

Planning & Urban Design Rationale

**86 Lynn Williams Street and
70 Western Battery Road**

City of Toronto

Prepared For
Shiplake

October 2023



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Job Number

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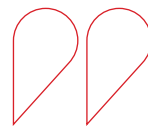
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This Planning and Urban Design Rationale report has been prepared in support of an application by Shiplake to amend Former City of Toronto Zoning By-law 438-86, as amended, with respect to the property municipally known as 86 Lynn Williams Street and 70 Western Battery Road, herein referred to as the “subject site”



An overhead view of a meeting around a table. Five people in business attire are gathered around a table covered with architectural blueprints, a laptop, a tablet, and various drawing tools like rulers and pens. A large white circle with the number '1' is overlaid on the left side of the image.

1

Introduction

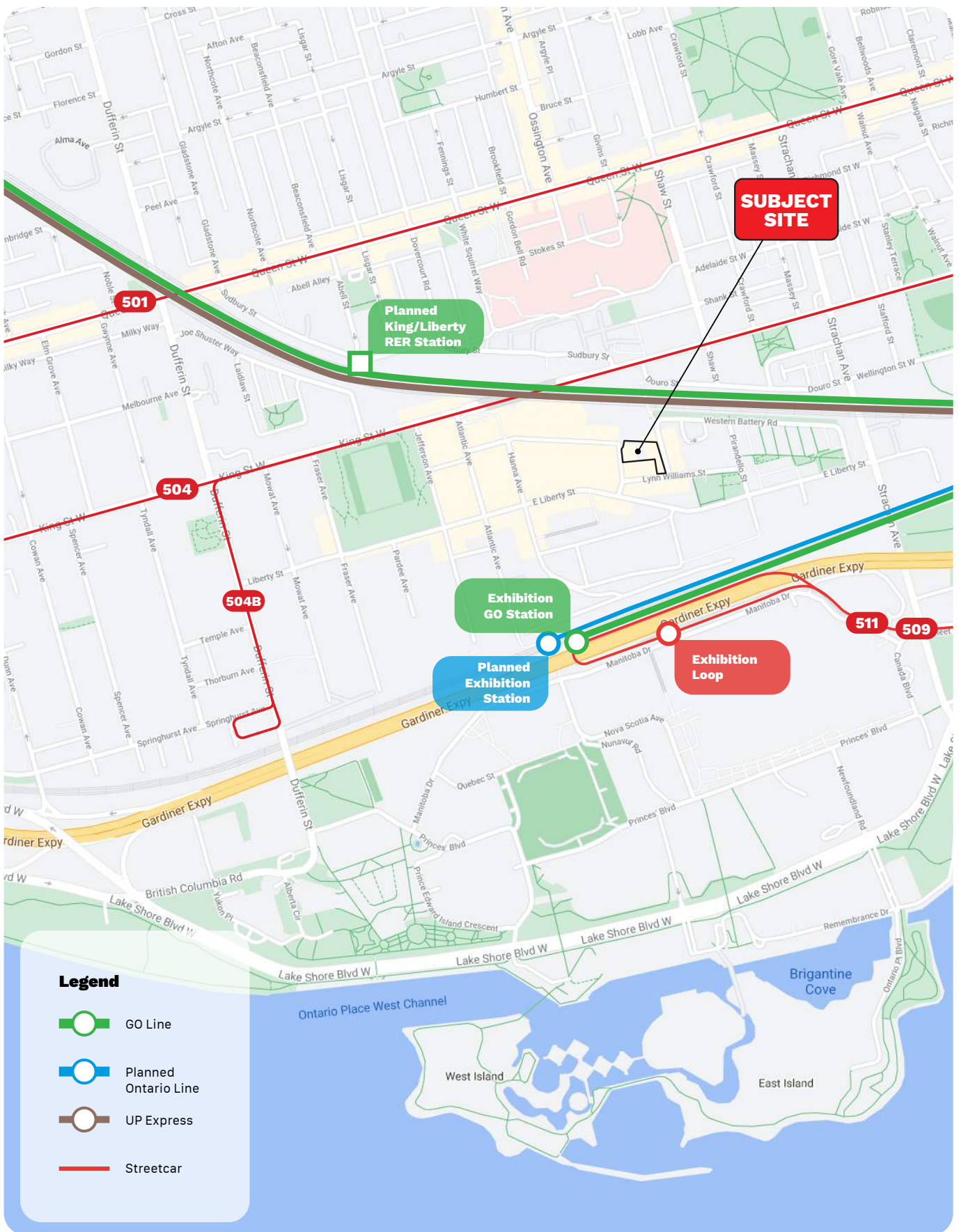


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Shiplake to amend Former City of Toronto Zoning By-law 438-86, as amended, with respect to the property municipally known as 86 Lynn Williams Street and 70 Western Battery Road, herein referred to as the "subject site" (see **Figure 1**, Location Map).

The portion of the subject site at 86 Lynn Williams Street is currently occupied by an existing two storey warehouse building, of which the southern half is under a different landownership, municipally known as 80 Lynn Williams Street and does not form part of the subject site. The building on 80 Lynn Williams Street is identified as a 'listed' building on the City of Toronto's Heritage Register. The portion of the subject site at 70 Western Battery Road is currently occupied by a surface parking lot. The application seeks to demolish the portion of the existing warehouse building on the subject site in order to construct a 43-storey mixed use building (135.8 metres + 7.7 MPH) with an overall gross floor area ("GFA") of 34,192 square meters resulting in a total site density of 10.3 FSI. A public park is also proposed at the southern portion of 70 Western Battery Road.

The proposed development will contribute to the ongoing intensification of Liberty Village by establishing both non-residential uses and residential uses, complemented by improvements to the public realm including a new privately-owned publicly accessible road connection along the northern edge of the subject site and an enhanced pedestrian realm with retail uses along its western portion. The subject site is in proximity to a variety of transportation options including existing streetcar routes along King Street West as well as Exhibition GO station to the southwest, which offers daily service into downtown Toronto. The proposed building has been designed with a scale that will establish appropriate separation distance to both existing buildings as well as future developments that have been approved to the immediate west.

This report concludes that the application is in keeping with the applicable Provincial and Municipal planning and urban design policy framework as well as applicable urban design guidelines.

From a planning policy perspective, the proposed development would contribute to the achievement of numerous provincial and municipal policies in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Toronto Official Plan, in particular those which promote intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure such as public transit. In this respect, the subject site is located in an area that would meet the definition of a "major transit station area" as per the Growth Plan given its proximity to Exhibition GO Station. The subject site is also located in proximity to the King Street West streetcar route and finally, it is located within the proposed Exhibition Station Protect Major Transit Station Area (PMTSA) as identified by the City of Toronto through OPA 570, which is currently under review by the Province.

From a land use perspective, the proposed residential and commercial uses conform with the *Mixed Use Areas* designation of the Official Plan where growth is encouraged and anticipated. In addition, the proposal will also contribute to the provision of a range of housing choices given it is proposed as rental in tenure and includes family-sized units such as 3-bedroom units. It will also reduce automobile dependency through the reduction of parking ratios and the provision of new housing in proximity to multiple higher order transit options.

From a built form and urban design perspective, the proposed tall building is contextually appropriate and will represent an appropriate form of development that reflects the existing and evolving context of the area. The proposed tower height of 43-storeys will support the built form vision for the Liberty Village Neighbourhood and complement the range of existing and approved buildings along Lynn Williams Street, Western Battery Road and East Liberty Street. The tower has been thoughtfully designed to establish appropriate separation distances to existing and future tall buildings. The building has been designed to establish a pedestrian scaled environment through a 6-storey streetwall that includes of active frontages with grade related units along the west facade.

For all the foregoing reasons, it is our opinion, the proposed development represents good land use planning and urban design and will provide for transit-supportive infill residential development on the subject site. Accordingly, we recommend approval of the requested Zoning By-law Amendment application.

An aerial photograph of a city street grid, overlaid with a semi-transparent red filter. The image shows a dense network of buildings, streets, and a large highway at the bottom. A prominent white circle with a red center is positioned on the left side of the image.

2

Site & Surroundings

2.1 Subject Site

The subject site is approximately 3,315.2 square metres in size and is comprised of an assembly of two parcels; at 86 Lynn Williams Street the subject site is occupied by the north half of an existing two-storey industrial warehouse building that has been partially retrofitted as a development sales centre and associated commercial offices. At 70 Western Battery Road the subject site is occupied by a surface parking lot. The subject site is irregularly shaped and has a single public right-of-way frontage of approximately 66 metres on Western Battery

Road to the east. The subject site has a width that ranges from 17.8 metres at its least and 77.1 metres at its greatest, and a depth that ranges from approximately 45.4 metres at its least and 63.6 metres at its greatest. A portion of the southern and western property lines are shared with 80 Lynn Williams Street (See **Figure 2**). With respect to topography, the subject site is relatively flat and contains a mixture of low-lying shrubs and young street trees on the western frontage.

