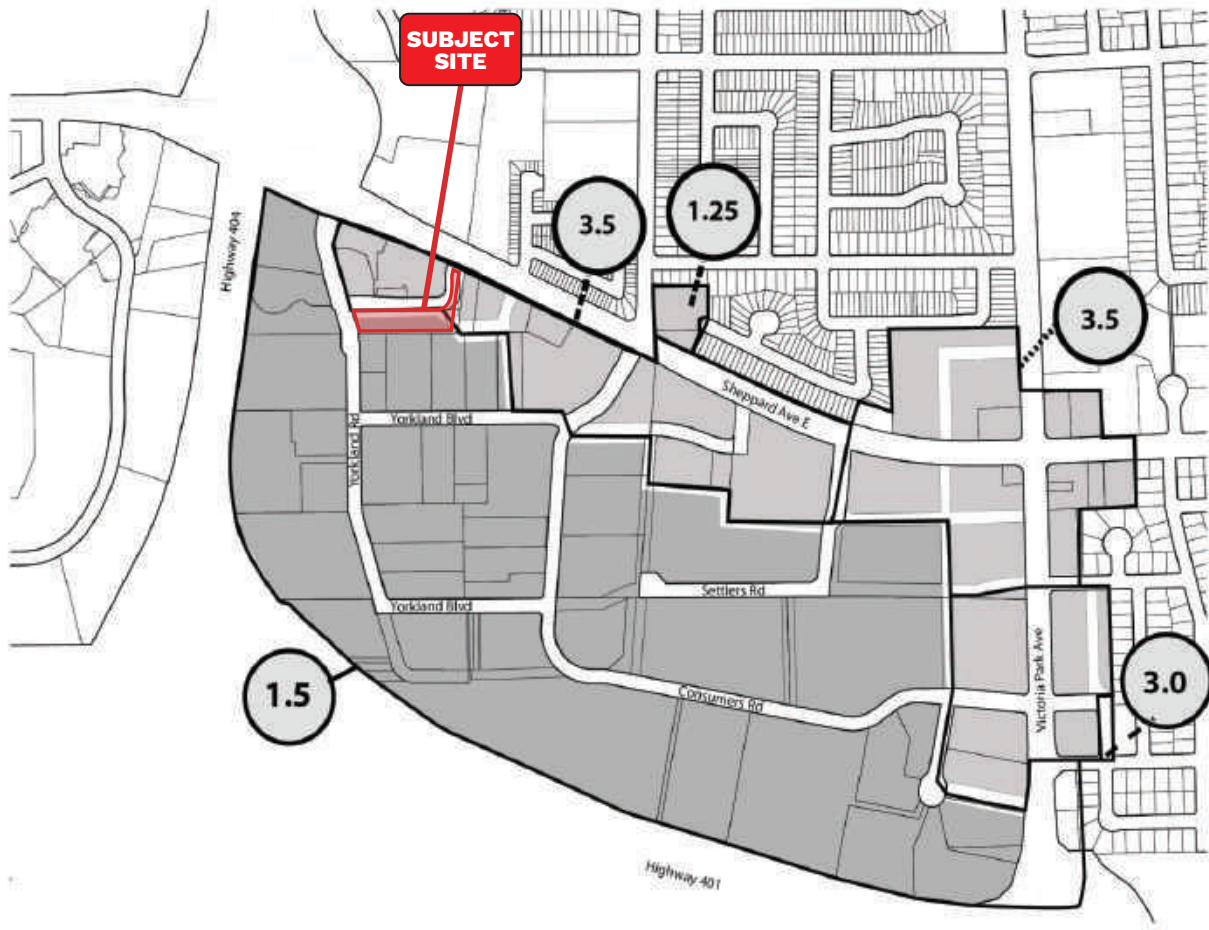
## ConsumersNext Secondary Plan

MAP 38-10 Potential Tall Building Locations and Maximum Heights

	Secondary Plan Boundary	<b>78</b>	Maximum 78m tower permitted		Location with Existing/Approved Tall Building
<b>20</b>	Maximum 20m midrise permitted	<b>131</b>	Maximum 131m tower permitted		Location with Potential Tall Building
<b>36</b>	Maximum 36m midrise permitted	<b>137</b>	Maximum 137m tower permitted	<b>Notes:</b>	
<b>36*</b>	Maximum 36m midrise permitted (Tower of 83m permitted if in compliance with Policy 5.16.5 (d))			1) m – Metres from grade as defined by the Zoning By-law.	
<b>52</b>	Maximum 52m tower permitted			2) All height maximums are subject to meeting other built form requirements in section 5 of this Secondary Plan.	

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Figure 18 - Potential Tall Building Locations and Maximum Heights





Not to Scale 



## ConsumersNext Secondary Plan

MAP 38-4 Potential Tall Building Locations and Maximum Densities

-  Secondary Plan Boundary
-  Maximum permitted FSI

Note: All density maximums are subject to meeting other built form policy requirements

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Figure 19 - Potential Tall Building Locations and Maximum Densities

Subject to meeting the development standards related to density, street wall and angular plane transitions and other built form requirements, maximum densities and maximum heights for development within the ConsumersNext area are shown respectively on Maps 38-4 and 38-10.

While the Business Park Interior District allows a maximum Floor Space Index (FSI) of 1.5 with no maximum height limit, the lands to the immediate north of the subject site within the Sheppard Corridor allows for a maximum density of 3.5 with a maximum height of 131 metres and existing and potential locations for a Tall Building.

For Developments in the Business Park Interior District with respect to Built Form provisions, Policy 15.5.3, among other matters, requires buildings to feature prominent pedestrian entrances and clear glazing into the ground floor to support a lively, safe and comfortable pedestrian-oriented district (a); the incorporation of Privately-Owned, Publicly-Accessible Open Spaces (POPS) is encouraged to be related to non-office uses (such as restaurant or café patios) that are provided for by the policies of this Secondary Plan (c); and design elements and architectural variety are encouraged to provide visual interest (e).

For developments on *Mixed Use Areas* with respect to built form, Policy 5.16.1 indicates that all new buildings are subject to angular plane controls to provide transition in scale, limit shadow and overlook on neighbouring residential properties that are lower in scale and limit shadow and loss of sky view on adjacent streets, parks and public spaces.

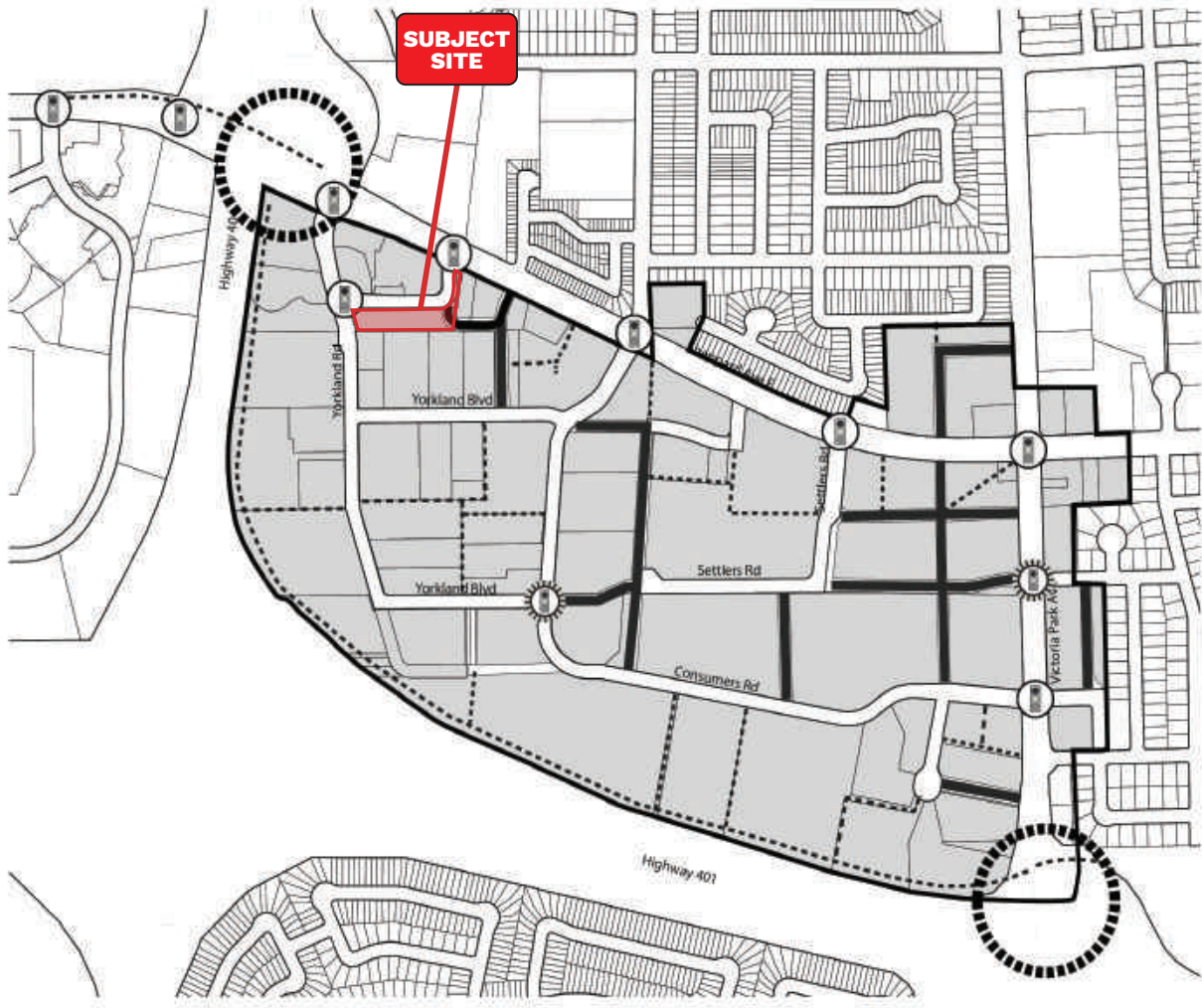
Policy 5.16.2 provides that all development will fall beneath a 45 degree angular plane projected from the abutting property line of lands designated Neighbourhoods. When the lands abutting the *Mixed Use Areas* within the Neighbourhoods designation contains a public street or public park, the required 45 angular plane shall be projected from the property line of the public right-of-way or parkland abutting the *Mixed Use Areas*.

Policy 5.16.4 provides the following built form standards for developments in the Sheppard Avenue East which will continue the built form pattern established along the south side of Sheppard Avenue East:

- a. tall buildings are permitted provided they comply with the development standards outlined in this Secondary Plan;
- b. to maintain sunlight on the opposite sidewalk of Sheppard Avenue East and maintain skyview, the tower and base building components of new development will fall beneath a 45 degree angular plane projected from the front property line of sites fronting Sheppard Avenue East, beginning at a height equal to 80 percent of the width of the adjacent planned right-of-way;
- c. where tall buildings are permitted and address local streets, base buildings will fall beneath angular planes projected from the property line adjacent to the local street, beginning at a height equal to 80 percent of the planned width of the local street right-of-way; and
- d. where tall buildings are permitted and address local streets, a minimum 3 metre setback will generally be provided to the tower component from the base building fronting the local street.

Section 6 of the Secondary Plan provides policies with regards to mobility and transit based on the ConsumersNext Transportation Master Plan (TMP) which focuses on improving access to the business park and balancing modes of transportation to ensure a range of travel choices encouraging sustainable travel behaviour. The improvements to the transportation network enhance the attractiveness of the business park for investment and business growth, while also serving the needs of residents in the surrounding community. The implementation of higher order transit along Sheppard Avenue East will provide a significant increase in network capacity and contribute to the provision of sustainable travel options to service existing and future demand. It is noted that until the full implementation of the transportation network including higher order transit as identified in the TMP, incremental growth via new development will need to be reviewed in the context of the available transportation network capacity.

Policy 6.5 states that the planned public street network shown on Map 38-3 will provide a fine grid of public streets and a high level of permeability for pedestrian, cycling and vehicular circulation (**Figure 20**, Public Streets Plan), improving access to and from the business park while creating new blocks that will be appropriately scaled for redevelopment. Policy 6.6 adds that while the layout and pattern of new local public streets is illustrated on Map 38-3, the exact location, alignment, access and design



Not to Scale 



### ConsumersNext Secondary Plan

MAP 38-3 Public Streets Plan

-  Secondary Plan Boundary
-  Proposed Public Streets
-  Proposed Pedestrian Connections: Flexible Location
-  Ramp Reconfiguration
-  Existing Signalized Intersections
-  Proposed Signalized Intersections

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Figure 20 - Public Streets Plan

of each new street will be refined through the review and approval of development applications or other implementation mechanisms identified in this Secondary Plan. As is shown on Map 38-3, a new public street is proposed along the east side of the subject site which will connect to a new public street further east, providing a new connection to Sheppard Avenue East to the north and Yorkland Boulevard to the south.

With regards to the Higher Order Transit along Sheppard Avenue East, Policy 6.11 provides that development in proximity to existing and/or planned higher order transit stops in the Nodes will improve active transportation connections to and from transit stops and provide amenity including open space, seating areas and weather protection. In addition, Policy 6.13 provides the prior to the implementation of higher order transit along Sheppard Avenue East, surface transit priority measures, including high occupancy vehicle (HOV) transit lanes, should be implemented as required along Sheppard Avenue East on an interim basis.

Section 7 of the Secondary Plan provides direction on housing and community services and facilities considering the residential development along Sheppard Avenue East and Victoria Avenue that will result in a complete and inclusive community with connections to the business park. In this regard, the Secondary Plan notes that the Sheppard and Victoria Park Node and the Sheppard and Consumers Node will be planned to offer places and spaces where residents and workers can access services, attend community events and participate in leisure activities.

Policy 7.1 states that to support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be provided on lands designated *Mixed Use Areas* in the Secondary Plan Area.