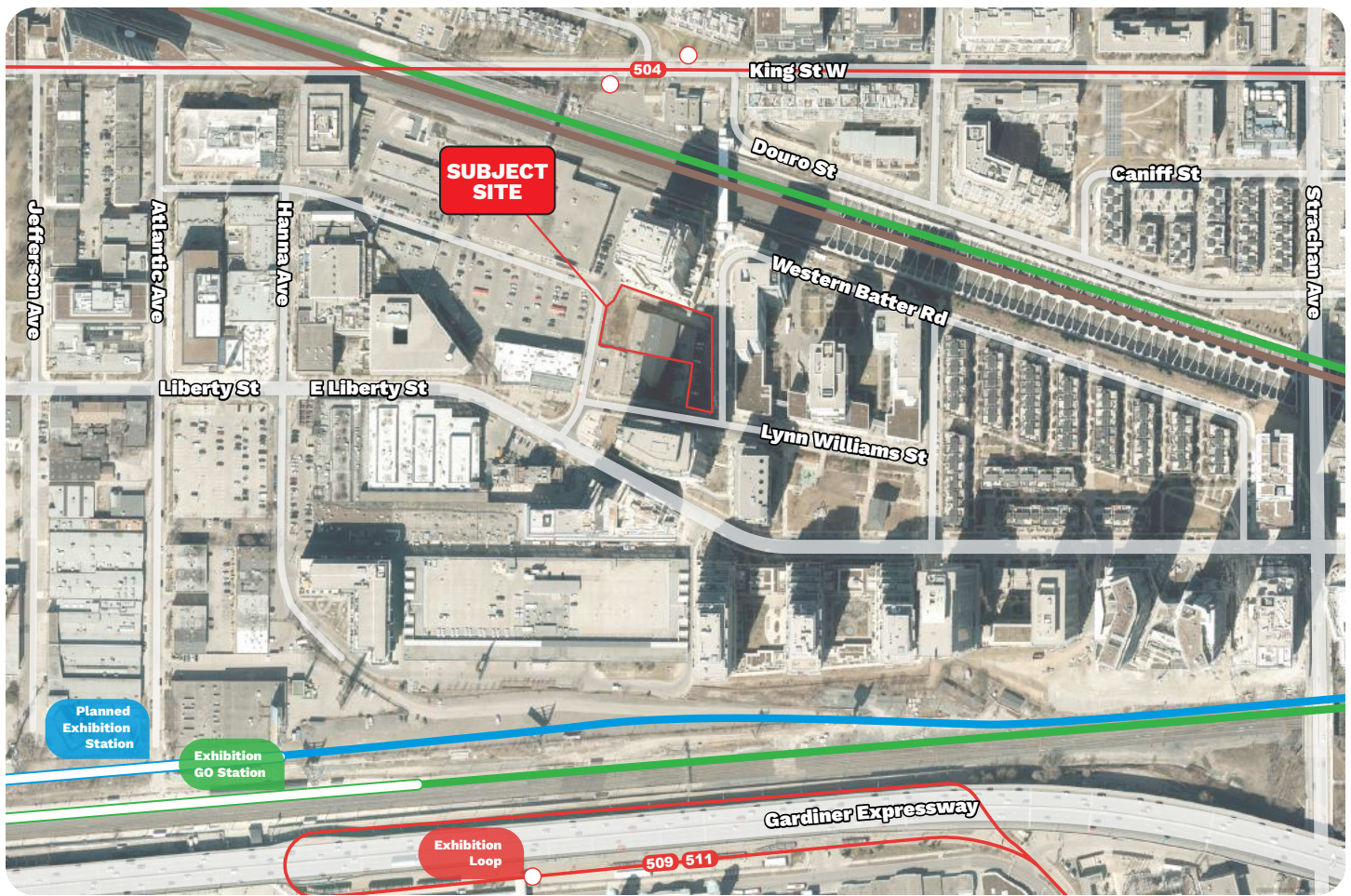


Figure 2 - Immediate Context Aerial



Subject Site looking southwest from Lynn Williams Street



Subject Site looking south along Western Battery Road



Subject Site north lot line looking west from Western Battery Road



Subject Site looking northwest from Lynn Williams Street



Subject Site looking northeast from Lynn Williams Street



Subject Site looking east from private driveway

2.2 Previous Applications and Consent History

A number of previous development applications have been submitted on the subject site to permit its redevelopment. Most recently, in 2015, a Site Plan Application (SPA) was submitted to facilitate the development of a 16 storey (52 metres) mixed-use building containing 159 live-work units, 2,299 square metres of retail/service uses on the ground and 2nd floor and 280 vehicle parking spaces. The total proposed gross floor area was approximately 16,400 square metres.

Prior to the 2015 SPA application, a Minor Variance application was submitted to amend site-specific provisions of By-law 853-2005 which would allow the construction of a 16-storey mixed use residential building. The application was approved on June 29, 2006. The variances were as follows:

- The definition of street-related retail and service uses requires the principle public entrance to be no more than 5 metres from the frontage of the lot on which the shop is located, whereas the existing western lot frontage is 18 metres (section 2 of By-law 438-86, as amended);
 - Section 4(2)(a)(i)(A) of By-law 438-86, as amended permits a height of stair tower, elevator shafts, chimneys and other heating, cooling, or ventilating equipment on the roof of a building provided the maximum height of the top of such elements is no higher than the sum of 5 metres and the height limit applicable to the lot, whereas the mechanical penthouse as designed will be 5.7 metres above the height of the building as varied;
 - A portion of the proposed mechanical penthouse encroaches into the 52 metres height limit outside of the mechanical penthouse envelope at a proposed height of 57.7 metres on the eastern side of the building (Map 3E of By-law 853-2005);
 - Section 4(2)(a)(i)(B) of By-law 438-86, as amended limits the horizontal area of such roof elements to 30% of the area of the roof of the building, whereas the area of the aforementioned mechanical elements, inclusive of architectural feature, is 44% of the area of the roof;
- Section 2(9)(iii) of By-law 600-2005 requires the “minimum height of the first storey above grade for the new building, on the northern portion of this block to be 6.0 metres measured from grade” whereas the minimum height of the first floor is 5.3 metres; and
 - Section 2(9)(iv) of By-law 600-2005 requires that any portion of the building or structure above the “podium” is set back a minimum distance of 3.0 metres from all exterior faces from such podium, whereas the northern and eastern building faces above the podium are setback 2.0 metres.

With respect to 80 Lynn Williams Street to the immediate south and west of the subject site, an application for consent was filed on February 10, 2022 (File No. B0068/22TEY). The purpose of this consent application is to create separate lots for the lands municipally known as 80 Lynn Williams Street (the south portion); and 86 Lynn Williams Street (the north portion); as well as to secure (i) temporary reciprocal construction easements; (ii) permanent reciprocal easements for pedestrian and motor vehicular access as detailed below; and (iii) Part Lot Additions.

A subsequent Minor Variance application was also filed in support of the consent application on February 10, 2022. The application was filed to permit a parking variance for 63 spaces to be located off-site. The application was heard by the Committee of Adjustment on May 17, 2023 and the Notice of Decision was subsequently issued the same day.

2.3 Area Context

The subject site is located in the Niagara Neighbourhood, which is generally bound by Bathurst Street to the east, Lake Ontario to the south, Atlantic Street to the west and Queen Street West to the north. This area comprises a number of Toronto neighbourhoods including the historic Queen West neighbourhood, stretching south from Queen Street across from Trinity Bellwoods Park. The Queen West neighbourhood has a distinct character of mixed vintage, historic, post-war, and contemporary buildings. The King Street West neighbourhood is located generally to the north and northeast of the subject site and is comprised of a mix of infill townhouses which line the rail corridor, apartment buildings and CAMH Institutional Campus. In addition to these neighbourhoods, Liberty Village has emerged from a former area of industrial activity into a walkable and creative centric, mixed-use neighbourhood with a substantial residential population that includes a diverse mix of buildings from converted industrial buildings to new and low- and mid-rise buildings and residential towers.

The Niagara neighbourhood also encompasses a large swath of the area south of the Gardiner Expressway to Lake Ontario, which includes various entertainment venues and trade centres including the Canadian National Exhibition, BMO Fields and Ontario Place.

In terms of transit connectivity, the subject site is transit-rich and serviced by an extensive mobility network. This includes access to the King Street streetcar network to the north, GO Transit to the south through Exhibition Station and a future Smart Track Station, known as the King Liberty GO Station, which is proposed to be located north of King Street West in the vicinity of Sudbury Street and Dovercourt Road. The Smart Track Station will have entry access from King Street West, from Joe Shuster Way, as well as from a bridge across the rail corridor. The upgraded GO Rail frequent rail serving the Lakeshore corridor will greatly increase regional accessibility to and from Liberty Village into the Downtown and adjacent municipalities. Liberty Village has become a focal point for development, including both new builds and retrofits of historic industrial buildings.