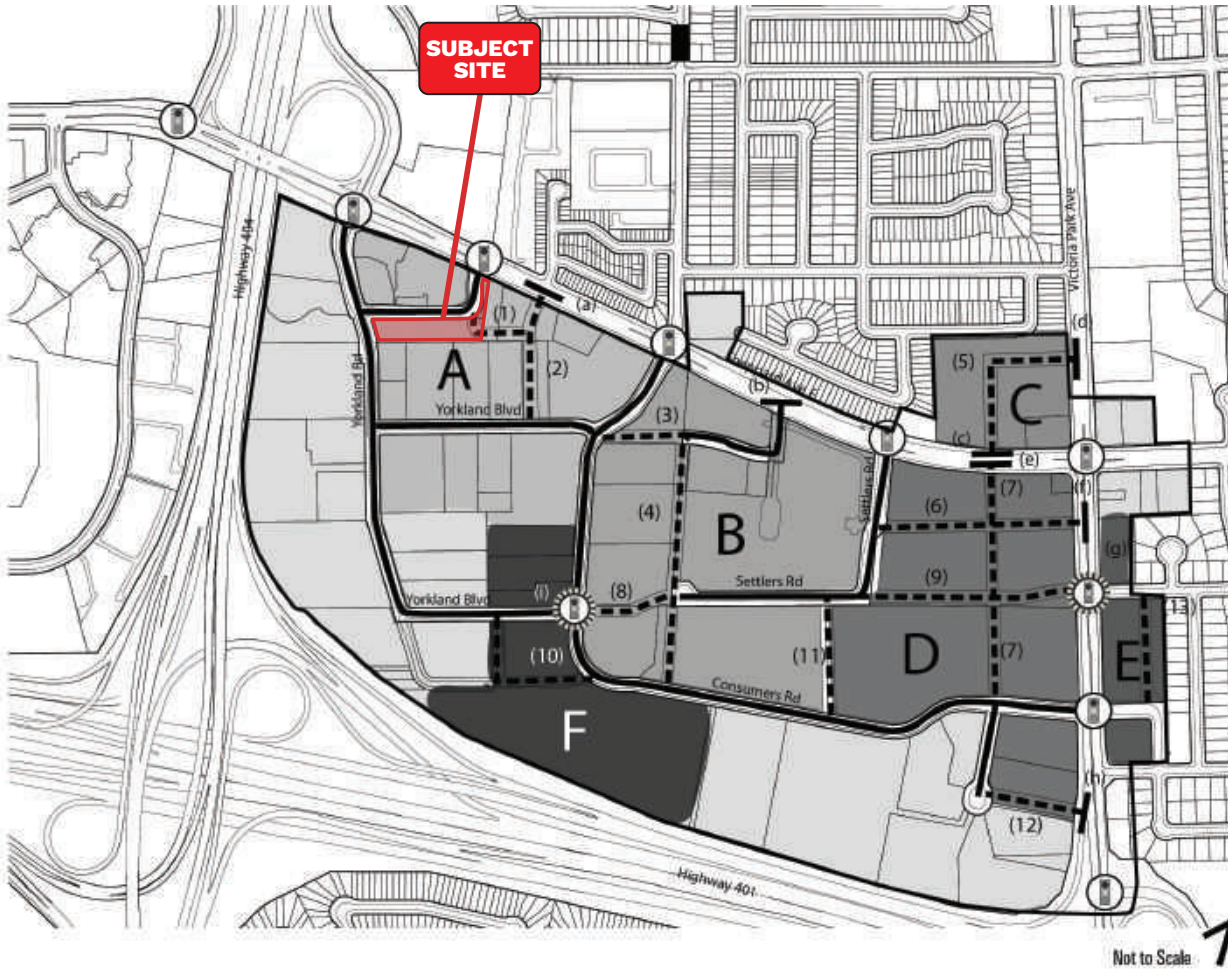
Policy 7.2, currently under appeal by the owner of Lansing Square, provides that the development containing more than 50 residential units will include:

- a minimum of 30 percent of the total number of units as 2-bedroom units. Half of the required 2-bedroom units will have a minimum of 90 square metres of gross floor area; and

- a minimum of 20 percent of the total number of units as 3-bedroom units. Half of the required 3-bedroom units will have a minimum of 106 square metres of gross floor area.

Direction on environment and resiliency is provided in Section 8 of the Secondary Plan. This Secondary Plan encourages integrated land use and supporting infrastructure in the public realm and on private property, including stormwater management and energy efficient designs. A key resiliency goal is the reduction of impervious surfaces in the Secondary Plan Area that will assist in stormwater management while minimizing the urban heat island effect through streetscape improvements that will integrate storm water capture, trees and other planting, where appropriate, as informed by the City's Green Streets Technical Guidelines. Policy 8.2 provides that the greening of all private and public spaces is encouraged through the use of infiltrative surfaces, soft landscaping, green roofs and "silva cells" or similar technology to connect to the drainage system to manage stormwater. In this regard Policy 8.3 encourages achieving Tier 2 of the Toronto Green Standard (TGS) through meeting the City's Green Roof By-law, preparation of an Energy Strategy and meeting the TGS performance measures with respect to electric vehicle charging stations, bird collision deterrence and light pollution.

Section 9 of the Secondary Plan provides implementation policies which include a number of strategies to manage growth through the expansion and enhancement of the transportation network, the comprehensive planning of large sites and the appropriate sequencing of development. Policy 9.7 provides that the expansion of the transportation network will gradually increase capacity in the Secondary Plan Area, but certain street links and network improvements will be required for development to proceed in associated areas. Map 38-14 outlines Development Areas and new segments of the street network and other network improvements as identified in the Transportation Master Plan (**Figure 21**, Transportation Implementation Plan).



## ConsumersNext Secondary Plan

### MAP 38-14 Transportation Implementation Plan

- Secondary Plan Boundary
- Existing Road
- New Road (Street ID)
- Existing Intersection
- New Intersection (all moves)
- Right-in Right-out turn movements only

Development Area ID	Improvements Required
A	<ul style="list-style-type: none"> <li>- Heron's Hill Way Extension to Beneset Road Connection (1)</li> <li>- Beneset Road Connection (2)</li> <li>- Right-in Right-out Intersection (3)</li> <li>- A portion of Settlers Road extension (8) and (9) and new signalized intersection (g)</li> </ul>
B	<ul style="list-style-type: none"> <li>- Yorkland Boulevard Extension (3)</li> <li>- North-south road between Yorkland Boulevard Extension (3) and Consumers Road (4)</li> <li>- Right-in Right-out Intersection (b)</li> <li>- A portion of Settlers Road Extension (8) and (9) and new signalized intersection (g)</li> <li>- A portion of north-south road between existing Settlers Road and Consumers Road (11)</li> </ul>
C	<ul style="list-style-type: none"> <li>- Interior Local Roadway (5)</li> <li>- Right-in Right-out Intersection (c)</li> <li>- Right-in Right-out Intersection (d)</li> </ul>
D	<ul style="list-style-type: none"> <li>- East-west connection between Settlers Road and Victoria Park Avenue (6)</li> <li>- Hall crown Place extension north to Sheppard Avenue East (7)</li> <li>- Hall crown Place extension to Victoria Park Avenue (12)</li> <li>- Right-in Right-out Intersection (e)</li> <li>- Right-in Right-out Intersection (f)</li> <li>- A portion of Settlers Road Extension (8) and (9) and new signalized intersection at Esquire and Victoria Park (g) and Consumers / Yorkland (i)</li> <li>- A portion of north-south road between Settlers Road and Consumers Road</li> </ul>
E	<ul style="list-style-type: none"> <li>- Internal Access Roadway (13)</li> <li>- A portion of new signalized intersection at Esquire / Victoria Park (g)</li> </ul>
F	<ul style="list-style-type: none"> <li>- Internal Access Roadway (10)</li> </ul>

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Figure 21 - Transportation Implementation Plan

As part of managing the growth within the ConsumersNext area and to fully implement the Vision of the Secondary Plan over time, regulatory tools will be used under the Planning Act and City of Toronto, including the use of Holding (H) Symbols in the zoning of parcels along the Mixed Corridor Districts, a framework for community benefit contributions pursuant to Section 37 or 45 of the Planning Act and the use of Plan of Subdivision and Site Plan Control applications. Policies 9.16 through 9.20 of the Secondary Plan provides direction on using the regulatory tools.

Policy 9.21 sets out the complete application requirements including the Transportation Demand Management Strategy, Community Services and Facilities Study, Noise Study and a Context Plan in addition to the plans and reports identified in Official Plan that are generally required to assess large-scale redevelopment applications.

## **4.9 Urban Design Guidelines**

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*.

The following guidelines have been considered in preparing the proposed master plan: The Tall Building Design Guidelines (2013); and the Growing Up in Vertical Communities Guidelines.

### **4.9.1 TALL BUILDING GUIDELINES (2013)**

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines, which update and replace the "Design Criteria for the Review of Tall Building Proposals" (2006). The document specifically notes that the Guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively".

The Guidelines include sections related to site context, site organization, tall building massing and pedestrian realm. Among other matters, the Guidelines recommend that tower floor plates be limited to 750 square metres and that tall building towers be set back 12.5 metres from side and rear property lines or provide a separation distance of 25 metres between towers on the same site.

The Tall Building Design Guidelines would apply to the tall building elements of the proposed development and are addressed in Sections 5.5 of this Planning and Urban Design Rationale.

### **4.9.2 THE "GROWING UP IN VERTICAL COMMUNITIES" GUIDELINES (DRAFT, 2017)**

In 2015, the City initiated a study entitled Growing Up: Planning for Children in New Vertical Communities and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017 and adopted without amendments.

Generally, the draft guidelines are structured at three scales: the neighbourhood, the building, and the dwelling unit. At the neighbourhood scale, the draft guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community infrastructure. At the building scale, the draft guidelines seek to increase the number of larger units, encouraging the design of functional and flexible amenity and common spaces that supports resident interaction (e.g. creating a "critical mass" of larger units to attract large households, potentially concentrated at lower levels). At the unit scale, the draft guidelines focus on size and functionality to ensure that each dwelling unit provides the space for the social functions of larger households.

# 15.01

PLANNING &  
URBAN DESIGN  
ANALYSIS

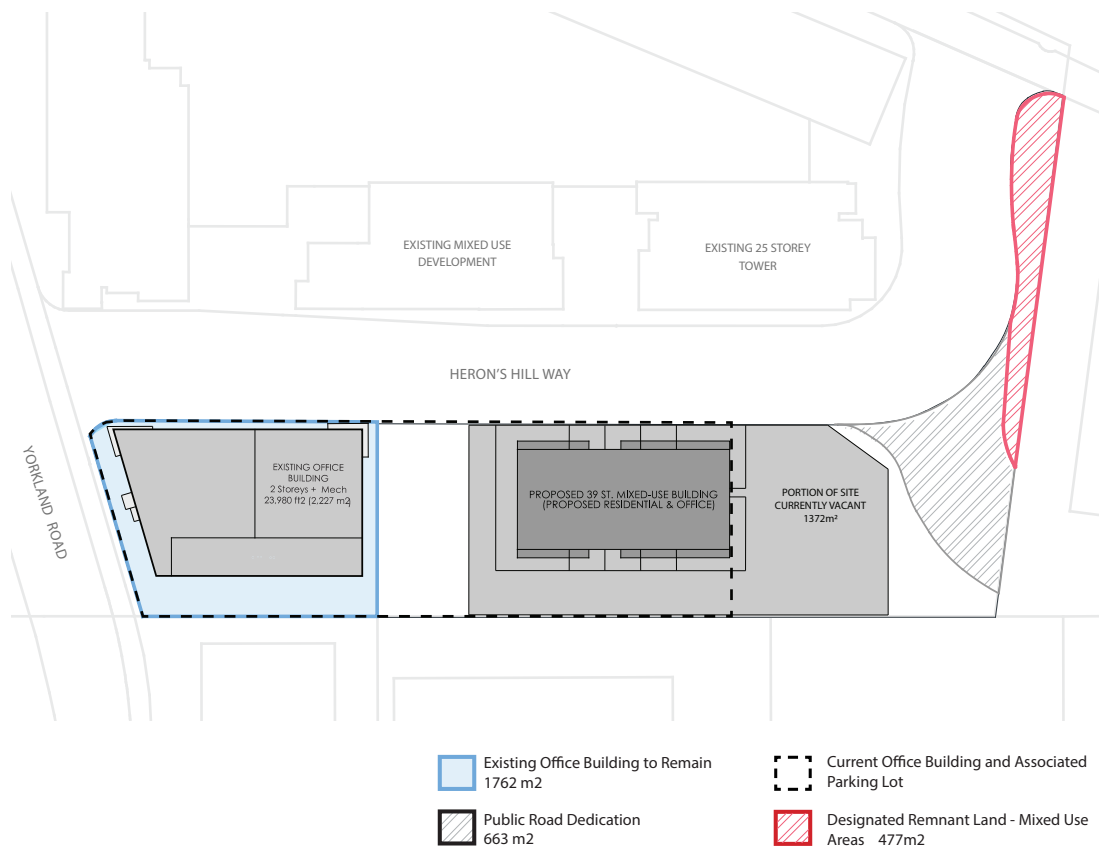


## 5.1 Conversion of lands within Employment Areas to Mixed Use Areas

The subject proposal is differentiated from other employment conversion proposals owing to the unique nature of the proposal based on a number of key considerations. As noted in this report in extensive detail, the notion of "removal" of an existing area for employment should be evaluated and understood based on the land area of the existing use of the subject site based on the following:

- Approximately 477 square metres of the subject site is already designated Mixed Use Areas;
- 663 square metres of the subject site will be dedicated as a public road;
- 1,762 square metres of the subject site are currently occupied by an office building to remain, and;
- 1,372 square metres (21%) of the subject site are currently vacant and underutilized.

The application, therefore, does not effectively remove an existing or large or key employment area, but simply adds residential use to an existing underutilized site that is appropriate and desirable for mixed use purposes (**Figure 22**, Subject Site Use/Areas).



**Figure 22 - Subject Site Use/Areas**

The proposed conversion of land within an Employment Area to Mixed Use Area is an appropriate and desirable form of intensification within the built-up area that is consistent with the Provincial Policy Statement and conforms with the 2019 Growth Plan and the City of Toronto Official Plan, subject to meeting specific criteria.

The conversion policies in the City of Toronto Official Plan and OPA 231 were assessed for conformity against the employment policies in the 2006 Growth Plan and the population and employment targets for 2031. The 2019 Growth Plan and PPS 2020 added significant new policies for Employment Conversion outside of Municipal Comprehensive reviews, while also increased the population forecasts to 2041. The following sections provide our opinion on how the proposed development is consistent with PPS 2020 and conforms to 2019 Growth Plan tests. The City of Toronto Official Plan and OPA 231 have not been brought into conformity with 2019 Growth Plan, however, we have reviewed the Employment Conversion policies including Policy 2.2.4.14 through Policy 2.2.4.17 and in addition to our planning opinion, we have also provide responses from other consultants to address the specified requirements and test of employment conversion. The reviewed reports and studies include the following:

- Economic Benefits Study prepared by UrbanMetrics Inc., dated April 3, 2020;
- Urban Transportation Considerations prepared by BA Group, dated April 2020;
- Functional Servicing and Stormwater Management Report prepared by Counterpoint, dated April 2020
- Land Use Compatibility & Mitigation Study prepared by SLR, dated April 2020

### 5.1.1 PROVINCIAL POLICY STATEMENT 2020 AND 2019 GROWTH PLAN EMPLOYMENT CONVERSION POLICIES

Policy 1.3.2.4 of the PPS 2020 (similar to Policy 2.2.5(9) of the Growth Plan 2019), addresses the conversion of employment lands and states:

*"Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion".*

Notwithstanding, Policy 1.3.2.4 of the PPS 2020, Policy 1.3.2.5 of the PPS 2020 similar to Policy 2.2.5(10) of the Growth Plan 2019, adds that lands within existing employment areas may be converted to a designation that permits non-employment uses subject to the following:

- a. there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b. the proposed uses would not adversely affect the overall viability of the employment area; and
- c. existing or planned infrastructure and public service facilities are available to accommodate the proposed uses."

In review of the Economic Benefit Study we share the opinion, that there is an identified need for the conversion of the subject site to *Mixed Use Areas* in order to further the vision of the ConsumersNext Secondary Plan, and equally important, to better utilize the subject site in a manner that is viable from a market perspective. This conversion will not adversely affect the overall viability of the neighbouring employment areas (i.e., the Consumers Road Business Park), but conversely will better utilize the existing infrastructure and maximize public services facilities which are in place and designed to accommodate the proposed development.

Policy 2.2.5 of the 2019 Growth Plan addresses the employment lands and the promotion of economic development and competitiveness. In our opinion the proposed development promotes the economic development and competitiveness of the adjacent *Employment Areas* by making more efficient use of an underutilized site that is connected to existing infrastructure through the development of a mix of office and residential

uses. This type of development is precisely what the Province envisions and is encouraging because it puts people within a close walking distance of where they work, integrating communities, reducing congestion and green house gas emissions while making the region more competitive overall.

The 2019 Growth Plan, specifically Policy 2.2.5.9 outlines the following conversion criteria for lands within an employment area:

- a. *there is a need for the conversion;*
- b. *the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
- c. *the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*
- d. *the proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*
- e. *there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

In addition, the 2019 update to the Growth Plan added a significant new policy that makes it possible for property owners to file applications to convert Employment Lands prior to a municipal comprehensive review. Specifically, Policy 2.2.5(10) provides that notwithstanding policy 2.2.5 (9), until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a. satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b. maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c. not include any part of an employment area identified as a provincially significant employment zone.

In review of the Economic Benefit Study we share the opinion that the subject site, which is not located within a proposed Provincially Significant Employment Zone, can be converted outside of a Municipal Comprehensive Review as per Policy 2.2.5.10, for the following reasons:

- There is a demonstrated need for the conversion of the subject lands as they are underutilized in their current form;

- The conversion of the subject site to *Mixed Use Areas* will improve the viability and attractiveness of the adjacent *Employment Areas*;
- Advance the vision of the ConsumersNext Secondary Plan Area;
- Facilitate a net gain of jobs on the subject lands; and,
- Provide much needed purpose-built rental residential units in the area.

As stated in the Final Recommendations for Requests / Applications for Conversions of Employment Areas (Staff Report dated November 5, 2013):

*"The existing supply of Employment Areas is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan."*

In our opinion, the vacant and underutilized portion of the subject site is not required for employment purposes over the long-term. The subject application meets the policy tests in the PPS and the Growth Plan for employment land conversion, to accommodate the proposed mixed-use development. In addition, the office and work-at-home components of the proposal will create additional employment opportunities, far greater than could be achieved through an infill employment use. In fact, it is our opinion that if the site was to remain as currently designated and zoned its future development would be very unlikely, meaning this portion of the subject site would continue to function as a surface parking lot.

## 5.1.2 CITY OF TORONTO OFFICIAL PLAN EMPLOYMENT CONVERSION POLICIES

As noted in this report, it is our opinion that the Official Plan and subsequent OPA 231 include Employment Areas Policies and population forecasts to 2031 that have not been assessed for conformity with the updated 2019 Growth Plan, particularly the Employment Conversion policies. However, we have provided our opinion and responses from the Applicant's consulting team to each criterion as set out within the Employment Areas Conversion Policies.

With respect to development within Employment Areas, in our opinion the proposed development is consistent with the Official Plan Policy 4.6 (6) in a way that it supports and enhances competitive, attractive and highly functional *Employment Areas*. The proposal makes efficient use of a currently underutilized site by accommodating a number of high-quality jobs and adding much needed purpose-built rental residential uses all of which bolster the vitality of the adjacent businesses in the ConsumersNext Secondary Plan Area through the potential addition of locally based employment.

## EMPLOYMENT AREAS CONVERSION POLICIES

As noted earlier in Section 4.5 of this report, the conversion and removal policies for Employment Areas in the current Toronto Official Plan which includes OPA 231 are currently under appeal at the Local Planning Appeal Tribunal (LPAT). The conversion policies in the Toronto Official Plan are no longer in conformity with the conversion policies outlined in the Growth Plan, as amended in 2019. Most notable, Policy 2.2.5.10 of the Growth Plan (2019) now allows for the conversion of existing employment areas outside of an MCR, provided they meet the criteria as noted earlier in this Section. In our opinion and based on the responses provided by involved consultants, this conversion request for the subject site meets those requirements/tests.

Policy 2.2.4.17 of City of Toronto Official Plan states that during a Municipal Comprehensive Review, the City will assess requests to convert lands within *Employment Areas*, pursuant to the Provincial Growth Plan Policy 2.2.6.5, both cumulatively and individually, by considering the following matters:

**a. there is a demonstrated need for the conversion(s) to meet population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;**

*Although it is nearly impossible to assess the need for a singular site to meet the City's Growth Plan allocated population forecasts, we note that the proposed development will provide a meaningful number of purpose-built rental units to supplement the aging supply of rental accommodation across the*

*City. In addition, the recently constructed office building on the western portion of the subject site was originally secured by the City as part of a mixed-use development application including the lands to the north. The development proposal is consistent with this mixed use direction and will be supportive of the planned major transit in close proximity. This highlights the importance of a continued mixed-use lens on the subject site in evaluating the proposal on the eastern portion of the subject site.*

**b. the City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;**

*The Final Recommendation Report for Conversions of employment Areas dated November 5, 2013 stated that, "The existing supply of Employment Areas is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan."*

**c. there is a demonstrated need for the conversion(s) to mitigate existing and/or potential land use conflicts; and d) the lands are not required over the long-term for employment purposes;**

*The existing supply of Employment Areas is sufficient to meet the 2031 Provincial employment forecasts in Toronto and it is anticipated that the City will meet the employment forecasts allocated to the municipality pursuant to the Growth Plan." Furthermore, given the market conditions for office-based employment space in the ConsumersNext Secondary Plan area, it is unlikely that office development on the subject site will be viable for the foreseeable future without the inclusion of residential uses in a mixed-use configuration. In fact, it was the introduction of residential uses on the north side of Heron's Hill Way which originally allowed for the securing of office space on the 1 Heron's Hill Way portion of the original development application submitted by the previous land owners and approved by the City.*

**d. the conversion(s) will not adversely affect the overall viability of the Employment Area and maintenance of a stable operating environment for business and economic activities with regard to the:**

**i. compatibility of the proposed land use with existing employment uses or employment uses permitted in the zoning by-law in the Employment Area;**

The proposed mixed development has been considered in the context of the existing employment and permitted employment uses for the neighbouring lands and in reviewing the proposed development, it has been determined the conversion will not adversely affect the viability of the Employment Area, given the existing residential uses and types of industrial activities existing and allowable in the area. More detail of the approach to the compatibility review is provided in the responses to the following items; e) ii, iii, iv, and i).

**ii. interference with the function of existing employment uses by affecting Environmental Compliance Certificates of industries and their renewal, or complaints of adverse effects to the Ontario Ministry of the Environment under the Environmental Protection Act which could require changes to industrial operations or restrict operating hours;**

The work conducted by SLR Consulting (Canada) Ltd. Land Use Compatibility & Mitigation Study (LUCMS), dated March 2020 evaluated land use compatibility of the proposed development and was prepared in accordance with the proposed OPA 231 Modification Regarding the Land Use Compatibility and Mitigation of Sensitive Land Use Adjacent or Near to Employment Areas guidance document released by the City of Toronto. As part of the study, industrial activities surrounding the subject property were reviewed, including existing environmental approvals issued by the Ontario Ministry of Environment, Conservation and Parks (MECP). As is reported in the LUCMS, no instances of interference with the operations of existing or future industries are anticipated due to the development of the proposed, mixed-use features on the subject lands.

**iii. ability to provide appropriate buffering of employment uses from sensitive residential and institutional uses;**

According to the findings reported in the LUCMS, the appropriate buffering is in place for the proposed development. No adverse impacts are anticipated with the proposed development design and associated recommended mitigation.

**iv. implementation of the Ontario Ministry of the Environment D series guidelines for compatibility between industry and sensitive uses or any successor guidelines;**

As part of the land use compatibility study conducted, an evaluation of the development

was completed, following the appropriate D-Series guidelines, as released by the MECP in 1995. As indicated in the LUCMS, the guidelines are addressed with respect to the planned development and the development and the development will be compatible with neighbouring land uses.

**v. impact on the affordability of property or building leases or land purchase costs for employment uses and tax assessments in the Employment Area;**

Based on the fact that the proposed mixed use intensification will not displace a current employment use and that it will simply add a mixed use to a presently vacant portion of the overall site which already has an employment use, the proposal will therefore not have a material impact on the matter of property affordability or leases given the unique circumstances that apply. In addition, according to the Economic Benefit Study, historically, office space growth has come from existing Office Sector establishments expanding their work force within existing Study Area buildings. This is likely made possible by the relative affordability of office space in the area, as well as the trend toward collaborative and open office space design. In this regard, given the recognition that this area constitutes an existing area of relative affordability, given the nature of the proposal, it is unlikely that this will change the underlying dynamics of relative affordability of property or building leases.

**vi. reduction or elimination of visibility of, and accessibility to, employment lands or uses;**

All of the existing employment uses within the "Business Park Interior District" of the ConsumersNext Secondary Plan area have direct street frontages that provide appropriate visibility and access. The visibility and accessibility of ConsumersNext Business Park Interior District uses will not be affected by the proposed development.

**vii. impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;**

As per BA Group's Urban Transportation Considerations report, given the conclusions reached within Multi-Modal Transportation Assessment and Vehicular Traffic Assessment, the conversion(s) will not adversely affect the area with regard to transportation network.

**viii. removal of large and/or key locations for employment uses; and**

The subject proposal can be differentiated from other employment conversion proposals owing to the unique nature of the proposal based on a number of key considerations. As noted in this report in extensive detail the subject lands have a total land area of 0.64 hectares however, it is noteworthy that of the total site area the notion of "removal" of an existing area for employment must be evaluated and understood on the basis of a number of considerations. Firstly, approximately 477 square metres of the subject site is already designated Mixed Use Areas. Secondly, 663 square metres of the subject site will be dedicated as a public road. Thirdly, 1,762 square metres of the subject site are currently occupied by an office building to remain. Fourthly, 1,372 square metres (21%) of the subject site are currently vacant and underutilized. The application, therefore, does not effectively remove an existing or large or key employment area, it simply adds residential use to an existing underutilized site that is appropriate and desirable for mixed use purposes. The application, therefore, does not effectively remove an existing or large or key employment area, it simply adds an additional use to an existing underutilized site that is appropriate and desirable for mixed use purposes.

**ix. maintenance of the identity of the Employment Area.**

The identity of any Employment Area is strongly influenced by the desire and effect of its landowners to develop, foster and maintain an identity. Recently, a new Business Association, the Parkway Centre Business Association has been organized. The conversion of the subject site, in our opinion, would not adversely impact the identity of the ConsumersNext business park.

As noted above, the compatibility of the proposed development has been confirmed in the Land Use Compatibility Mitigation Study prepared by SLR Consulting and the Urban Transportation Considerations prepared by BA Group. The proposed development is compatible with both the existing and evolving Mixed Use Areas to the north and north east, as well as the established office and warehouse uses in the adjacent Employment Areas to the south and west. We note that the uses included in this application can already be found on almost every one of the adjacent

parcels, and therefore, it is our opinion that no compatibility issues exist.

**f. the existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);**

In support of the proposed development Counterpoint Engineering has prepared a Functional Servicing and Stormwater Management Report to address the availability of existing municipal infrastructure within the redevelopment area. The report found that the existing municipal infrastructure (storm, sanitary and water) within the vicinity of the proposed development have been investigated and found to have available capacity to support the proposed development.

**g. in the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;**

As noted in the Community Services and Facilities Study Section of this report, there are sufficient existing and planned services within walking distance from the subject site.

**h. land already appropriately designated and zoned for the proposed non-employment use(s) is available outside of Employment Areas;**

There are designated Mixed Use Areas along Sheppard Avenue East to the immediate north of the subject site with existing and approved mixed use development as well as lands along Victoria Park Avenue to the east of the subject side.

**i. new residents or institutional users on the lands would be adversely affected by noise, vibration, odours and other air emissions, dust and other particulates or other contaminants;**

The proposed development was reviewed in consideration of the City's land use compatibility guidelines, as well as the Provincial D-Series guidelines, as is reported in the LUCMS. The D-Series Guidelines specifically consider the need to evaluate the potential for adverse impacts due to noise, vibration, odours and other emissions, such as dust, particularly in the context of nuisance issues. In addition, other emissions, including general air quality contaminants, compliance with noise guidelines for stationary sources, and the potential impacts from transportation sources (including traffic) were also considered. As concluded in the LUCMS, with the design features in place for addressing specific noise issues related to transportation sources, adverse

effects on the proposed development are not anticipated. The proposed mixed-use development is consistent with the large residential development on the north side of Heron's Hill Way and will ensure that there will be no adverse effects to the growing residential population in the area as is further confirmed by SLR report noted above.

**j. the ability to provide opportunities for the clustering of similar or related employment uses is maintained;**

Due to the physical size of the property, the subject site does not represent an important parcel in the clustering of office uses in the area, as the majority of existing major office uses can be found around the perimeter in the Highway Edge District or in the Mixed Use Areas fronting onto Sheppard Avenue East.

**k. a sufficient supply of optimum-sized land parcels is maintained in the Employment Area for the range of permitted employment uses;**

At only 1.6 acres (0.64 hectares) in size, the subject site is not particularly well suited to the development of major office as market conditions do not support the construction of expensive underground parking required in order to meet the City's parking requirements for office uses. As is evident across the Consumers Road Business Park—and elsewhere in various suburban office nodes across the GTA—most large office complexes have a significant amount of surface parking and larger parcel sizes than the subject site.

**l. employment lands proximate to essential linkages, such as supply chains, service providers, markets, and necessary labour pools are preserved;**

The proposed mixed-use development on the subject site increases the labour pool for the business park to the south by providing some 350 new rental homes to the area, in addition to more office-based employment space than has historically been located on the site and a new public road connection to improve the transportation network for the area, as identified in the ConsumersNext Secondary Plan.

**m. employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors and airports to facilitate the movement of goods;**

Through the conversion of the subject to Mixed Use Areas, the proposed development will accommodate more high-quality office jobs than if it remains Employment Areas.

Market conditions are not favourable now, or in the foreseeable future, to build a major office on the site. Further, the existing and planned transportation network can accommodate both the existing overall transportation demands and those contemplated in the future as indicated in the Urban Transportation Considerations report prepared by BA Group concludes. Therefore, the proposed development is the best option to accommodate a mix of additional employment and population near existing and future potential transportation infrastructure.

**n. the proposal(s) to convert lands within an Employment Area will maintain and grow, or potentially diminish the City's tax base;**

The proposed development is expected to significantly increase the City's tax base.

**o. the proposal(s) to convert lands in an Employment Area will help to maintain to a diverse economic base accommodating and attracting a variety of employment uses and a broad range of stable full-time employment opportunities in Toronto; and p) the conversion(s) will retain work opportunities for residents of nearby neighbourhoods; and**

The recently completed and proposed office space on the subject site will accommodate the same high-quality office jobs currently found in the ConsumersNext Secondary Plan area.