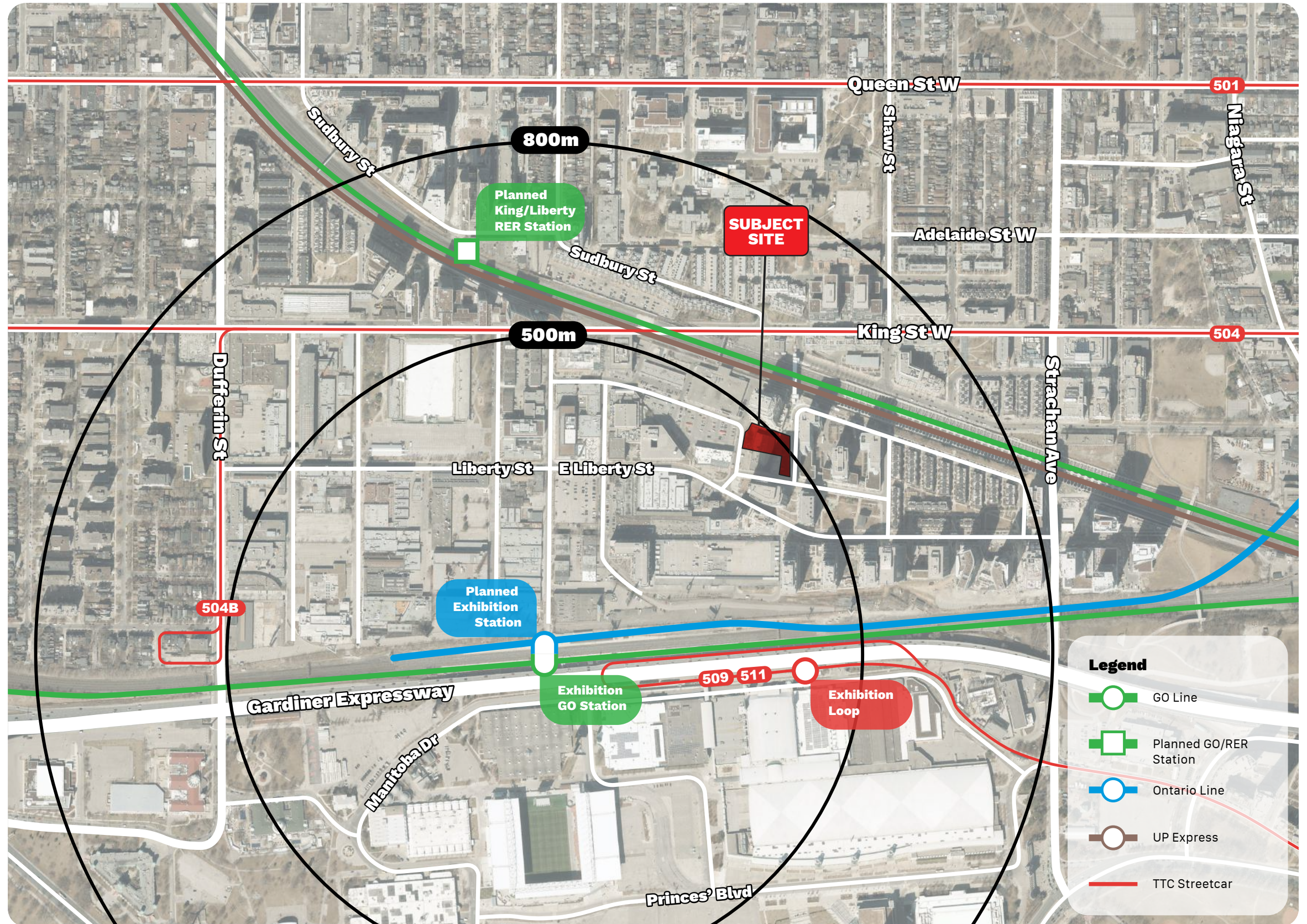


Figure 3 - Surrounding Context Aerial

2.4 Immediate Surroundings

To the immediate north of the subject site is a 26-storey residential apartment building that is setback 0.0 metres from its south lot line facing the subject site. The building includes a 3-storey street wall that incorporates a series of brick columns as an exterior skeleton structure to minimize overall building mass and impacts on Western Battery Road (125 Western Battery Road). North of the apartment building is the Canadian National Rail (CNR) and Canadian Pacific Rail (CPR) corridor that extends eastbound into Downtown Toronto and northwest towards Pearson International Airport. The rail corridor supports GO Transit's Kitchener Line and the Union Pearson (UP)_Express which provides convenient transit accessibility across the City and broader region. A pedestrian bridge is located north of Western Battery Road to provide pedestrian access across the corridor to Douro Street, south of King Street West.



125 Western Battery Road looking west



Pedestrian Bridge looking northwest



50 Lynn Williams looking north from Liberty Village Park



100 Western Battery Road looking north along Western Battery Road



80 Western Battery Road looking northwest

To the **north** of the rail corridor is a mix of both mid-rise and lower built form buildings including townhouses. Notably, at the southeast corner of King Street West and Douro Street is a 6-storey mid-rise building that fronts onto King Street (1033 King Street West). Directly to the west of this existing development is a Council-approved proposal to construct a 14-storey mixed use building with two levels of underground parking and retail/commercial space at grade (1071 King Street West). To the northeast along Sudbury Street is a series of townhouse blocks that are accessed by both rear lanes and public streets. Further north is CAMH (Centre for Addiction and Mental Health).

To the immediate **east**, on the opposite side of Western Battery Road is a 24-storey mixed-use building that includes a 3-storey podium framing Western Battery Road with a double-height grade-related retail space which visually reads as a 6-storey streetwall (100 Western Battery Road). Also to the east, within the block bounded by Western Battery Road to the west and north, Lynn Williams Street to the south and Pirandello Street to the east, are two 24-storey mixed-use buildings (50 Lynn Williams and 80 Western Battery Road).

The central building of the three (50 Lynn Williams) includes a 4-storey podium that addresses Lynn Williams Street while the tower is a rectangular floor plate that is positioned perpendicularly to the podium resulting in a 'T'-shaped building. Further to the east is a 24-storey mixed-use building that is identical to the building on the west side of the block (80 Western Battery Road). This building also contains a 4-storey podium with retail uses at grade and consists of an 'L'-shaped tower floor plate that addresses Pirandello Street. The northern and central portion of this block contains an open space courtyard that is characterized by passive seating areas and mature trees. Further to the west, beyond Pirandello Street, is a series of 3-storey back-to-back townhouse blocks that occupy the block bounded by Western Battery Road, Pirandello Street and East Liberty Street. The townhouses have access to Gateway Park (40 East Liberty Street)

To the immediate **south** of the subject site is 80 Lynn Williams Street, an existing warehouse building which is setback approximately 1.5 metres from its south property line, 16.0 metres to its west lot line and 0.0 metres to its east. To the south of Lynn William Street is a 32-storey mixed-use apartment building, known as Liberty Place, which is setback approximately 2.0 metres from its north lot line (150 East Liberty Street). The building incorporates grade-related retail uses that front Lynn Williams Street, however, the tower does not provide a defined podium element, but rather employs materiality to define the base portions of the building. The west portion of the property is occupied by a passive green space containing both public art installations, trees and seating areas. To the east of 150 East Liberty Street is a 15-storey residential apartment known as Liberty on the Park (69 Lynn Williams Street). To the east of this building is Liberty Village Park at 70 East Liberty Street which provides open space for active recreation and an integrated heritage building.

To the south of Liberty Place is a recently constructed 30-storey mixed use building that utilizes a triangular floor plate for its tower element and an irregularly shaped podium (125–143 East Liberty Street). Further south is a low-rise industrial building occupied by Toronto Police Traffic Services with the rail corridor and Gardiner Expressway beyond. To the southeast of the subject site, south of East Liberty Street and east of King West Laneway is a series of high-rise residential towers that range in height from 23 to 27 storeys and are located parallel to the rail corridor and overlook the Gardiner Expressway.