**p. cross-jurisdictional issues have been considered.**

Matters of cross-jurisdictional concern should be considered in spatial and geographic terms (i.e. whenever land is located close to another municipal boundary) or in consideration of other levels of government control or regulation. With regard to the former, there are no spatial or geographic concerns. With regard to the latter, it is our opinion, that the potential for cross-jurisdictional concern has been adequately addressed in the LUCMS and we share their opinion that there are no adverse impacts anticipated with the proposed conversion.

In our opinion and based on the responses provided by consulting team to each criterion as set out within the Employment Areas Conversion Policies, we believe that this conversion request for the subject site meets the above noted tests in particular the compatibility, servicing and transportation requirements.

## 5.2 Structure, Land Use and Economic Development

The following contains a discussion on how the proposed development represents good planning and how it meets the overall vision and development principles for the area, as defined in the proposed ConsumersNext Secondary Plan. It is acknowledged that the Secondary Plan is currently under appeal and not in full force and effect, but it was adopted by City Council and, as such, it represents City Council's vision for the site and area. The proposed development comprises of commercial office and rental residential uses, including high-quality landscaped features (POPS), and a new public road, on an underutilized site adjacent to a planned higher order rapid transit stop.

As noted above, the subject site is located at the northern edge of the western Business Park Interior District, with a portion within the Sheppard Corridor District. It is our opinion, based on above noted reasons that the subject site is more appropriate to be included as a whole within the Sheppard Corridor District and be designated as *Mixed Use Areas*. The proposed development delivers the key outcomes specific to the future development of the Sheppard Corridor District. The proposed development provides for an anticipated mixed use intensification along Sheppard Avenue while providing the anticipated built form (base building with tall building portion) which includes transition in scale and massing to minimize shadow impacts on the public realm (2.5.1).

In accordance with Structure Plan (Map 38-2), the proposed development includes a new road connection to the east which provides connection to the future north-south public road connecting Sheppard Avenue East to Yorkland Boulevard. In keeping with the ConsumersNext Secondary Plan this new public road will increase and enhance the connectivity of the subject site with ConsumersNext the secondary Plan area.

With respect to Land Use, the Consumers Road Business Park contains one of the largest concentrations of office workers outside of the City's downtown core. Accordingly, the protection of the area's economic function and the creation of a vibrant place to work is a cornerstone of the Secondary Plan.

Per Section 3.3 of the Secondary Plan, the amount of non-residential uses is required to increase in scenarios where residential units are proposed on properties that are designated *Mixed Use Areas*. The proposed development as noted above, is an appropriate site for a mixed use intensification while it maintains approximately 2,227 square metres of a 2-storey office building and introducing 292 square metres of office building on the ground level of the proposed development.



## 5.3 Height, Massing and Density

In our opinion, the height and massing of the proposed development is appropriate and would fit harmoniously within the existing and planned built form context along, Sheppard Avenue East and Victoria Park Avenue.

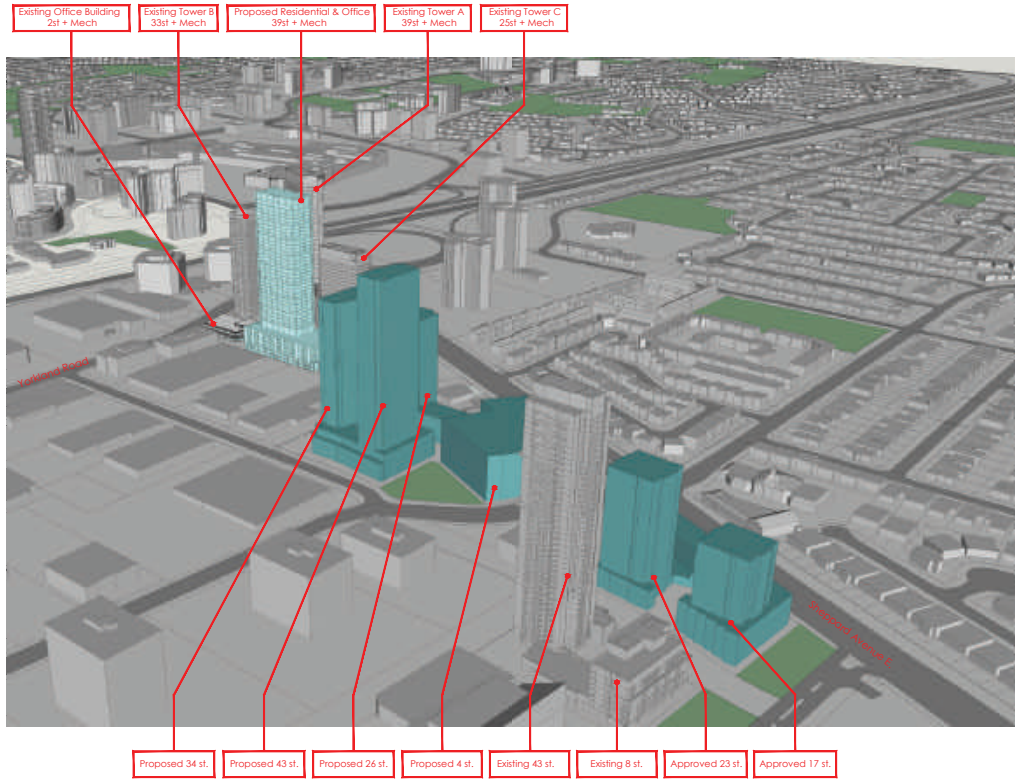
### HEIGHT

The proposed building height of 39-storeys (126.65 metres excluding the mechanical penthouse) is appropriate and compatible with existing range of heights in the surrounding area, which includes existing, under construction and proposed tall buildings immediately north and east of the subject site along Sheppard Avenue East. Existing and approved tall buildings of up to 43-storeys (131 metres) exist on the east side of the subject site along Consumers Road which are taller than the subject proposal. The ConsumersNext Secondary Plan permits the maximum height of 131 metres (approximately 43 storeys) along Sheppard Corridor and recognizes number of existing and approved tall buildings. The proposed height, therefore, represents an appropriate transition to the height peak to the east and also represents a contextually appropriate infill addition to the emerging and approved height regime within a Major Transit Station Area.

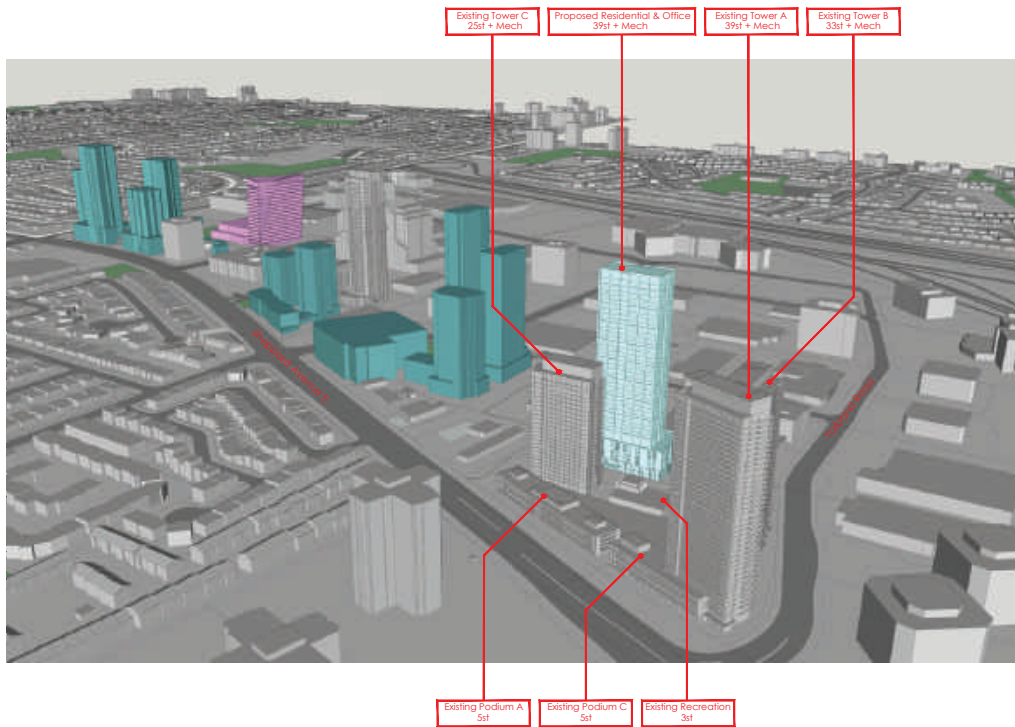
The proposed tall building on the subject site will reinforce the emerging urban structure associated with the development within the area. The subject site represents an underutilized parcel within the Consumers Next Secondary Plan area with a size that is appropriate to accommodate a taller mixed-use building than envisioned by this Plan.

The proposed 4-storey (19.5 metres) podium building will maintain an appropriate street wall condition while meeting the maximum height of 6-storey for the base portion in the Sheppard East Corridor District (5.4.2). The 35-storey tower element (107.15 metres) will be located along the Heron's Hill Way frontage in an appropriate distance (29.0 metres) to the existing 2-storey office building located on the west portion of the subject site as well as the existing Monarch Group's Heron's Hill community to the immediate north.

While the Business Park Interior District have no maximum height, the Sheppard East Corridor District allows a maximum height of 131 metres within the Mixed Use Areas designated lands (**Figure 23A, 23B** – Surrounding Developments). Overall the mixed-use building will have a height of approximately 126.65 metres to the top of the roof and 132.65 metres to the top of the mechanical penthouse/architectural element.



**Figure 23A - Surrounding Developments**



**Figure 23B - Surrounding Developments**

## MASSING

From a massing perspective, the proposed development provides two distinct built form elements: a 4-storey podium building and a 35-storey tower element sitting on top of the podium that is set back from the podium. The existing parking lot represent a significant underutilization of land along a planned transit corridor and located within a Major Transit Station Area. In contrast, the 4-storey podium building provides a comfortable pedestrian scale, while the tower element is sited at the eastern portion of the subject site to minimize impacts on the surrounding areas to the north and south.

The tower element is also articulated through the use of balconies, as well as contrasting glass elements, in order to break up the massing. As set out in Section 5.4 below, the tower element employed design will not create unacceptable shadowing, privacy or sky view impacts.

## DENSITY

The proposed development will result in a total density of 4.38 FSI. In our opinion, the proposed density is appropriate and desirable from a land use policy perspective to optimize density of the site given its size and location within a Major Transit Station Areas and along a planned transit corridor.

While the Business Park Interior District allows a maximum Floor Space Index (FSI) of 1.5, the Sheppard East Corridor District allows a maximum FSI of 3.5 within the Mixed Use Areas designated lands.

It is reasonable to establish appropriate densities for the subject site based on specific design, context and urban structure considerations, rather than on the basis of density numbers.

## 5.4 Built Form

From a built form and urban design perspective, the proposed development responds appropriately to the existing and planned context. The street-related podium element provides suitably scaled and well-defined pedestrian zones along the existing and planned public streets. The proposed tower element provides a high-quality addition to the emerging skyline in the general area surrounding the subject site.

At an urban scale, the proposed tower height, siting and orientation result in an appropriate addition to the ConsumersNext area, providing comfortable tower separation distances and relationships with existing buildings and low-rise residential areas to the north. At the pedestrian scale, the proposed grade-related uses and streetscape improvements will add vitality to the area and will complement the existing character of Heron's Hill way.

The Official Plan development criteria applying to the *Mixed Use Areas* designation have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5.2(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or a stepping down of heights towards lower scale *Neighbourhoods*, while Policy 4.5.2(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*. In this respect, the subject site is not located immediately adjacent to a *Neighbourhoods* designation. The closest *Neighbourhoods* designation is located to the north of Sheppard Avenue East, commencing at Bards Walkway and extending east. As a result of the site's separation distance and intervening existing and approved tall buildings, an appropriate transition will be provided between the proposed development and the closest *Neighbourhoods* designation.

The proposed built form typology is reflective of the *Mixed-Use Areas* designation sought for the site. While the site and the proposed building do not front onto Sheppard Avenue East, the existing development at 2025-2045 Sheppard Avenue East provides the streetscape character and built form context that warrant the redevelopment of the subject site. The development of 2025-

2045 Sheppard Avenue East which provides a pedestrian-oriented base building that frames the street and creates an urban street edge condition. The proposed development is an appropriate built form response to the existing development on the north side of Heron's Hill Way and will contribute to improving the subject site's interface with the public realm along the Heron's Hill frontage by introducing streetscape enhancements and a built form typology that is supportive of transit infrastructure and contributes to the efficient use of land.

In our opinion, the heights relative to the nearest lots used for residential purposes within the *Neighbourhoods* designation are appropriate in view of the existing pattern of development within the ConsumersNext area, the pattern of development along Sheppard Avenue East, its transit accessible location and the importance of promoting intensification on underutilized lands.

## LIGHT, VIEW, PRIVACY

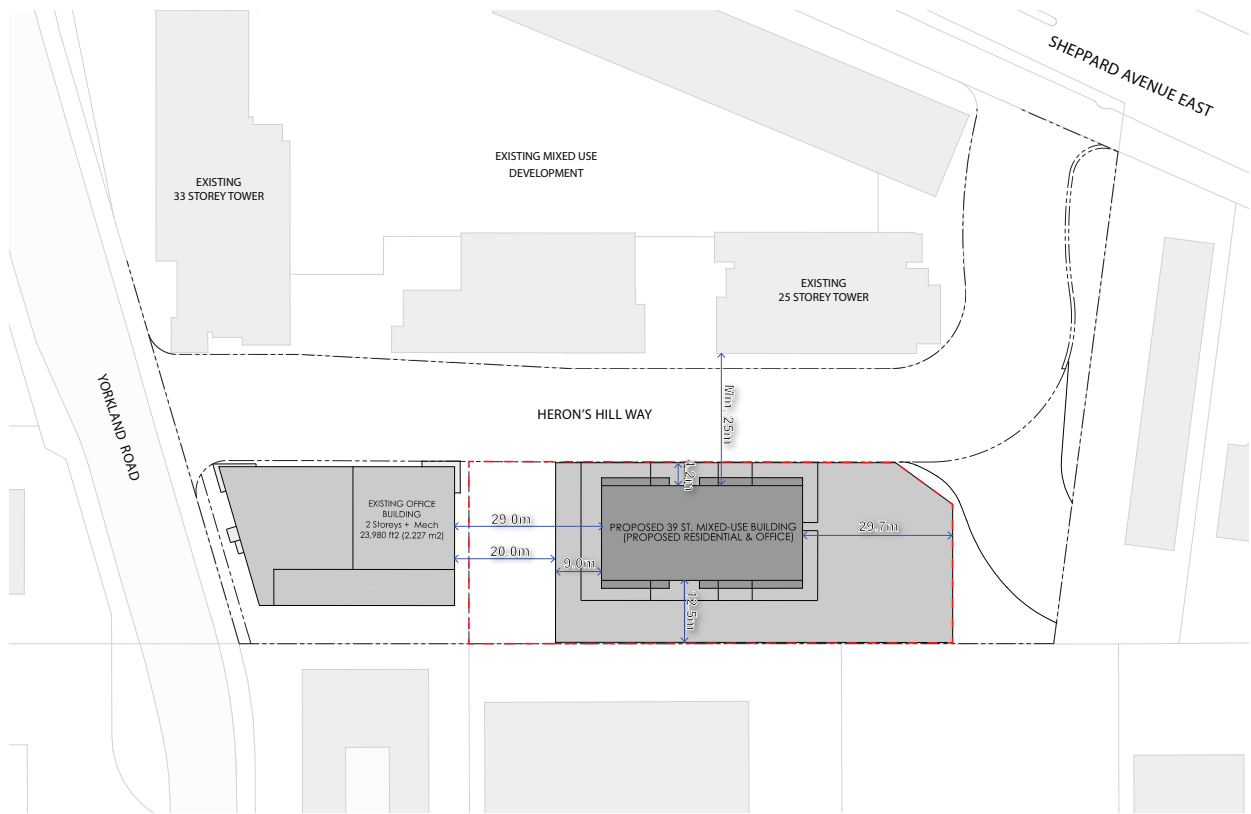
Light, view and privacy ("LVP") impacts are generally addressed through a combination of spatial separation, setbacks, orientation, and mitigating measures between buildings. Generally, zoning standards require a setback of 5.5 metres from principal residential windows to property lines that are not street lines and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site. For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines, or the centre line of an abutting lane, measured to the external walls of the building (i.e. balconies are permitted within the setback zone).