150 East Liberty Street looking south from Western Battery Road



69 Lynn Williams Street looking south



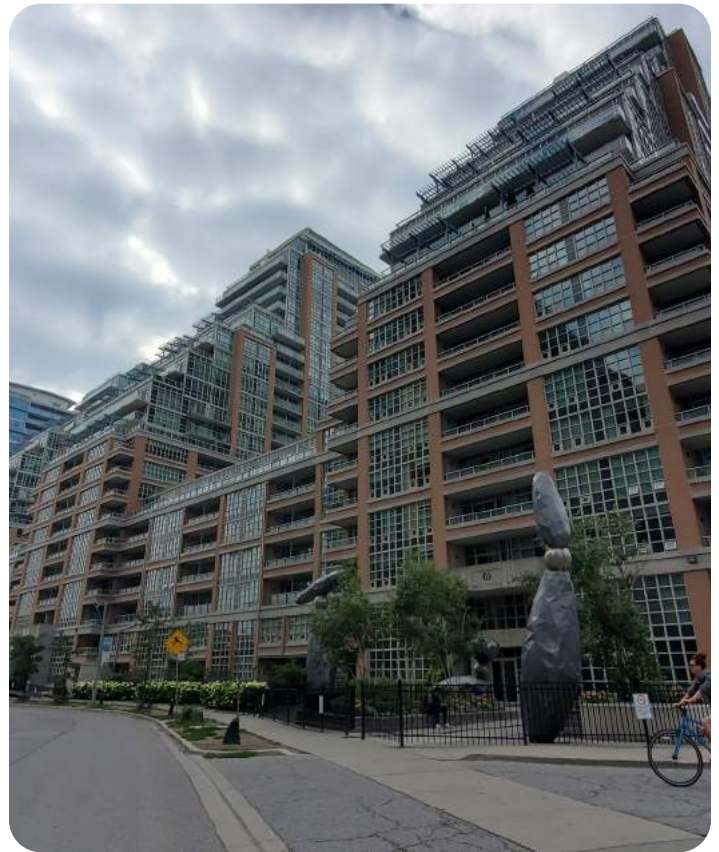
80 Lynn Williams Street looking northwest

To the immediate **west** of the subject site is a surface parking area that is associated with a 1-storey retail plaza that is anchored by Metro grocery store (100 Lynn Williams Street) as well as a number of two-storey commercial retail plazas with varying uses at 120 Lynn Williams Street and 61 and 75 Hanna Avenue. It is noted that a proposal for the lands at 61, 75, and 85 Hanna Avenue, as well as 125 Lynn Williams Street, was recently approved by City Council to permit three mixed-use buildings with heights of 32, 33, and 36 storeys with a mix of retail and office uses with above-grade parking. The buildings will provide an overall gross floor area of approximately 83,100 square meters and 963 dwelling units. This proposal will also provide 29 affordable rental units, the eastward extension of Snooker Street, a new 1,282 square metre public park and publicly accessible open spaces that would significantly improve the public realm.

Further to the west along Hannah Avenue is a 4-storey commercial building with retail uses at grade and commercial office uses above (85 Hanna Avenue). To the south of 85 Hanna Avenue is a mixed-use building that occupies a triangular piece of land bounded by Hanna Avenue to the east and East liberty street to the south (43-51 Hanna Avenue). The building is 3- to 7-storeys in height and provides for a number of uses including residential lofts that occupy the southeast corner of the building. The portion of the development at 51 Hanna Avenue is designated under Part IV of the Ontario Heritage Act, while 43 Hanna Avenue is listed under the Ontario Heritage Act.



East Liberty Street looking southeast



65, 75 and 85 East Liberty Street looking southeast



100 Lynn Williams Street looking north



100 Lynn Williams Street parking lot looking east



120 Lynn Williams looking south



61 Hanna Avenue looking west



75 Hanna Avenue looking north

To the southwest of the subject site, on the south side of East Liberty Street, is the Liberty Market building, a 1- to 3-storey former industrial building that has been converted to support various shops, restaurants and service uses (171 East Liberty Street). The building contains a 3-storey central atrium that provides an enclosed walkway for convenient access to various vendors. The Liberty Market Building is a focal point of the broader neighbourhood.



85 Hanna Avenue looking northwest



43-51 Hanna Avenue looking north along East Liberty Street



171 East Liberty Street looking west

2.5 Transportation Context

Road Network

The City of Toronto's Road Classification System identifies Western Battery Road as a Local Road with an approximate right-of-way width of 16.5 metres. The road includes two lanes of two-way traffic as well as on-street parking on the east side of the street. Adjacent to the subject site there are sidewalks provided on both sides of the street. Western Battery Road runs east to the rail corridor to the north and continues east until turning south to connect with East Liberty Street.

Lynn Williams Street is classified as a Local Road with an approximate right-of-way width of 16.5 metres. The road is also characterized by two-way traffic lanes with street parking on the south side. Lynn Williams is a short road segment of roughly 230 metres before it terminates in the east at Pirandello Street.

Public Transportation Network

As shown on **Figure 4** – TTC Transit Map, the subject site has excellent access to several public transportation options, including the following surface bus routes and streetcars:

- **504 King** – Route 504 operates along King Street West, in an east-west direction between Dundas West Station and Broadview Station on Line 2 Bloor-Danforth. It also serves the St Andrew and King stations on Line 1 Yonge-University. Dundas West, St. Andrew, and Broadview stations are accessible.
- **63 Ossington** – Route 63 operates between Eglinton West Station on Line 1 Yonge-University and King Street West and Liberty Village, generally in a north-south direction. It also provides connection with Ossington Station on Line 2 Bloor-Danforth.

In addition to the public transit options mentioned above, the subject site is conveniently located in proximity to Exhibition GO Station which is within a 400 metre radius of the subject site and an approximate 7 minute walk. Exhibition GO Station offers service operating in intervals of 30 minutes to Union Station.

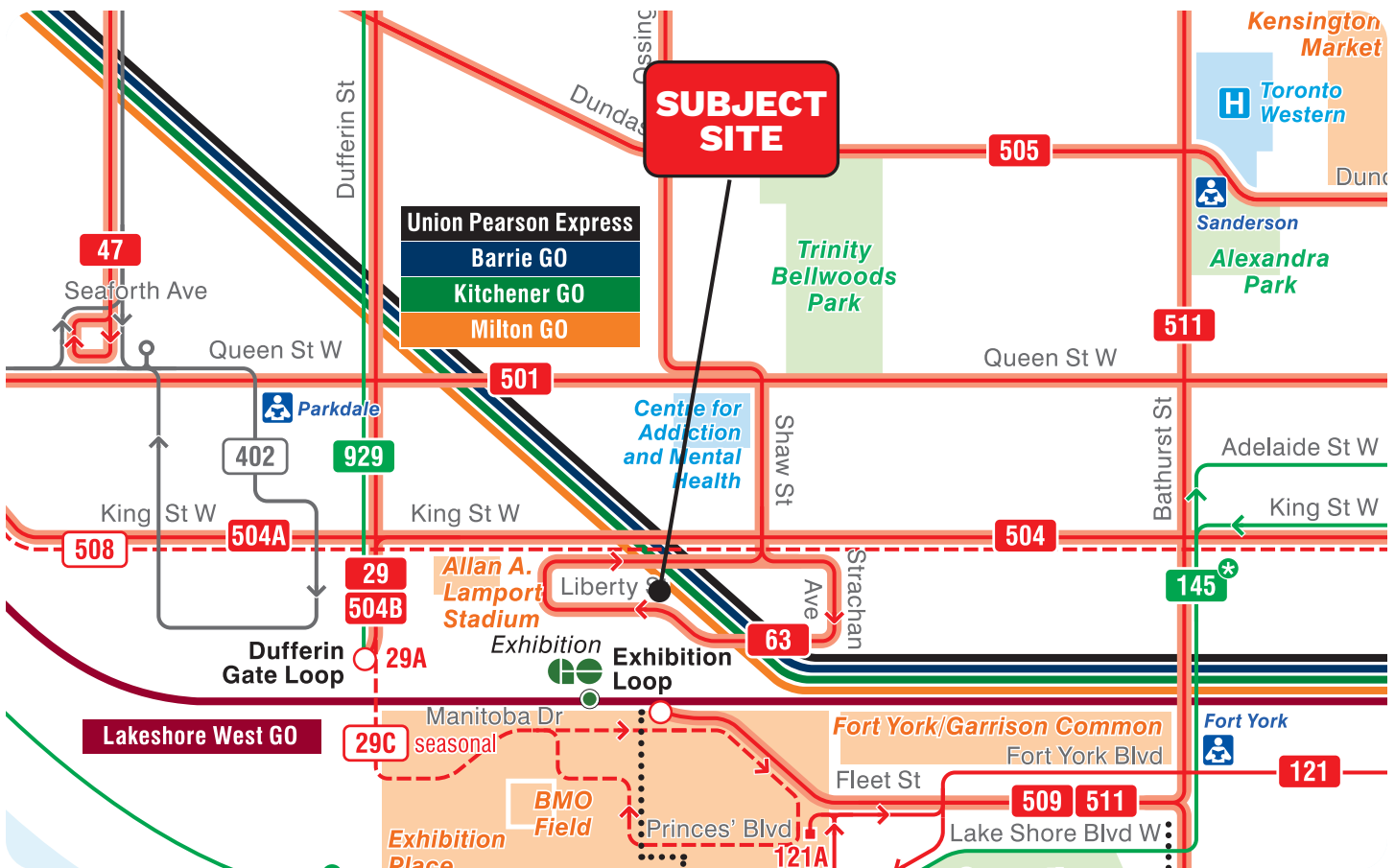


Figure 4 - TTC Transit Map

Future Transit

Metrolinx and the City of Toronto have proposed a new GO Station, King-Liberty GO, which will operate as a SmartTrack Station approximately 600 metres to the northwest. The Station is anticipated to be operational by 2026. Notably, King-Liberty GO will feature an enclosed pedestrian bridge connecting King Street West and a future 'High Line' bridge to the new platforms with a second pedestrian bridge connecting the new platforms to both Sudbury Street and Joe Shuster Way. It is intended that the King-Liberty GO will provide increased connectivity between Liberty Village and areas to the north across the Rail Corridor.(see **Figure 5**).