With respect to the base building element, it has been sited 20 metres to the east of the existing building on the subject site to provide an appropriate separation distance and comfortable spatial relationship between the built form elements. The ground floor of the building will contain office and amenity uses as well as the residential lobby at-grade, while Floors 2 through 4 contain parking. As such, the base building does not include residential or principle windows

and the 5.5 metre is not applicable. Additionally, the majority of the subject site abuts either an existing or planned street, with the exception of the south lot line abutting the adjacent low-rise employment buildings, therefore reducing potential LVP impacts.

The development scheme considers the cumulative impact of the proposed building within the existing context and the tower element has been located to provide an appropriate response to the location of the tall buildings adjacent to the subject site. In this respect, the tower placement has been coordinated with the towers at 2025-2045 Sheppard Avenue East to create a staggered relationship to increase the perceived separation distance and maximize access to sunlight and sky view for the surrounding properties and public spaces. The siting of the tower allows for a 25 metre or greater separation distance to the existing towers to the north and potential future tower sites to the south and east. Specifically, the tower has been setback 29.7 metres from the east property line and 12.5 metres from the south property line which satisfy the recommendations of the Tall Building Design Guidelines. Additionally, a separation distance of 29.0 metres is provided between the proposed tower and the existing 2-storey building on the subject site (**Figure 24 – Tower Separation Distance**).

Based on the foregoing analysis, both the base building and tower elements have been located and massed such that the impact of the proposal on the existing surrounding buildings is minimized, and sky view, privacy and access to daylight are protected.



**Figure 24 - Tower Separation Distance**

## SHADOW IMPACTS

Official Plan Policies 3.1.2(3) and 4.5(2)(d) require that new development adequately limit shadowing on neighbouring streets, properties (particularly those designated *Neighbourhoods*) and open spaces, having regard for the varied nature of such areas. A shadow study has been prepared by Bousfields Inc. assessing the shadow impacts at the spring and fall equinoxes (March 21st/September 21st) and at the summer solstice (June 21st) between 9:18 a.m. and 6:18 p.m.

The proposal will have incremental shadow impacts from 2:18pm to 6:18pm during the spring and fall equinoxes and does not have any impact on *Neighbourhoods* during the summer solstice. The subject site is well separated from the closest *Neighbourhoods*-designated properties to the northeast and therefore much of the shadow cast by the proposal falls on roads, the roofs of buildings, or is mitigated by the shadows of other existing tall buildings. In this regard, the proposal provides for a minimum of 5 consecutive hours of sunlight on these residential properties. With respect to shadows cast on the proposed

POPS, there is no incremental shadow impact during March 21<sup>st</sup> to September 21<sup>st</sup> from 1:18pm to 6:18pm. Due to the slender nature of the proposed tower, its orientation and location on the subject site, the shadows cast by the building move quickly across the ground, creating limited impacts on the public realm. For these reasons, the shadow impacts of the development are considered to be adequately limited.

## WIND IMPACTS

A Pedestrian Level Wind Study was prepared by Gradient Wind and dated January 22, 2020, which assesses the pedestrian wind conditions for the proposed development. The Gradient Wind report adds that the objective of the assessment was to provide an evaluation of wind comfort conditions on and around the proposed development and recommend any necessary conceptual wind control measures to improve the wind comfort and safety conditions where necessary. The study involved the simulation of wind speeds for selected wind directions in a three-dimensional

(3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian comfort and safety within and surrounding the development site.

The report concludes that the introduction of the proposed development is not expected to generate wind conditions that are considered uncomfortable or unsafe within the existing grounds. A number of terraces and setbacks are proposed as part of the development, which are all positive design features in keeping winds away from the ground. Specifically, wind conditions over all grade-level areas within and surrounding the subject site, including sidewalks and entrances, will be acceptable will be suitable for the intended pedestrian uses throughout the year, without the need for mitigation. Regarding the proposed POPS, wind comfort during the summer season is predicted to be mostly suitable for standing. While landscape plantings are expected to increase comfort levels within the POPS, the general space may require mitigation in the form of architectural and landscaping elements. With respect to the amenity terrace at Level 5 atop the podium roof, wind conditions are predicted to be mainly suitable for standing during the warmer seasons. The landscape plan incorporates many plantings throughout the terrace, which will increase comfort levels, however the inaccessible green roof space at the north end of the roof is predicted to be windy throughout the year.

As conceptual wind mitigation measures have been discussed and provided in the report, it is important to note that these measures will be evaluated and implemented, where appropriate, as the development continues to evolve into the detailed design stages of the project.

## 5.5 Urban Design

From an urban design perspective, the proposed development will improve an underutilized site and enhance the public realm along Heron's Hill Way. At grade, the proposed development will establish an attractive and inviting pedestrian environment that will provide grade related office uses. Furthermore, an attractive and inviting mid-block landscaped courtyard, which is proposed

to be a privately owned publicly accessible space (POPS) will be provided between the existing office building and the proposed tower. The proposed development has been carefully organized into distinct elements that are further refined through the use of building setbacks to help break up the overall visual appearance of the development and reinforce a pedestrian scale along the adjacent public streets. The siting and design of the proposed tower responds to urban structure considerations related to the orientation, spacing, size and built form character of tall buildings that are located within the Sheppard Avenue East corridor, and will fit harmoniously within the existing and planned built form context.

In our opinion, the design of the proposed development is appropriate and desirable in urban design terms and conforms with the applicable built form and urban design policies of the Official Plan, including Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.3(2) and 4.5(2) of the Official Plan. In particular, the proposed development will:

- locate the proposed building parallel to Heron's Hill Way;
- locate the residential lobby so that it is clearly visible and directly accessible from the public or private sidewalks;
- provide ground floor uses, specifically retail or grade related units fronting the POPS or the public streets;
- provide ground floor office uses that front onto the POPS or the public streets;
- providing underground parking and integrating above ground parking into the building design with usable space fronting onto public streets at grade;
- site and mass the building such that it frames the adjacent street and POPS
- site and mass the new tower element so that it reinforces a pedestrian scale along the street, while also providing appropriate setbacks and separation distances to adjacent buildings and properties;
- provide streetscape improvements along Heron's Hill Way;
- provide indoor and outdoor amenity space;
- contribute to the revitalization of an underutilized site in proximity to public transit; and
- provide a contiguous building frontage, at a comfortable human scale.

## 5.5.1 CONSUMERS NEXT SECONDARY PLAN

### PUBLIC REALM

*Policy 4.3 states street trees will be planted on both sides of all existing and new public streets to reinforce and enhance the existing landscape character along streets within the Secondary Plan Area.*

- The proposal will introduce a total of 23 street trees along Heron's Hill Way and the future public road to the east of the site. In addition, ornamental planting will be incorporated into the landscape design along the frontage of the future public road to enhance the streetscape character.

### PRIVATELY OWNED, PUBLICLY ACCESSIBLE OPEN SPACES (POPS)

*Policy 4.20 states POPS will be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population.*

- The proposed development incorporates a POPS with a considerable frontage along Heron's Hill Way, that is directly accessible from the public sidewalk. The POPS has been programmed to support a variety of uses for the employment and residential population including a plaza, multi-tiered wood seating, a variety of plantings and decorative hardscaping.

*Policy 4.22 states POPS should be coordinated with active ground level uses in adjacent buildings such as retail, restaurant and community spaces to provide seating and gathering spaces within the public realm. POPS should be setback from adjacent ground floor uses to allow for appropriate transition at grade to maintain the public accessibility integral to the success of the open space.*

- The development scheme proposes to frame the POPS with active uses at grade, including office and residential lobbies. The POPS is not setback from the adjacent buildings; however walkways are provided at grade to ensure accessibility.

### BUILT FORM

*Policy 5.1 states the scale and form of development will be contextually appropriate to its relationship to adjacent sites, nearby lands designated Neighbourhoods and Employment Areas and its access to transportation facilities.*

- The proposed development fits within the existing and emerging tall building context with a proposed height and massing that responds appropriately to and compliments the adjacent sites. In addition, the proposed building is located further away from the Neighbourhoods designated properties providing additional physical and visual transition in scale and height.

*Policy 5.3 states consistent building setbacks and built edges will create a regular alignment for the streetwall to define the public realm and contribute to improving the civic and pedestrian experience in the Secondary Plan Area. Additional setbacks are appropriate if the additional space is landscaped for the use of pedestrians. Setbacks for buildings above grade will be as follows:*

*c) along all other public streets, not less than 3 metres; and*

- The proposed building is setback 2.7 metres from the existing landscape strip along Hiron's Hill way sidewalk and approximately 5.0 metres from the curb in order to provide a setback that is consistent with the existing building on the site, therefore contributing to the provision of a continuous street edge.

*Policy 5.4.1 states on sites where tall buildings are provided for, the maximum height for the base building along Sheppard Avenue East and Victoria Park Avenue is six storeys.*

- The proposal seeks to re-designate the subject lands to Mixed Use Areas, however it does not have a primary frontage along Sheppard Avenue and therefore this policy is not applicable. Nonetheless, the proposed 4 storey base building is in keeping with the policy intent of establishing a well-proportioned, pedestrian-scale built form. The lower base building height provides a more appropriate and proportional response to the right-of-way of Heron's Hill Way.

*Policy 5.4.4 states the height of base buildings and mid-rise buildings are further subject to angular plane policies of this Secondary Plan.*

- The proposed development meets the intent of the angular plane policies provided in Policy 5.16.

*Policy 5.5 states at grade active uses will be encouraged as accessory uses in multi-storey buildings as identified in Map 38-8. These uses include retail and service uses, restaurants, entrances to office buildings and residential lobbies.*

- The development proposes to provide a residential lobby as well as office space at-grade to provide an active frontage on Heron's Hill Way and adjacent to the POPS. The architectural treatment of the ground floor will also add transparency and porosity to further activate the streetscape.

*Policy 5.6 states active ground floor uses will be provided with sufficient ground floor height (minimum 4.5 metres) along public streets with continuous weather protection provided to ensure pedestrian comfort.*

- The proposal provides a minimum ground floor height of 4.5 metres.

*Policy 5.7 states parking should be sited underground, beside or behind buildings to ensure the implementation of appropriate landscaping in the front yard.*

- The proposed development scheme locates parking above grade in 3 levels of structured and screened parking. The structure has been designed with an architectural treatment that mimics the appearance of an occupiable building to further screen these uses from the public realm. Access to the parking is provided away from the primary frontage via a covered driveway at the rear of the building.

*Policy 5.8 states built form strategies and high quality landscape treatments should be used to provide memorable and identifiable features at the terminus of existing and potential views and points of interest as identified in Map 38-9.*

- The northeast corner of the subject site is identified as a potential visual point of interest in Map 38-9. The proposal responds to this by providing an ornamental landscape feature along with signage at this location.

*Policy 5.11 states the maximum heights shown for development on Map 38-10 are permitted subject to meeting the development standards related to density, streetwall and angular plane transitions set out by District.*

- The subject site is identified to have no height maximum on Map 38-10, therefore the proposed height meets this development standard. For the proposals response to District-specific streetwall and angular plane provisions, please refer to the below analysis.

*Policy 5.12 states the maximum densities for development are shown on Map 38-4 and subject to meeting the development standards related to streetwall and angular plane transitions set out by District.*

- Please refer to the street wall and angular plane discussions set out in the responses to the applicable policies below.

*Policy 5.13 states tall buildings are provided for in parts of the Mixed Use Areas within the shaded areas on Map 38-10, with the greatest height in the Sheppard & Victoria Park Node and lesser heights in the Sheppard East Corridor District.*

- The proposed tower height of 39 storeys is comparable to and compatible with the tall buildings that make up the existing context as well as those that are approved and not yet built. Taller buildings of up to 43 storeys exist further east of the subject site, closer to the Sheppard and Victoria Park node. The greater separation from the Neighbourhoods designation compared to the development at 2025-2045 Sheppard Avenue in conjunction with the appropriate tower siting and orientation affords a taller height on the subject site.

*Policy 5.16 states development on lands designated Mixed Use Areas will achieve the following:*

*Policy 5.16.1 states all new buildings are subject to angular plane controls to provide transition in scale, limit shadow and overlook on neighbouring residential properties that are lower in scale and limit shadow and loss of sky view on adjacent streets, parks and public spaces.*

- The proposed development generally fits below a 45 degree angular plane taken from the nearest Neighbourhoods designated properties at Bards Walkway. The subject site is not located adjacent to Neighbourhoods properties and a considerable separation distance between the nearest Neighbourhoods properties is largely afforded by the right-of-way of Heron's Hill Way and Sheppard Avenue East. Furthermore, the towers immediately north of the subject site at 2025-2045 Sheppard Avenue East provide a tall building context that is compatible with built form the proposed development at a similar height and scale.

*Policy 5.16.2 states all development will fall beneath a 45 degree angular plane projected from the abutting property line of lands designated Neighbourhoods. When the lands abutting the Mixed Use Areas within the Neighbourhoods designation contains a public street or public park, the required 45 angular plane shall be projected from the property line of the public right-of-way or parkland abutting the Mixed Use Areas.*

- The proposed development generally fits below a 45 degree angular plane taken from the nearest



Neighborhoods designated properties at Bards Walkway. The mechanical penthouse of the building partially penetrates the angular plane, however, the proposed tower is southwest of the established low-rise residential neighbourhood. This oblique relationship provides for a greater separation distance and helps protect access to sunlight and sky view. Furthermore, there are a number recently approved and under construction developments (2135 Sheppard Avenue East and 55 Ann O'Reilly Road) that are in closer proximity to Neighbourhoods designated properties and do not comply with the angular plane provisions of the ConsumersNext Secondary Plan.

*Policy 5.16.4 states development in the Sheppard Avenue East District will continue the built form pattern established along the south side of Sheppard Avenue East and will be required to meet the following standards:*

c) Where tall buildings are permitted and address local streets, base buildings will fall beneath angular planes projected from the property line adjacent to the local street, beginning at a height equal to 80 percent of the planned width of the local street right-of-way;

- The fourth storey of the proposed base building does not fit below a 45 degree angular plane taken from a height of 16.0 metres (80% of the right-of-way width of Heron's Hill Way). The height of the base building is appropriate for the proposal based on the podium heights of the surrounding tall building context and is compatible with the low-rise employment buildings to the east, west and south.

d) Where tall buildings are permitted and address local streets, a minimum 3 metre step back will generally be provided to the tower component from the base building fronting the local street.

- The proposed tower is setback 4.2 metres from the base building fronting onto Heron's Hill Way.

## 5.5.2 TALL BUILDING DESIGN GUIDELINES

With respect to the Tall Building Design Guidelines, it is our opinion that the design of the proposed development is generally in keeping with the applicable performance standards set out in the guideline document as outlined below:

*Guideline 1.3 – Fit and Transition in Scale. Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.*

- The proposed tall building fits harmoniously within the existing and planned context which is typified by tall buildings. There is a significant separation distance between the subject site and the nearest Neighbourhoods designated properties and parks. The towers to the immediate north provide a stepping down in height towards from the subject site. The podium has been appropriately scaled at a height of 4 storeys to provide a transition between the site and the adjacent low-rise buildings.

*Guideline 1.4 – Sunlight and Sky View. Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.*

- As previously discussed in Section 5.4, the proposed building has been oriented and massed such that they cast slender, fast moving shadows that will not unduly impact sunlight and sky views within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas. These design measures include:
  - the use of a point tower design with a slender floor plate,
  - the east-west tower orientation, which protects the proposed POP's access to sunlight;
  - the provision of adequate separation between the proposed building, existing building on the subject site and any potential future buildings on adjacent properties through the use of setbacks.

*Guideline 2.1 – Building Placement. Locate the base of tall buildings to frame the edges of streets, parks and open spaces, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site.*

- The base building has been designed to frame the edges of the streets and allow for the provision of a central POPs. This space has been appropriately scaled to fit the surrounding built context and contribute to improving interconnectivity between the subject site and its surroundings. As indicated on the landscape plans, all street frontages of the development are proposed to be treated with a combination of soft landscaping, including street trees and ornamental plantings, and/or hardscaping.

*Guideline 2.2 – Building Address and Entrances. Organize tall buildings to use existing or new public streets for address and building entrances. Ensure primary building entrances front onto public streets, are well defined, clearly visible and universally accessible from the adjacent public sidewalk.*

- The primary residential entrance is visible and directly accessible Heron's Hill Way. Significant glazing at grade will allow building entrances to be clearly visible and provide views into and out of the lobby. The building entrance has been designed to emphasize as a focal point in a building's facade and are placed in highly visible and central location where they have the ability to help animate the street to support an active public realm.
- The podium height of 4 storeys relates well to the scale of the existing 2-storey office building on the site, podiums of the 2025-2045 Sheppard Avenue East development across the street and the low-rise scale of the office buildings to the immediate south and east. This streetwall height provides a comfortable pedestrian scale, respects the scale and proportion of adjacent streets and relates to the existing and proposed context of the area.

Guideline 2.3 – Site Servicing, Access and Parking. Locate "back-of-house" activities, such as loading, servicing, utilities and vehicle parking, underground or within the building mass, away from the public realm and public view.

- Access to above grade parking and loading and servicing is provided from the future public road along the eastern frontage of the subject site to maintain a continuous primary frontage Heron's Hill Way. These servicing areas have been integrated into the base building and screened from public view by the massing of the building to minimize their visual prominence and impact on the public realm to provide for a continuous and comfortable streetscape.
- The proposed development provides parking above grade within Floor 2 to 4 of the base building. The parking structure will be well articulated, incorporating high-quality architectural treatment to screen it from public and private open spaces. Vehicular parking is therefore completely concealed from public view. The parking entrance ramps have been oriented to minimize visual impact on nearby properties with minimal interruption of pedestrian circulation.

Guideline 2.4 – Publicly Accessible Open Space. Provide grade related, publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

- A POPs is proposed between the proposed building and the existing 2-storey building, fronting onto Heron's Hill Way. The POPs will be framed by the surrounding buildings and be physically and visually connected to the public realm. Acting as an extension of the public realm along Heron's Hill Way, the POPs will provide a transition between public and private space as well as improve pedestrian circulation throughout site

Guideline 3.1.1 – Base Building Scale and Height Design. The base building to fit harmoniously within the existing neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open space.

Guideline 3.2.1 – Floorplate Size and Shape. Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.

- The proposed tower floor plate is approximately 750 square metres, consistent with the recommended maximum floor plate size of residential towers. The intent of the slender floor plate is to mitigate shadows and retain adequate sky views.

Guideline 3.2.2 – Tower Placement. Place towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm. Step back the tower, including balconies, 3 metres or greater from the face of the base building along all street, park and open space frontages (including publicly accessible or private shared open space and rooftop amenity within the site). As an option within the stepback, up to one third of a point tower frontage along a street or open space may extend straight down to the ground.

- Tower has been setback from the podium along all facades to such that the base building frame and define the street edge and the POPs. Specifically, the tower is setback 4.2 metres from the podium along the primary street frontage along Heron's Hill Way, 9.0 metres from the west podium, 12.5 metres from the south podium face and 29.7 metres from the east podium face to mitigate perception of height at the pedestrian level.

Guideline 3.2.3 – Tower Separation. Set back tall building towers 12.5 metres or more from the side and rear property line or the centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or more, measured from the exterior walls of the buildings, excluding balconies.

- With respect to tower separation, as indicated in Section 5.4 above, all tower elements maintain a minimum separation distance of 25.0 metres. The tower is setback 12.5 metres from the south (rear) lot line, 29.7 metres from the east lot line and 29.0 metres from the existing 2-storey office building to the west.

Guideline 3.3 – Tower Top. Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds and the management of artificial sky glow.

- The mechanical penthouse will be incorporated into the tower design and will utilize materials used in the tower, adding visual interest and contributing to the character of the skyline.

Guideline 4.1 – Streetscape and Landscape Design. Provide high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks, and open space.

- The proposed landscape plan for the subject site incorporates enhancements to the Heron's Hill Way and new public road frontages, including the planting of 23 street trees and ornamental planting. The proposed POPS will also incorporate high-quality hardscaping and softscaping, a plaza and flexible seating.

Guideline 4.2 – Sidewalk Zone. Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade. Along the primary street frontages of a tall building site, secure a sidewalk zone of at least 6 metres, however, exceptions to the minimum width may be considered when the extent of the tall building frontage or potential for future redevelopment on abutting sites does not support establishing a new setback pattern.

- With respect to the existing public street frontage along Heron's Hill, the podium element is setback 0 metres from the property line to align with the setback of the existing building on the subject site. Nonetheless, this setback will provide for a total sidewalk width measured from curb to building face of approximately 2.7 metres accommodating landscape and street trees along Heron's Hill Way. The proposed building is setback 2.0 metres to approximately 20.0 metres from the planned road east of the subject site when measured from the curb to the building face, which will also accommodate sidewalk, landscaping and new street trees.

Guideline 4.3 – Pedestrian Level Wind Effects. Locate, orient and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

- As noted in Section 5.4 above, the proposed development incorporates measures to ensure comfortable wind conditions for pedestrians on adjacent streets or the proposed outdoor amenity areas. Please refer to the Pedestrian Level Wind Study prepared by Gradient Wind included as part of the submissions package, under a separate cover, for a detailed wind impact analysis.

An aerial photograph of a busy city street intersection. A large portion of the crosswalk is highlighted in a vibrant red color, while the rest of the pavement and the surrounding area are in grayscale. Numerous pedestrians are captured in motion, crossing the street. Long shadows are cast across the pavement, indicating a low sun position. The overall scene conveys a sense of urban activity and movement.

# [6.01]

S U P P O R T I N G  
S T U D I E S

## 6.1 Economic Benefits Study

An Economic Benefit Study, dated April 3, 2020, was prepared by urbanMetrics in support of the proposed employment conversion to a non-employment use (e.g. Mixed Use development).

Consistent with the provided Term of Reference by the City, the purpose of the study has been to demonstrate how the subject proposal will contribute to the creation of a high quality and functional commercial component of a Mixed Use Area (City of Toronto Official Plan Policy 4.5(2)(a) (b)). Furthermore, the study demonstrates that the proposed development is consistent with the Provincial Policy Statement (PPS) and conforms to the 2019 Growth Plan for the Greater Golden Horseshoe by meeting the conversion criteria of Employment Areas to non-employment uses. The study also assesses the impact and economic benefits of the proposed development. The following provides a brief summary of the key findings of review of the employment accommodates and fiscal benefits of the proposed development:

- Upon full build out of the subject site (east and west portions) the subject site will be able to accommodate approximately 149 full-time equivalent employees, primarily in well-paid, office-based jobs and work-at-home positions.
- The proposed mixed-use building proposed to replace the surface parking lot on the eastern portion of the subject site will generate almost \$13.7 million in one-time fees and charges to the City and approximately \$712,000 in annual property tax revenues, significantly more than the \$17,000 in annual property taxes currently collected on the eastern portion of the subject site.
- In addition, the proposed mixed-use building will ensure the delivery of a new local road along the eastern edge of the site, increasing connectivity to the interior of the Employment Areas and furthering the vision of the ConsumersNext Secondary Plan.
- Additional residential units will further support the amenitization of the business park, providing nearby housing for employees and attracting/retaining high-quality retail/service commercial businesses.

The report concludes that based on the review of the recently completed office building on the western portion of the site and the mixed-use development proposal for the underutilized eastern portion of the site, the proposed mixed use development in conjunction with the existing

completed office building is the optimal use for the underutilized portion of the subject site and is supportive of provincial and municipal planning policy. Further the report, adds that the proposed office space in the mixed use building will add to the employment supported in the recently completed office building, allowing the site to accommodate more employees than possible under the planning permissions granted to the previous owners of the subject site. In addition, the rental apartment units in the mixed-use building will provide an essential amenity to the Consumers Road business park, ensuring its strength and stability into the future. Further amenity area will be achieved through the proposed Privately-Owned Public Space (POPS) on the site, as well as through the realization of a new public road enhancing connectivity to the interior of the business park.

## 6.2 Land Use Compatibility and Mitigation Study (SLR)

A Land Use Compatibility and Mitigation Study, dated April 2020, was prepared by SLR (Consulting) Ltd. in support of the proposed development with respect to policy statements related to compatibility concerns. The study has reviewed the adjacent land uses, including the existing industries, with respect to air quality and noise in accordance with the City of Toronto's OPA 231 modification regarding the land use compatibility and mitigation of sensitive land uses adjacent or near employment areas, and the Ontario Ministry of Environment, Conservation and Parks' Guideline D-6 – Compatibility Between Industrial Facilities and Sensitive Land Uses (MECP 1995).

This land use compatibility assessment considered existing employment and permitted employment uses for neighbouring lands, and in reviewing the proposed development the study determined the conversion will not adversely affect the viability of the Employment Area, given the existing residential uses and types of industrial activities existing and allowable in the area. Through the assessment, surrounding industries that were identified are all outside

of their respective areas of influence and are not expected to be a concern from air quality perspective. As such, the study concludes that the proposed development is anticipated to be compatible with the surrounding land uses.

## 6.3 Transportation Considerations

An Urban Transportation Considerations Report, dated April 2020, was prepared by BA Group in support of the above-noted Official Plan and Zoning By-law Amendment Applications for the proposed development. The report provides an in-depth analysis of both the existing transportation context of the subject site and the planned transportation considerations provided within the Consumers Next Planning Study and Consumers Next Secondary Plan. The following points provide a high-level summary of the findings found in Sections 1 through 10 of the accompanying report:

- The Site is well located relative to the significant roadway connections provided across the City and the GTA (i.e. Highway 404, Highway 401, and Don Valley Parkway).
  - As part of the proposed enhanced public street network proposed in the TMP, planned street connections are illustrated directly adjacent to the site, to its east.
  - The site is located approximately 700 metres from Don Mills Station, the eastern terminus of TTC Subway Line 4 (Sheppard). Further, it is located in close proximity (approximately 140 metres) to several bus routes that run along Sheppard Avenue East, Yorkland Boulevard, Consumers Road, Victoria Park Avenue, Pharmacy Avenue, and Huntingwood Drive – connecting the site to higher order transit (e.g. Subway Lines 1, 3, and 4).
  - Sheppard Avenue East (east of Don Mills Station) has been earmarked for rapid transit expansion for some time although no current plans exist, and no funding is tied to the project. As a result, the effects of the Sheppard East LRT and/or Sheppard Subway Extension are not comprehensively analyzed in this report.
  - The site is located in proximity to a variety of cycling routing facilities that provide far reach within the City of Toronto. Included among these facilities are Middle and Upper Don Trail, and the Shaughnessy Boulevard bike lanes.
  - Significantly improved cycling infrastructure is planned in the local area in the Cycling Network Ten Year Plan and the ConsumersNext TMP. The former includes routes identified for study including Brian Drive, Old Sheppard Avenue, and Huntingwood Drive. The latter identifies Yorkland Boulevard, Consumers Road, and Settlers Road as “bike lanes / cycle tracks”, and a trail along Highway 404 and Highway 401.
- Generally, the pedestrian experience in the ConsumersNext area is hindered by the relatively large size of the city blocks and the vehicle-oriented design of the local network. However, in the immediate vicinity of the site, signalized intersections are spaced approximately 150 – 250 metres apart which are relatively short distances in comparison to the remainder of the ConsumersNext area, affording crossing opportunities without large gaps. Further, all roads in the immediate vicinity of the site have continuous and connected sidewalks, with curb ramps at intersections.
  - Within a 500-metre radius of the site, there are 2 car-share vehicles (1 ZipCar and 1 Enterprise CarShare) located within walking distance to the site that are available to be used on demand by site residents, employees, and visitors. There are no Bike Share Toronto stations located within walking distance of the site.
  - Notably, a free shuttle bus runs between Don Mills Subway Station, 200 Yorkland Boulevard, 235 Yorkland Boulevard, and 2001 and 2005 Sheppard Avenue East. Known as the Consumers Road Corporate Shuttle, the service provides commuters to and from the Consumers Road Business Park with convenient access to higher order transit (i.e. Subway Line 4). The 2001 and 2005 Sheppard Avenue East scheduled stop is located within 250 metres of the site.
  - Transportation demand management (TDM) measures are incorporated into the development plan to minimize the need for vehicle travel to and from the site and encourage and facilitate use of transit and active transportation modes. TDM reduces auto use and encourages alternative modes to better balance mobility. Primary objectives of the TDM Plan contained herein include:
    - reducing demand on road infrastructure, thereby minimizing road and parking capital expenditures;
    - increasing travel efficiency;
    - reducing emissions that cause climate change;
    - improving air quality; and
    - improving overall health.
  - Notable measures included within the TDM Plan include a reduced vehicular parking supply (in relation to minimum parking requirements), the provision of an on-site car-share vehicle, carpool parking (for the office component), pre-loaded PRESTO cards, inclusion of the site as part of the Consumers Road Corporate Shuttle, the provision of the new public road to increase mid-block connections, the provision of bicycle parking, and

coordination, communication, and promotion of the TDM Plan.