Cycling

In terms of cycling infrastructure, the subject site is located approximately 1.0 km west of Strachan Avenue which supports bike lanes for north - south travel connecting to the Waterfront Trail and providing access to additional east-west routes across the City. Within the vicinity of the subject site are also Toronto Bike Share Stations. In terms of vehicular access, both Lakeshore Boulevard West and the Gardiner Expressway are easily accessible from the site.

New SmartTrack Stations

Legend

- Subway and LRT Lines
- SmartTrack Stations

GO Lines

- Kitchener Line
- Barrie Line
- Stouffville Line
- Lakeshore East Line
- Other GO Lines



Figure 5 - New SmartTrack Stations Map

An aerial, isometric-style illustration of a city with a red overlay. The buildings are rendered in a grid-like pattern, and the overall scene is dominated by the color red. A large white circle with a red border is positioned on the left side of the image, containing the number 3.

3

Proposal

3.1 Description of Proposal

The proposed development contemplates the demolition of the northern portion of the existing warehouse building on the subject site to facilitate the development of an architecturally distinct 43-storey mixed-use building, inclusive of a 6-storey base building. The building will have an overall height of 135.8 metres, exclusive of a 7.7 metre mechanical penthouse. The proposal will have a total gross floor area ("GFA") of 34,192 square metres resulting in an overall density of 10.3 FSI. A total of 588 residential units are proposed comprised of a mix of bedroom types, including 15% two-bedroom units and 10% three-bedroom units. Of these units, a total of 73 will be barrier-free. The proposed development also includes a total of 800 square metres of retail uses located on Level 1. A 337 square metre future public park, which is the equivalent of a 10% parkland conveyance, is also incorporated at the southeast corner of the subject site at 70 Western Battery Road.

Podium (Levels 1 through 6)

At grade, the ground floor is proposed to be set back 12.7 metres from the north lot line which will accommodate a future private driveway. The podium is setback 0.0 metres from the east lot line and 9.3 metres from the west lot line. To the south, the podium is setback 2.1 metres from the south lot line to accommodate an atrium that will function as a mid-block connection between the proposed podium building and the retained heritage warehouse to the immediate south. The western portion of the ground floor will provide for retail space with direct frontage onto the private street to the west, which connects north to the existing parking lot. The eastern portion of the ground floor will accommodate the primary residential entrance fronting onto Western Battery Road. The residential lobby will provide access to an internal core of four elevators to serve the residential uses. The ground floor is approximately 6.0 metres in height. The remainder of the ground floor will be utilized as an internalized loading area containing Type 'B' and 'G' loading spaces, as well as underground access to a two-storey below-grade parking structure.

On the western extent of the podium, Levels 2 through 6 will cantilever above the primary retail entrance and utilize a slightly larger building floorplate as compared to the ground floor. Levels 2, 3 and 4 will each consist of a 293 square metre indoor amenity space, storage lockers, as well as studio, 1-bedroom, 2-bedroom, and 3-bedroom residential units. Levels 5 and 6 will also support 159 square metres of locker storage as well as various residential units.

Tower (Levels 7 through 43)

At Level 7, the tower will stepback 5.0 to 15.5 metres from the north podium façade creating a 919 square metre outdoor amenity terrace that overlooks a future private road to the north. The private road will connect Western Battery Road to the existing surface parking lot to the west. The tower provides an additional stepback of 8.8 metres from the east podium façade to further define the 6-storey streetwall along Western Battery Road. Level 7 will accommodate a 127 square metres indoor amenity space that abuts the outdoor amenity area and will include residential units on all facades. Levels 8 through 16 transitions to residential uses, with 14 units per floor comprised of various layouts and sizes. Levels 17 through 42 also provide 14 residential units per floor, including a mix of studio, 1-, 2- and 3-bedroom units.

Level 43 will provide additional mechanical rooms serving the tower, as well as a 365 square meter rooftop outdoor amenity space which wraps the southern portion of the floorplate and also connects to a 179 square metres indoor amenity area.

Mid-Block Connection

A new mid-block connection is contemplated between the proposal and the retained heritage warehouse to the south. The connection is designed with a width of 4.0 metres at grade and will facilitate additional permeability through the subject site whilst integrated heritage elements into the facades. The steel structure, including columns and truss, clerestory windows, and the low and high roof will be retained. Materials to be removed in this location include east and west masonry walls at the ground floor level. The atrium will also provide additional retail entrances into the 799 square metre space at grade. Moving east through the atrium, it will terminate and spill out onto the new public parkland located at the southeast corner of the subject site.

3.2 Key Statistics

Table 1 - Key Statistics

Site Area	3,315.2 m ²
Total Gross Floor Area	34,192 m²
Residential	33,392 m ²
Non-residential	800 m ²
Height	135.8 m + 7.7 m MPH
Density	10.3 FSI
Total Units	588 units (100%)
Studio	56 (9.5%)
One-bedroom	387 (66%)
Two-bedroom	86 (15%)
Three-bedroom	59 (10%)
Total Amenity Space	2,471 m² (4.0 m²/unit)
Indoor Amenity Space	1,186 m ² (2.0 m ² /unit)
Outdoor Amenity Space	1,285 m ² (2.1 m ² /unit)
Total Parking Spaces	110 spaces
Residential	68 spaces
Visitor	30 spaces
Non-res	11 spaces
Car Share Parking	1 space
Barrier-Free	4 spaces
Total Bicycle Parking Spaces	648 spaces
Long-Term	530 spaces
Short-Term	118 spaces
Loading Spaces	1 'Type G' space 1 'Type B' space

3.3 Required Approvals

In our opinion, the proposed development conforms with the City of Toronto Official Plan, and, in particular, is permitted by the applicable *Mixed Use Areas* designation. An amendment to Former City of Toronto Zoning By-law 438-86, as amended by 853-2005, is required to amend the total permitted height on the site.

Unit Distribution and Amenity Space

A total of 588 residential units are proposed in a mix of bedroom types, comprised of the following:

- 56 Studio Units (10%)
- 376 One-Bedroom Units (64%)
- 11 One-Bedroom Plus Den Units (2%)
- 86 Two-Bedroom Units (15%)
- 59 Three-Bedroom Units (10%)

A total of 2,471 square metres of amenity space is proposed including 1,285 square metres of outdoor amenity space and 1,186 square metres of indoor amenity space. Levels 2, 3, and 4 will each contain 293 square metres of indoor amenity space. An additional 127 square metres and 179 square metres will be provided on Levels 7 and 43, respectively. A large outdoor terrace of 919 square metres is provided on Level 7. Finally, a 365 square metre outdoor amenity terrace is provided on Level 43. In this regard, a minimum of 2.0 square metres per unit of amenity is provided for both outdoor and indoor amenity space.

Parking, Access and Loading

A new private street is proposed along the northern property line which will provide access to both underground parking and loading activities at the northeast corner of the podium. The private road is intended to be designed and function as a public road. The parking ramp will provide access to two-levels of underground parking containing a total of 110 parking spaces inclusive of 68 resident spaces and 30 visitor spaces. An additional 11 spaces will be provided for on-site retail uses. Within the 110 spaces, 1 car-share parking space is provided as well as 4 accessible spaces.

Bicycle parking spaces for residents and visitors will be located in the P1 level and outdoor at grade. A total of 530 long-term residential parking spaces will be provided in the P1 Level, as well as 118 short-term outdoor bicycle parking spaces on Level 1.

A 'Type G' and Type 'B' loading space will be provided within the podium and are accessed from the private road on the north side of the building.

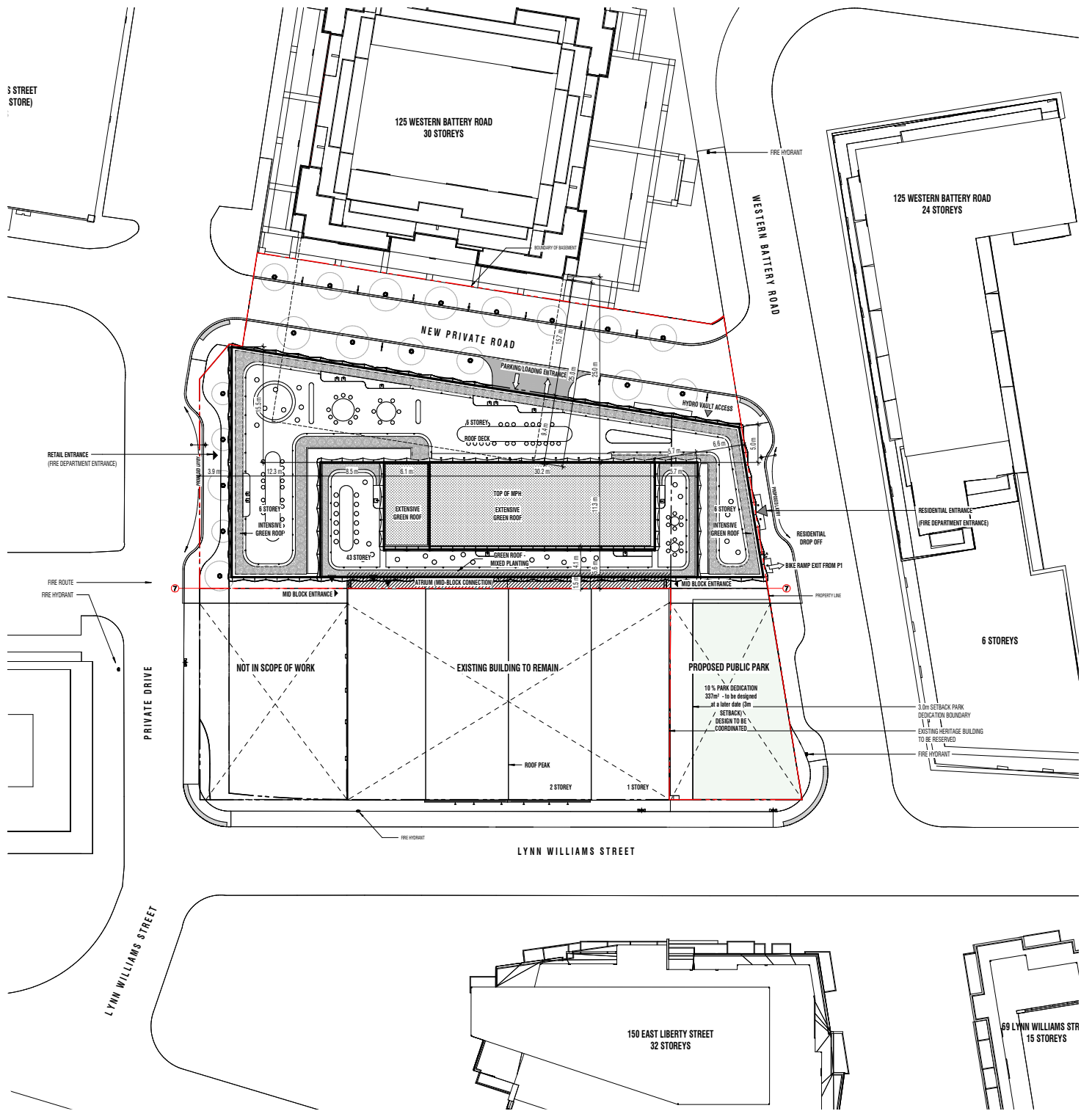


Figure 6 - Site / Roof Plan (Prepared by gh3* Architects)

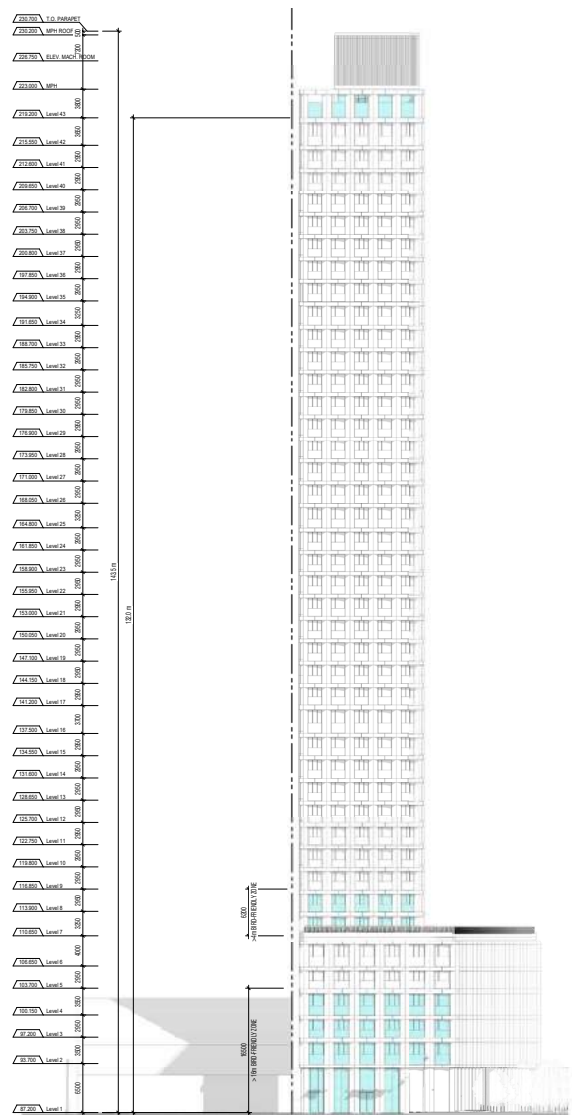


Figure 9 - East Elevation (Prepared by gh3* Architects)

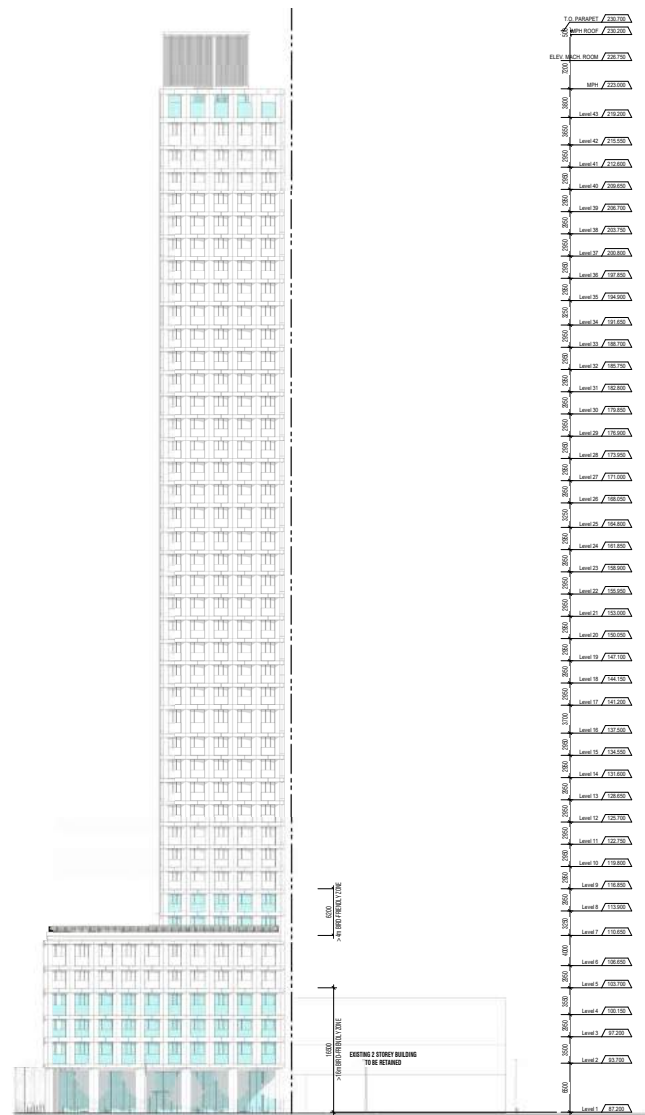


Figure 8 - West Elevation (Prepared by gh3* Architects)