- It is proposed to supply parking on-site to replace the existing office parking supply and to otherwise meet the minimum parking requirements of Zoning By-law 569-2013, Policy Area 3 which are lower than the requirements of the applicable Site-specific By-law 295-2010. Through the application of Zoning By-law 569-2013 sharing provisions, the application of Policy Area 3 results in a minimum parking requirement of 327 parking spaces. 276 parking spaces are required for residents and 51 parking spaces are required for the shared use of residential visitors and office employees/visitors.
- The proposed resident parking supply is determined to be appropriate based on area transportation infrastructure and transportation planning context, existing area transportation behaviour, the comprehensive transportation demand management plan proposed for the site, observed parking demand at proxy sites being lower than what is proposed at the site, observed decline in residential parking demand over time, and recently approved resident parking supply ratio reductions for buildings in similar context.
- The proposed non-resident parking supply is determined to be appropriate based on a parking utilization survey conducted at the existing site that determined that the parking demand associated with the existing office building – that will remain – will be approximately half of the non-residential parking supply and further, office parking demand is low in the evenings which will be when residential visitor parking will peak, validating the theory behind the sharing provisions of Zoning Bylaw 569-2013.
- The proposed bicycle parking supply is 281 bicycle parking spaces which meets and exceeds the requirements of Zoning By-law 569-2013 and the TGS, notwithstanding that the existing applicable zoning requirements do not require bicycle parking. Of this total, it is proposed to provide 238 spaces for long-term residential, 25 spaces for short-term residential, maintaining the existing office supply of 13 spaces, and providing 5 bicycle parking spaces for the proposed office use.
- It is proposed to provide 1 Type G loading space and to allocate 2 parking spaces to contractor and courier use. The proposed loading supply meets the practical needs of the proposed building (and existing building), and meets the requirements of Zoning By-law 569-2013, which we believe to be more representative of contemporary loading needs (i.e. the size of a City of Toronto garbage truck) than former North York Zoning By-law 7625.
- Travel demand to and from the Site has been developed for the development's residential use, using a person-trip generation methodology by applying modal split to person trip rates as derived from area proxy sites. The proposed development is forecast to result in approximately 180 and 170 two-way residential person trips in the weekday morning and afternoon peak hours respectively.
- Travel demand to and from the site for the office component is primarily based upon observed site traffic, given that the majority of the office GFA that will be included on the site will be comprised of the existing office building. This analysis was supplemented by a person-trip generation methodology by applying modal split to person trip rates as derived from area proxy sites. The proposed development is forecast to result in approximately 15 and 25 two-way office person trips in the weekday morning and afternoon peak hours respectively.
- In total, 195 and 195 two-way person trips are forecasted for the proposed development during the weekday morning and afternoon peak hours, respectively. 100 two-way vehicle trips are anticipated during the weekday morning peak hour, and 110 two-way vehicle trips are anticipated during the weekday afternoon peak hour.
- The site is well served by transit infrastructure and will benefit from the extent of local transit routes servicing the site and ongoing planned investments in area transit infrastructure.
- Approximately 65 and 70 two-way transit trips are projected during the morning and afternoon peak hours, respectively.
- Generally, there is a lack of cycling infrastructure in the immediate vicinity of the Consumers Road Business Park area although a significant amount of on- and off-street cycling infrastructure is planned within the Cycling Network Plan (2019) and the ConsumersNext TMP.
- Approximately 0 and 5 two-way cycling trips are projected during the morning and afternoon peak hours, respectively.
- In the immediate vicinity of the site, signalized intersections are spaced approximately 150 – 250 metres apart which are relatively short distances in comparison to the remainder of the ConsumersNext area, affording crossing opportunities without large gaps.
- Approximately 20 and 15 two-way pedestrian trips are projected during the morning and afternoon peak hours, respectively.
- A total of 100 and 110 two-way vehicle site trips are expected in the weekday morning and afternoon peak hours, respectively. Of this, there are
  - a. 5 and 15 two-way existing (i.e. office) site trips during the weekday morning and afternoon peak hours;
  - b. 90 two-way new residential site trips during both peak hours;
  - c. And 5 two-way new office site trips during both peak hours.

- With the addition of site-generated impact under future total conditions, the Sheppard Avenue East / Yorkland Road / Highway 404 Ramps intersection will continue to operate well in the weekday morning peak hour and operate over-capacity in the weekday afternoon peak hour at overall v/c of 0.92 and 1.03, respectively. Overall, the individual impact of this intersection is considered to be minimal and the over-capacity conditions in the weekday afternoon peak hour are expected regardless of any development on the site given that the future background (i.e. without consideration of the site) conditions operate over-capacity at overall v/c of 1.02. Consideration was given to an intersection configuration that would allow the removal of the current split phasing which is in operation for the northbound and southbound approaches. With these improvements, the intersection will operate well at overall v/c of 0.88 and 0.91 during the weekday morning and afternoon peak hours, respectively. It is recommended that the operation of the intersection be monitored moving forward.
- With the addition of site-generated impact under future total conditions, the Sheppard Avenue East / Heron's Hill Way intersection will operate well at overall v/c of 0.53 and 0.68 during the weekday morning and afternoon peak hours, respectively. No intersection improvements or mitigation measures are recommended.
- With the addition of site-generated impact under future total conditions, the Yorkland Road / Heron's Hill Way / Private Driveway intersection will operate well at overall v/c of 0.45 and 0.49 during the weekday morning and afternoon peak hours, respectively. No intersection improvements or mitigation measures are recommended.
- All unsignalized intersections including the site access within the study area aside from Yorkland Road / Yorkland Boulevard / Private Driveway operate well at LOS B or better in all scenarios. No improvements or mitigation measures are recommended for any unsignalized intersections.
- During future scenarios, the intersection of Yorkland Road / Yorkland Boulevard / Private Driveway operates at LOS F in the weekday afternoon peak hour. However, no site traffic is assumed to travel southwards on Yorkland Road due to the ease of access onto the main area road network via Yorkland Road north of Heron's Hill Way and Heron's Hill Way itself. Consequently, the traffic operational issues at this intersection will occur regardless of the site's development. Reasonable mitigation measures would include converting the intersection into an all-way "STOP" control or a signalized intersection in the future. Traffic operations should continue to be monitored at this intersection regardless of this application.
- All intersections and their movements analyzed in the scope of the sensitivity analysis will operate at

v/c of less than 1.00. Furthermore, the additional site volumes have minimal impact on the operation of the intersections when compared with the Pre-LRT (i.e. Base Volumes) scenario.

## 6.4 Functional Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report, dated April 3, 2020, was prepared by Counterpoint Engineering Inc. in support of the proposed development. This report presents a site servicing strategy for the proposed development that addresses the requirements of the applicable design guidelines and provides the basis for detailed servicing design. The servicing strategy for the proposed development I summarized as follows:

### WATER SERVICING

The proposed development is to be serviced by two (2) connection to the existing 300mmØ watermain located on Heron's Hill Way. The water demand requirement of the proposed development for Maximum Day Demand plus Fire Flow is 5,109 L/min. The proposed development results in an increase in Maximum hour and Maximum Day demand.

### FOUNDATION DRAINAGE

The short-term discharge rate is estimated to be 413 m3/day. This equates to lower than the proposed sanitary discharge from the site when the development is constructed. As such, there will be capacity in the downstream system subject to additional investigations currently being completed and discussed in Section 5.0 of this Report. The quality limits for discharge to the sanitary sewer will satisfy the limits as listed in Table 1 – Limits for Sanitary and Combined Sewer Discharge. The building is proposed to be constructed as water-tight as such no long-term discharge will be required.



## SANITARY SERVICING

The proposed development is to be serviced by a new sanitary connection to the existing 300 mmØ sanitary sewer located on Heron's Hill Way. The peak sanitary design flow of the proposed development is 6.94 L/s (including anticipated groundwater foundation drainage).

A review of the existing and proposed sewer system using an InfoWorks CS model upstream and downstream of the proposed development was analyzed. For existing and proposed conditions, the downstream sanitary sewer system indicates no surcharging in the dry conditions.

During the wet condition modeling significant surcharging was present. However, the HGL remains at acceptable levels well below the 1.8 m from the ground surface. The increase in sanitary flows in post-development conditions is marginal however as discussed in Section 5.0, external downstream upgrades are not required for this development to proceed.

## STORMWATER SERVICING

The entire development will be serviced by a new storm connection to the existing 750mmØ storm sewer on Heron's Hill Way. The City of Toronto's Wet Weather Flow Management Policy identifies performance objectives for runoff from new development sites including water quantity, quality and water balance.

Quantity - Quantity control will be provided on-site by approximately 151m<sup>3</sup> of underground storage tank in combination with an inlet control to ensure that the 100- year post development peak flows are attenuated to the 2-year predevelopment allowable release rate.

Water Balance – A water balance volume of 10.8 m<sup>3</sup> will be provided within the underground storage tank below the outlet pipe. Details of internal reuse to be provided by the mechanical consultant.

Quality – Roof and landscape (non-vehicle) coverage is approximately 95% of the total site area. Runoff from rooftop surfaces and landscape area are considered clean discharge and quality

control is not required for this drainage. However, during SPA if quality control measures are required, they will be added to the design.

## 6.6 Community Services and Facilities

A Community Services and Facilities (CS&F) update was prepared by Bousfields Inc. to provide an overview and update to the Taking Stock: Consumers Road Community Services and Facilities Profile Report (see **Appendix A**).

The CS&F demonstrates that the neighbourhood is served by a number of community services and facilities that may accommodate the proposed development.

An analysis of the demographic information available for the Study Area (as per the Consumers Road CS&F – 2011 Census Profile) identified the following:

- In 2011, the Study Area had a population of 49,580 residents, an increase of 1,666 people (3.5 percent) from the 2006 levels;
- In terms of household composition, in 2011, there were 17,770 households in the Study Area, and approximately 14,075 (80 percent) were families. Of the family households, nearly 72 percent had children at home with single-family households accounting for 71 percent of households in the Study Area (10 percent greater than the City average)
- The average household size in the Study Area was also larger than the City in 2011. The average household size was 2.8 compared to 2.5 city-wide;
- As of 2011, there were over 9,155 dwelling units (50 percent) contained in apartment buildings of 5 or more storeys; and
- The immigrant population within the Study Area is 64 percent, a higher proportion than the immigrant population within the City of Toronto, 49 percent.

An analysis of the demographic information available for the Henry Farm neighbourhood (as per the 2016 Neighbourhood Profile) was also undertaken and identified the following:

- The population of the neighbourhood grew by approximately 38.7 percent between 2011 and 2016;
- Roughly 51 percent of the neighbourhood is comprised of working-age residents (25-54 years); and
- Approximately 83.4 percent of the neighbourhood population lives in apartment buildings that are five storeys and higher.

The analysis of the existing community services and facilities in the Study Area makes the following conclusions:

- Data provided by the School Boards from the 2018-2019 school year shows that there is limited capacity at the schools that serve the subject site. This includes both the Toronto District School Board and the Toronto Catholic District School Board.
- There are 16 childcare facilities within the Study Area, 10 of which provide subsidized spaces. As of 2020, these childcare facilities could accommodate up to 1,341 children, but currently only have 12 vacancies. The projected number of children generated from the proposed development is 44, which, based on the available information, may not be fully accommodated by the existing childcare facilities.

## 6.7 Wind Study

A Pedestrian Level Wind Study, dated April 3, 2020, was prepared by Gradient Wind Engineers and Scientists in support of the proposed development. The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian comfort and safety within and surrounding the development site.

The results and recommendations derived from these considerations are summarized in the following paragraphs and detailed in the accompanying report.

Gradient's work is based on industry standard CFD simulation and data analysis procedures, historical wind speed and direction data provided by Environment and Climate Change Canada, architectural drawings provided by Graziani + Corazza Architects in April 2020, a landscape concept plan provided by Strybos Barron King Landscape Architecture in April 2020, surrounding street layouts and existing and approved future building massing information obtained from the City of Toronto, and recent site imagery.

A complete summary of the predicted wind conditions is provided in Section 5 of the Wind Study report and illustrated in Figures 3A-6B following the main text. The Study concludes that:

- Wind conditions over all grade-level areas within and surrounding the subject site will be acceptable throughout the year, without the need for mitigation. More specifically, wind conditions along surrounding sidewalks, as well as at all building access points, will be suitable for the intended pedestrian uses.
- Regarding the future POPS to the immediate west of the subject site, wind comfort during the summer season is predicted to be mostly suitable for standing. The current landscape design includes a multitiered seating section at the south end of the POPS, which is served by a 2-m tall coniferous hedge in a planter wall. While a planter wall is expected to increase comfort levels within the POPS, as noted in Section 5.1, the general space may require mitigation in the form of architectural and landscaping elements. A detailed mitigation strategy will be provided for the future site plan control application (SPA) submission, which will be supported by quantitative mitigation testing.
- Regarding the amenity terrace at Level 5 atop the podium roof, wind conditions are predicted to be mainly suitable for standing during the warmer seasons. The north end of the roof is designated as an inaccessible green roof and is predicted to be windy throughout the year. The landscape plan incorporates many plantings throughout the terrace, which will increase comfort levels. Similar to item (2) above, a detailed mitigation strategy will be provided for the future SPA submission, which will be supported by quantitative mitigation testing.
- Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, the introduction of the proposed development is not expected to generate wind conditions that are considered uncomfortable or unsafe within the existing grounds.

# [7.01]

## C O N C L U S I O N S

This Planning and Urban Design Rationale report represents a comprehensive assessment of all land use planning issues including issues arising from matters such as land use compatibility, built form, site servicing, traffic and community services and facilities. This assessment is based on the extensive study undertaken by a multi-disciplinary team that have informed and contributed to the overall conclusion that the proposed re-designation of the subject lands to Mixed Use Areas and the adoption of a site-specific zoning by-law permitting the proposed development constitutes good planning and should be approved.

The proposed development represents a conversion of an employment area designation to non-employment use (*Mixed Use Areas*) for a portion of the subject site, outside of a *municipal comprehensive review* as per policy directions set out in the 2019 Growth Plan for the Greater Golden Horseshoe.