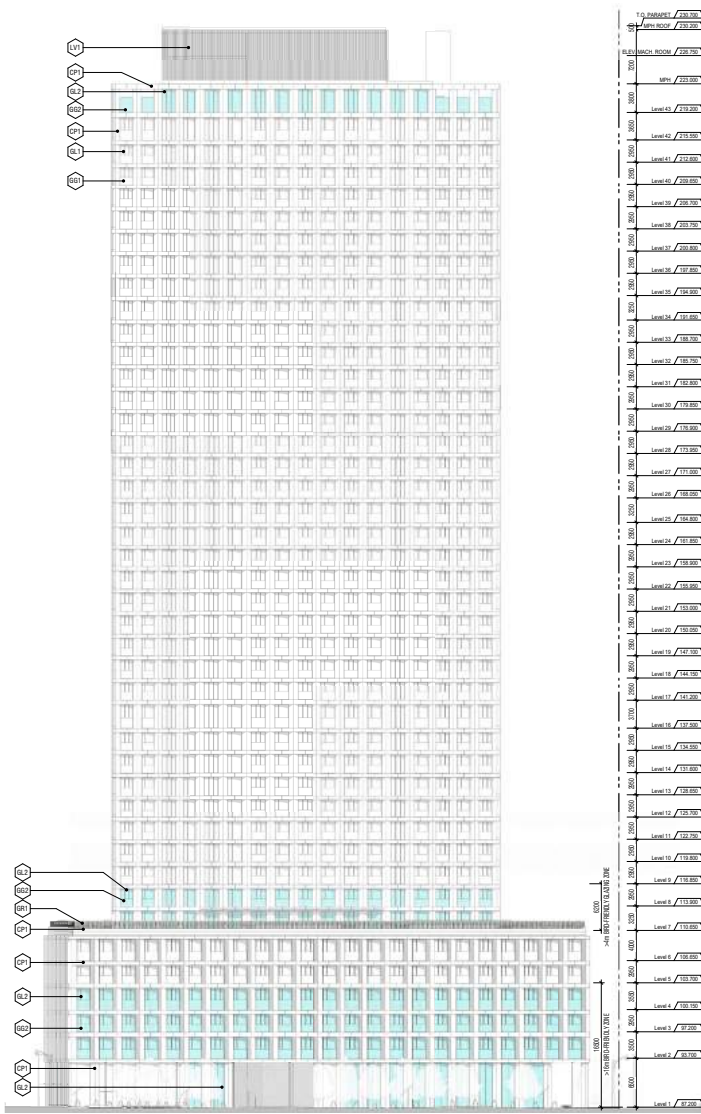


Figure 10 - North Elevation (Prepared by gh3* Architects)

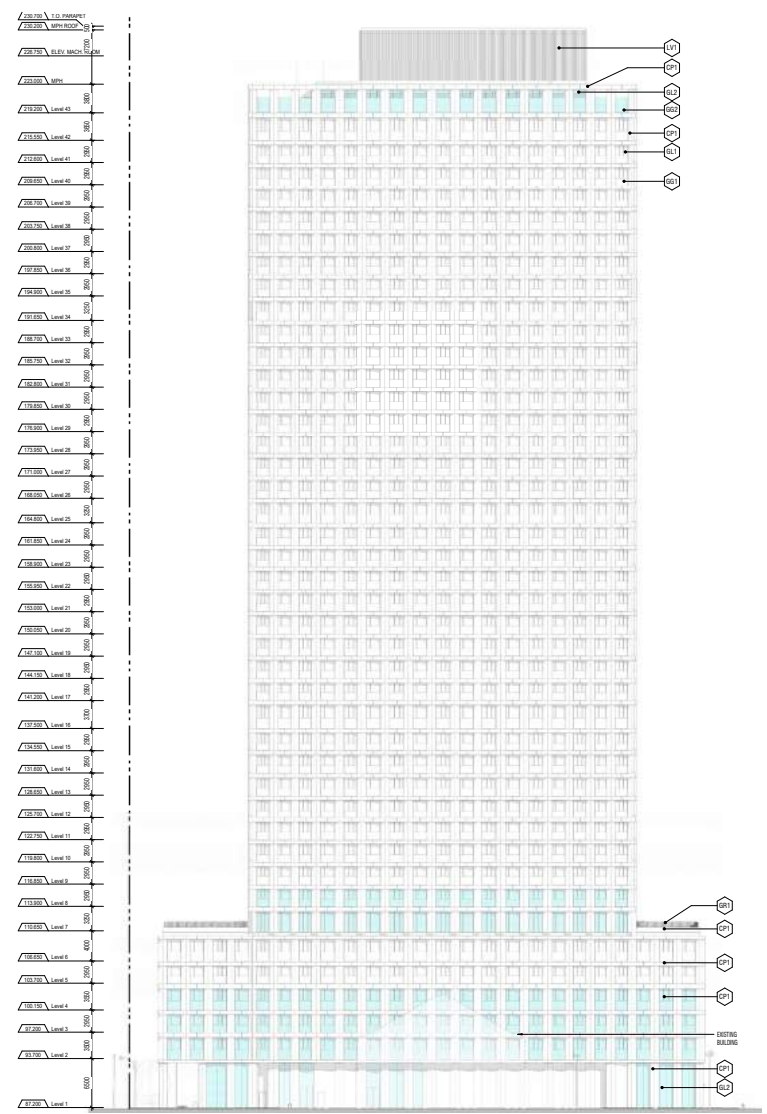


Figure 11 - South Elevation (Prepared by gh3* Architects)



4

Policy & Regulatory Context

4.1 Overview

As set out below, it is our opinion that the proposed development has regard for matters of provincial interest and is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan, and the City of Toronto Official Plan, all of which promote the efficient use of land and infrastructure within built-up urban areas, particularly in areas that are well served by municipal infrastructure and higher-order public transit.

4.2 Planning Act

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 (the "Planning Act") sets out matters of provincial interest to which Councils (as well as the Minister, local boards, planning boards, and the Tribunal) shall have regard, among other matters, in carrying out their responsibilities pursuant to the legislation. The following are of particular relevance to the proposal:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing; the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and

- a. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.
- b. In our opinion, the proposal has regard for matters of provincial interest as provided above.

4.3 Provincial Policy Statement (2020)

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS 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 decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region."

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, Part V of the PPS contains several policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, 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 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 directs planning authorities to identify 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.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing types 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, and requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. 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 current and future use of transit and active transportation.

Policy 1.7.1 states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form and cultural planning.

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 prepare 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.

While Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", it goes on to say that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons outlined in Section 5.0 of this report, it is our opinion that the proposed development and, more particularly, the requested Zoning By-law Amendments are consistent with the Provincial Policy Statement and, specifically, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.4 Growth Plan for the Greater Golden Horseshoe

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) ("2019 Growth Plan") came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise.

Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1, which includes changes to the population and employment forecasts and the horizon year for planning. In this respect, the horizon is now extended to 2051 to ensure municipalities have sufficient land to support the fostering of complete communities, economic development, job creation and housing affordability.

Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation. The Guiding Principles which are important for the successful realization of the 2019 Growth Plan 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 in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development in proximity to higher-order transit. As noted in Section 2.1:

"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 provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth... 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 the Growth Plan 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."

The subject site is located within a "strategic growth area" as defined by the Growth Plan (i.e., a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "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" or "higher order transit" corridors may also be identified as "strategic growth areas".

The subject site is located within a "major transit station area" as defined by the 2019 Growth Plan, given its location within 800 metres of Exhibition GO Station, a "higher order transit" station which provides connections along the Lakeshore West Line into Downtown Toronto and areas west of the City such as Port Credit, Oakville, Burlington and Hamilton, as well as its location within 450 metres of the delineated King-Liberty Station, which is planned to provide transit

connectivity to Union Station as well as to the northwest via the Kitchener GO Line. In this regard, a "major transit station area" is defined as "the area including and around any existing or planned higher order transit station within a settlement area....major transit station areas are generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk." In turn, "higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit" and can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. The subject site is also located within 200 metres of King Street West which supports multiple streetcar stops that provide access to Downtown Toronto within a dedicated right of way.

As part of its 2019 Growth Plan conformity exercise, the City released mapping delineating the proposed boundaries of Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs) around existing subway stations in the City. The subject site is located within two PMTSAs, the Exhibition PMTSA and the King-Liberty PMTSA. Official Plan Amendment 570, which introduces a number of Site and Area Specific Policies (SASP) for 97 MTSAs and PMTSAs across the City, is addressed in greater detail in Section 4.10 below.

Policy 2.2.1(2)(c) of the Growth Plan provides that, within settlement areas, growth will be focussed in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3) (c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of the Growth Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

With respect to forecasted growth, Schedule 3 of the Growth Plan, as amended by Growth Plan Amendment No. 1, forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. Census data from 2016 and 2021 indicate that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City's population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census under coverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051. The 2021 Census population of 2,794,356 represents a 2.3% increase from 2016, and would translate into an estimated population of 2,887,786, applying the same under coverage rate as in 2016 (i.e., 70.2% of the growth required to meet the forecast).

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to 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, identify strategic growth areas to support the achievement of the intensification target and recognize them as key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Growth Plan includes several policies applying to "major transit station areas". In particular, Policy 2.2.4(1) requires that the "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 identifies Line 1 (Yonge-University) as "existing higher order transit".

Policy 2.2.4(2) requires the City of Toronto to delineate the boundaries of “major transit station areas” on subway lines “in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station” (our emphasis). Policy 2.2.4(3)(a) goes on to require that “major transit station areas” on subway lines be planned for a minimum density target of 200 residents and jobs combined per hectare.

With regard to targets, Policy 5.2.5(1) provides that the minimum intensification and density targets are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS or any other provincial plan.