The requested conversion will not remove or discontinue a current functioning employment use as there is no existing building or structure on the east portion of the subject site and it is very unlikely that the existing surface parking lot would ever be redeveloped. In addition, the proposed mixed-use building will contribute to the achievement of policy directions supporting intensification and infill on underutilized sites within the built up urban area, particularly in locations which are well served by municipal infrastructure, including existing public transit and significant future transit investment. The ConsumersNext Secondary Plan area functions as both as an Employment Area and Mixed Use area, with the subject site on the edge of the Employment Area surrounded by existing residential buildings, schools, institutions, places of worship and retail and commercial uses. The proposition of the new 2-storey office building on the subject site is part of the residential development to the north (Monarch/Mattamy Groups) which shows the lands were approached as a Mixed Use area. Further, the proposed residential rental units will contribute to address the low residential rental vacancy rates across Toronto and the GTA. With respect to the public benefit, the proposed development is well served and can be accommodated by existing infrastructure. In addition, the proposed development will fit

within the existing infrastructure and will provide infrastructure improvements, identified within the ConsumerNext Secondary Plan, including the provision of a new public road and a POPS to increase and enhance connectivity within the Secondary Plan area.

As noted in this report, it is our opinion that the Official Plan and subsequent OPA 231 include Employment Areas policies and population forecasts to 2031 that have not been assessed for conformity with the updated 2019 Growth Plan, particularly the Employment Conversion policies. However, we have provided our opinion and responses from the Applicant's consulting team to each criterion as set out within the Employment Areas Conversion Policies.

With respect to development within Employment Areas, in our opinion the proposed development is consistent with the Official Plan Policy 4.6 (6) in a way that it supports and enhances competitive, attractive and highly functional *Employment Areas*. The proposal makes efficient use of a currently underutilized site by accommodating a number of high-quality jobs and adding much needed purpose-built rental residential uses all of which bolster the vitality of the adjacent businesses in the ConsumersNext Secondary Plan Area through the potential addition of locally based employment.

It is our opinion that Policy 7.2 of the ConsumersNext Secondary Plan is inconsistent with the PPS and it does not conform to the Growth Plan. Policy 7.2 could result in residential units that are unaffordable for individuals and families by imposing inflexible and onerous standards for bedroom counts and unit sizes, which could discourage development on the subject site, contrary to the objectives articulated in the PPS and Growth Plan. It is our opinion that the proposed Official Plan Amendment would add the necessary flexibility to attract development and make the ConsumersNext Secondary Plan consistent with the PPS and bring it into conformity with the Growth Plan.

This report concludes that the proposed development is consistent with the policy directions set out in the Provincial Policy Statement (2014 and 2020) and conforms with the Growth Plan (2019) with respect to a conversion

of employment areas to non-employment uses (i.e. *Mixed Use Areas*), and the City of Toronto Official Plan, all of which support and encourage intensification within built-up urban areas, particularly in proximity to transit infrastructure. In summary, it is our opinion that the proposed Official Plan Amendment and rezoning is appropriate and desirable and represents good planning and urban design.



# APPENDIX :

## COMMUNITY SERVICES & FACILITIES STUDY

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April  
2020

**A**

In consultation with staff in the City's Planning Strategic Initiatives, Policy and Analysis (SIPA) division, it was determined that the applicant is not required to submit a full Community Services and Facilities Study (CS&F Study) in support of the proposed development application, given that the City Planning Division currently has up to date demographic and community services and facilities inventory information pertaining to the surrounding neighbourhood. The subject site falls within the ConsumersNext Planning Area, which makes up part of a larger Community Services and Facilities Study. This study has been reviewed to evaluate the required community services and facilities within the study area.

The demographic profile for the 2015 Community Services and Facilities study used dissemination areas instead of neighbourhood profiles. Additionally, at the time the CS&F was completed, the 2016 census data had not been gathered, and therefore relied on the 2011 census data. The subject site is located within the Henry Farm neighbourhood.

The following provides a summary of demographic information pertaining to the Henry Farm neighbourhood based on the 2016 census data. A brief inventory of community services and facilities in the neighbourhood, as determined in the 2015 Community Services and Facilities Study is also provided. The services identified below may serve future residents of the proposed development.

In addition, this study will serve as an addendum to the previous work undertaken by the City and specifically updates known information about school and childcare capacities and assesses the associated impacts.

## 1.1 DEMOGRAPHIC OVERVIEW

The Henry Farm neighbourhood is generally bounded by Sheppard Avenue East to the north, Victoria Park Avenue to the east, Highway 401 to the south, and the East Don Parkland to the west. In February 2018, the City of Toronto published a demographic profile of the Henry Farm neighbourhood including data from the 2011 and 2016 Census and the 2011 National Household Survey (NHS).

This profile indicates that the neighbourhood population grew by approximately 38.7 percent between 2011 and 2016. According to the 2016 census data, approximately 51 percent of the neighbourhood is comprised of Working Age residents (25-54 years), 16 percent is comprised of children, and 18 percent is comprised of those aged 55 and over. In terms of housing, approximately 83.4 percent of residents in the Henry Farm neighbourhood live in apartment buildings that are 5 storeys and higher compared to the city-wide average of 44.3 percent. In addition, the average household size in the Henry Farm neighbourhood in 2016 was 2.47 compared to the city-wide average of 2.42.

The following section summarizes community services and facilities identified within the ConsumersNext Community Service and Facilities study that was completed by the City of Toronto in 2015.

## 1.2 CHILD CARE CENTRES

A total of 16 childcare centres licensed by the City of Toronto were identified within the study area, plus one additional childcare centre that was identified with this updated study. As of February 2020, these centres have the capacity to serve a total of 1,341 children (compared to 963 in 2015), ranging in age from 0-12 years. Ten of these centres offer a fee subsidy program. Four of the 17 childcare centre are located within the ConsumersNext Planning Area. The table below summarizes the childcare centres located within the study area.



Childcare Facility	Fee Subsidy (Yes / No)		Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 12 years)	Total
Abacus Day Care *	Y	Capacity	-	10	24	-	34
		Vacant	-	0	0	-	0
Ars Nursery School - Armenian Community Centre	N	Capacity	-	15	59	-	74
		Vacant	-	0	0	-	0
Brian Petis Amis	Y	Capacity	-	10	24	52	86
		Vacant	-	0	0	9	9
Brian Schoolage YMCA *	Y	Capacity	-	-	-	75	75
		Vacant	-	-	-	0	0
Bridlegrove Daycare Centre	Y	Capacity	-	15	40	-	55
		Vacant	-	0	0	-	0
Bridlewood Jr YMCA *	Y	Capacity	-	-	24	97	121
		Vacant	-	-	0	0	0
Don Valley Christian Child Care	Y	Capacity	10	15	24	-	49
		Vacant	3	0	0	-	3
Forest Manor School Age YMCA *	N	Capacity	-	-	-	194	194
		Vacant	-	-	-	0	0
Head Start Montessori	N	Capacity	10	30	24	-	64
		Vacant	0	0	0	-	0
Jingbao Bilingual Children's Centre (Don Mills) *	N	Capacity	-	15	24	71	110
		Vacant	-	0	0	0	0
Kateri Kids Child Care Centre	Y	Capacity	-	-	16	30	46
		Vacant	-	-	0	0	0
Kids & Company - Consumers Site	N	Capacity	20	30	48	-	98
		Vacant	0	0	0	-	0
Parkway Forest Jr YMCA	Y	Capacity	20	20	40	-	80
		Vacant	0	0	0	-	0
Phoenix Child Centre *	Y	Capacity	-	-	30	134	164
		Vacant	-	-	0	0	0
Top Mandarin Day Care Centre *	Y	Capacity	-	15	24	52	91
		Vacant	-	0	0	0	0
* Indicates that Child Care Centre could not be reached so a value of zero was assumed.				<b>Total Capacity</b>			<b>1341</b>
				<b>Total Vacancy</b>			<b>12</b>

Within the Study Area, there were 12 reported child care spaces available (as of March 2020). Three of these vacancies are for infants, and nine are for school aged children.

### 1.3 PROJECTED CHILD CARE YIELD

It is estimated that the proposed 350 units will generate demand for approximately 44 childcare spaces. This is based on a residential population increase of 865 people (350 units multiplied by 2.47, the average household size in the Henry Farm Neighbourhood), of which 16% (2500 people) would be children, using the proportion of children from the 2016 Preliminary Neighbourhood Census Profile for Henry Farm).

The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA, which was reported at 63.1% during the most recent census. A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

Given the data found in Table 11 above, the projected number of children generated from the proposed development who will require child care (44 children) may not be fully accommodated by the existing facilities within the Study Area, depending on age care requirements as there are only 12 vacancies.

The number of available childcare spaces, and/or the capacities of the centres, that have been reported in this CS&F update may change by the time the development has been approved and constructed. Further, there may be additional home-based child care services offered in the area that would not be captured by this analysis.

### 1.4 COMMUNITY RECREATION CENTRES

The Consumers Road CS&F identified three recreation centres that serve area residents. The recreation centres serving the area include:

- Pleasant View Community Centre;
- Oriole Community Centre; and
- Parkway Forest Community Centre.

There are no Recreation Centres located within the boundaries of the ConsumersNext Planning Area. The Parkway Forest Community Centre is the closest to the subject site and is located west of Highway 404 and is approximately a 15-minute walk from the subject site. The Parkway Forest Community Centre features a full-size gymnasium, youth space, five multi-purpose rooms, preschool room, teaching kitchen, teaching garden and green roof, a weight room, fitness/dance studio and a walking track. The facility also has a number of registered programs, including summer camps and sports and fitness classes.

### 1.5 PARKS

As of 2015, there was approximately 22 (or 51 hectares) of parks within the study area. Altria Park is the only park that is located within the ConsumersNext Planning Area. The parks throughout the study area provide a wide range of passive and active recreation opportunities including baseball, tennis, soccer, skating and swimming. More parkland has been secured through development applications within the ConsumersNext Planning Area.

The proposed development scheme would also introduce a 550 square metre privately owned publicly accessible space (POPS). In addition to the POPS, a total of seven public parks are proposed within the study area and are identified on Map 38-7 of the ConsumersNext Secondary Plan.

## 1.6 LIBRARIES

The Consumers Road CS&F identified four library branches that serve area residents. The libraries serving the area include:

- Fairview District Branch;
- Pleasant View Neighbourhood Branch;
- Agincourt District Branch; and
- Bridlewood Neighbourhood Branch.

No libraries are operating within the ConsumersNext Planning Area. However, the Fairview Branch is approximately a 20-minute walk from the subject site. It offers a variety of services, including four meeting rooms, a large theatre that seats up to 260 people, and a variety of programs and services for people of all ages.

The Fairview Branch also has the following collections:

- Adult Literacy Materials;
- Audiobooks on CD;
- Large Print Collection;
- Large collection in Chinese, French, Persian and Tamil;
- Medium collection in Arabic, Armenian, Gujarati, Korean, Romanian, Russian, and Tagalog; and
- Small collection in Hindi and Spanish (DVDs only).

## 1.7 SCHOOLS

As identified in the ConsumersNext CS&F, the Toronto District School Board (TDSB) operates 13 elementary schools and four secondary schools within the study area. Of these 17 schools, three serve the subject site including Muirhead Public Elementary School, Pleasant View Public Middle School, and Sir John A. Macdonald Collegiate.

Additionally, there are six catholic elementary schools and five catholic secondary schools operated by the Toronto Catholic District School Board (TCDSB) within the study area. Of these schools, there is one elementary school and four secondary schools that serve the subject site.

Contact with the School Boards was made in March 2020. In addition to school data, staff provided the yield factor/pupil yield figures for the proposed development based on a total of 350 units.

The table below summarizes the enrollment numbers for the 2019-2020 school year.

	Capacity	Full-Time Enrolment	Utilization Rate	Portables
<b>Public Elementary School</b>				
Muirhead PS (JK-6) 25 Muirhead Rd	263	229	91%	0
Pleasant View JHS (7-8) 175 Brian Dr	630	343	54%	0
<b>Public Secondary School</b>				
Sir John A. Macdonald CI (9-12) 2300 Pharmacy Ave	1,365	1,158	85%	0
<b>Catholic Elementary School</b>				
St. Gerald (JK-6) 200 Old Sheppard Ave	386	295	76.4%	0
<b>Catholic Secondary School</b>				
Senator O'Connor (Mixed Gender) (9-12) 60 Rowena Dr	1,062	1,331	125.3%	12
Mary Ward Catholic (Mixed Gender) (9-12) 3200 Kennedy Rd	861	1,033	120.0%	0
St. Joseph's Morrow Park (Female Only) (9-12) 3379 Bayview Ave	543	457	84.2%	0
Brebeuf College (Male Gender) (9-12) 211 Steeles Ave E	1,008	882	87.5%	0

## 1.8 PUPIL YIELD

Pupil Yield of Proposed Development – TDSB

Elementary: 103 pupils  
(figure supplied by TDSB)

Secondary: 46 pupils  
(figured supplied by TDSB)

Based on the pupil yield provided by the TDSB, the projected 103 elementary students may be accommodated by Muirhead Public School and Pleasant View Junior High School. However, it should be noted that Muirhead Public School is experiencing accommodation pressure and is currently operating near capacity. The projected 46 Secondary School students may be accommodated at Sir John A. Macdonald Collegiate Institute as it is operating below capacity with a utilization rate of 85 percent.

As is common in all development applications, there will be ample time for the school boards to make programming or catchment area adjustments to accommodate projected enrollments. Additionally, the TDSB is expected to make adjustments to accommodate projected enrollment associated with an anticipated increase in demand for services owing to the growth that is expected and associated with the new Secondary Plan. The timing and progress of these developments will provide ample time for the TDSB to make these adjustments.

Pupil Yield of Proposed Development – TCDSB

Elementary: 6 pupils  
(figure supplied by TCDSB)

Secondary: 5 pupils  
(figured supplied by TCDSB)

Based on the pupil yield provided by the TCDSB, the projected six catholic elementary students can be accommodated by St. Gerald Catholic Elementary School as it is operating below capacity with a utilization rate of 76.4 percent (or 91 spots). The projected five Catholic Secondary School students may be accommodated at St. Joseph's Morrow Park, a female only school, or Brebeuf College, a male only school as they are both operating below capacity. Senator O'Connor and Mary Ward can likely not accommodate any additional students as they are both operating well above capacity.

It should be noted that it cannot be determined where the students resulting from this development will attend the schools listed in the table below. This level of detail will be determined later during the application review process in consultation with the TDSB and the TCDSB.

## 1.9 CONCLUSION

In conclusion, both the Study Area and the Immediate Study Area contain a broad range of community services and facilities from all of the key service sectors summarized in this Study. This report update responds directly to the ConsumersNext CS&F and the opportunities and constraints identified in the original report. Priorities that were highlighted in the 2015 CS&F include: subsidized childcare, parks and open space, improvements to district and neighbourhood libraries. This update to the CS&F confirms that these are still priorities in the ConsumersNext Planning Area, but also ensures that they are being addressed by strategies that are outlined in the original report.

Through the development review process, it is anticipated that the applicant will receive comments and feedback from City departments and other commenting agencies with respect to any capacity or accommodation concerns for CS&F resources, resulting from the proposal. Should staff require more information regarding the provision of services summarized in this Study, further investigations can be completed, with a scope of work to be determined in consultation with staff.







BOUSFIELDS INC.