Policy 2.2.4(6) states that, within major transit station areas on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. 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 forms that would adversely affect the achievement of transit-supportive densities.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership housing and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning.”

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, and increasing the capacity of existing transit systems to support strategic growth areas.

With respect to climate change, Policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

4.5 Bill 23 – More Homes Built Faster Act 2022 (Planning Act)

The timely implementation of the 2019 Growth Plan policies is seen as a key consideration in the Implementation section (Section 5). In this respect, Section 5.1 provides that:

“The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) ... Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation.” (Our emphasis.)

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons set out in Sections 5.0 of this report, it is our opinion that the proposed development and, specifically, the requested Zoning By-law Amendment conforms with the 2019 Growth Plan and in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “major transit station areas”.

On October 25, 2022, the Province of Ontario introduced Bill 23, the More Homes Built Faster Act, 2022, which introduced legislative changes to facilitate and streamline the construction of 1.5 million new homes by 2031 to address Ontario’s housing crisis. Bill 23 received Royal Assent on November 28, 2022.

Some of the changes include, but are not limited to, requiring municipalities to update zoning to include “as-of-right” minimum heights and densities within approved Major Transit Station Areas (MTSAs), permitting “gentle density” by permitting additional units in low-rise dwelling types, capping and allowing greater flexibility of parkland dedication, removing approval authority from upper-tier municipalities, limiting appeal rights, and reducing the scope and applicability of site plan control.

4.6 Draft Provincial Planning Statement (June 2023)

On April 6, 2023, the Province released the draft version of a new provincial planning policy document titled the “Provincial Planning Statement” for public input with an update on June 16, 2023, to the natural heritage policies. This document combines the elements of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement into a new land use policy document to support the achievement of housing objectives.

The proposed policies of the draft Provincial Policy Statement are grouped under five pillars:

1. Generate an appropriate housing supply.

With respect to generating an appropriate housing supply, the proposed policies identify large and fast-growing municipalities, with specific directions to plan strategically for growth. The specific directions in this regard include establishing and meeting minimum density targets for major transit station areas, nodes and corridors, urban growth centres and encouraging transit-supportive greenfield density targets.

The proposed policies require municipalities to provide a range and mix of housing options with an expanded definition to include multi-unit types and typologies, as well as require all municipalities to implement intensification policies.

The proposed policies also require municipalities to align land use planning policies with housing policies, including addressing homelessness and facilitating development of a full range of housing options and affordability levels to meet local needs.

4.7 Metrolinx 2041 Regional Transportation Plan

2. Make land available for development.

The proposed policies provide flexibility for municipalities to use government or municipally established forecasts (at minimum). For municipalities in the GGH, a transition phase is provided. The proposed policies now require the municipalities to plan for a minimum 25-year horizon, maintain a 15-year residential land supply and maintain land with servicing capacity for a 3-year supply of residential units.

Furthermore, the policies allow municipalities to undertake settlement area boundary expansions and would not be required to demonstrate the need for expansion. Municipalities will be required to plan for and protect industrial and manufacturing uses that are unsuitable for mixed use areas, using a new definition of "area of employment". The policies also provide municipalities with greater control over employment area conversions to support the forms of development and job creation that suit the local context.

3. Provide infrastructure to support development.

The proposed policies require municipalities to plan for infrastructure and to protect for major infrastructure to accommodate growth. The policies also require the integration of land use planning and transportation as well as planning for schools and growth to ensure a coordinated approach.

4. Balance housing with resources.

In this regard, the proposed policies eliminate the requirement to use the Provincial agricultural system mapping and require municipalities to designate specialty crop areas and prime agricultural areas. However, the policies still require protection of specialty crop areas by maintaining minimum separation distances between livestock operations and houses.

5. Implementation.

The implementation policies speak to alignment with recent legislative amendments, requiring municipalities to undertake early engagement with Indigenous communities and coordinating with them on land use planning matters.

The Province collected feedback on the draft Provincial Planning Statement through its Environmental Registry which closed on August 4, 2023. The Minister has not yet made a decision on the new Provincial Planning Statement.

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

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's 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.

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.

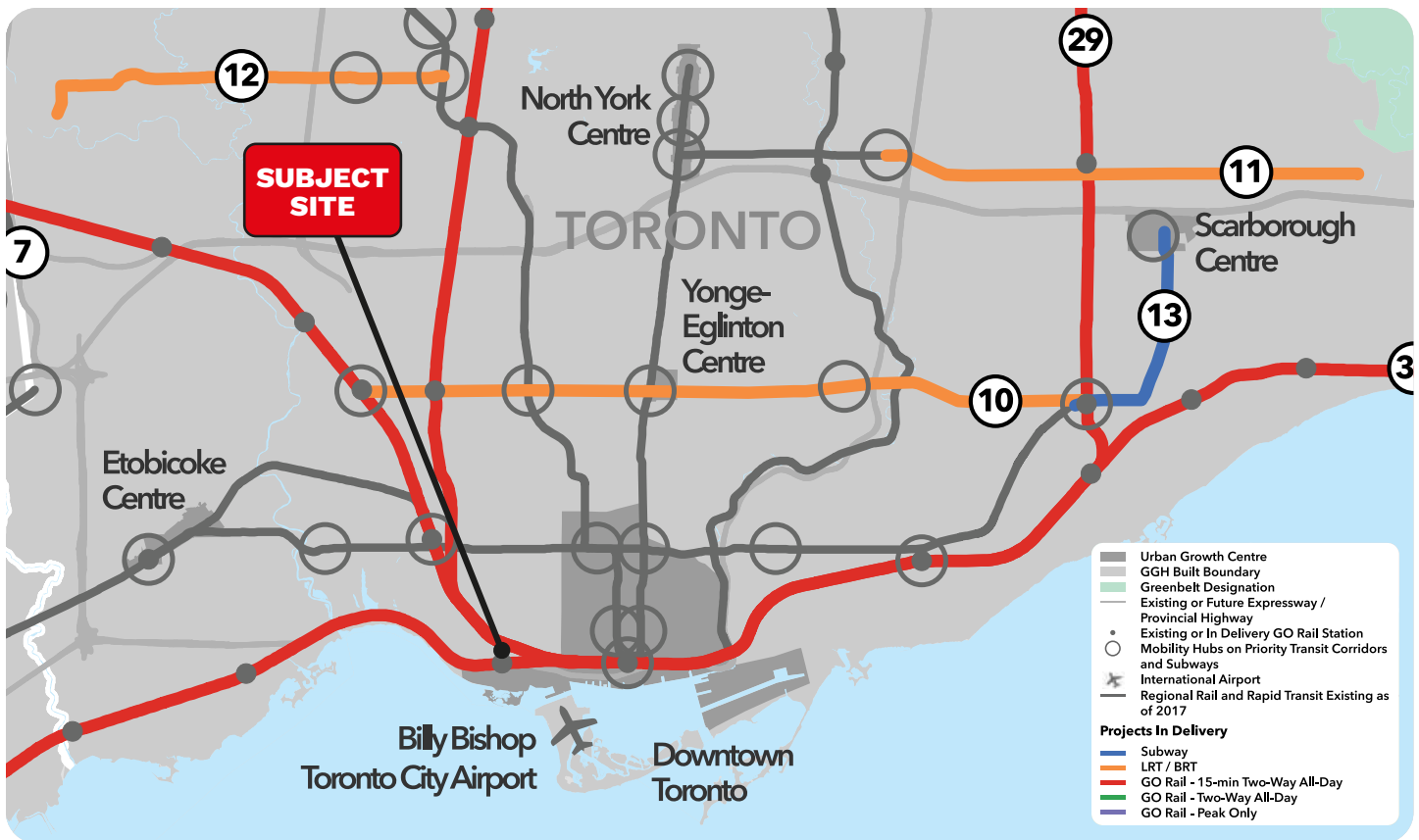


Figure 12 - 2041 Regional Transportation Map3

4.8 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was substantially approved by the Ontario Municipal Board (OMB) 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.

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

Growth Management Policies

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

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

To that end, Policy 2.1(3) provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto’s growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

“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 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” (our emphasis).

In Chapter 2 (Shaping the City), one of the key policy directions is to integrate land use and transportation (Section 2.2). As amended by Official Plan Amendment 456, approved on June 9, 2021, the Plan states that:

“... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit capacity can be provided along frequent bus and streetcar routes and at higher-order transit stations” (our emphasis).

Policy 2.2(1) states that “this Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure”.

In this regard, Map 4 (Higher Order Transit Corridors) and Map 5 (Surface Transit Priority Network), identify the Lakeshore West GO Line as Existing GO Rail Line and King Street West as a Transit Priority Segment, which is located approximately 200 metres to the north of the subject site (see **Figure 13** – Official Plan Map 4, Higher Order Transit Corridors and **Figure 14** – Official Plan Map 5, Surface Transit Priority Network).

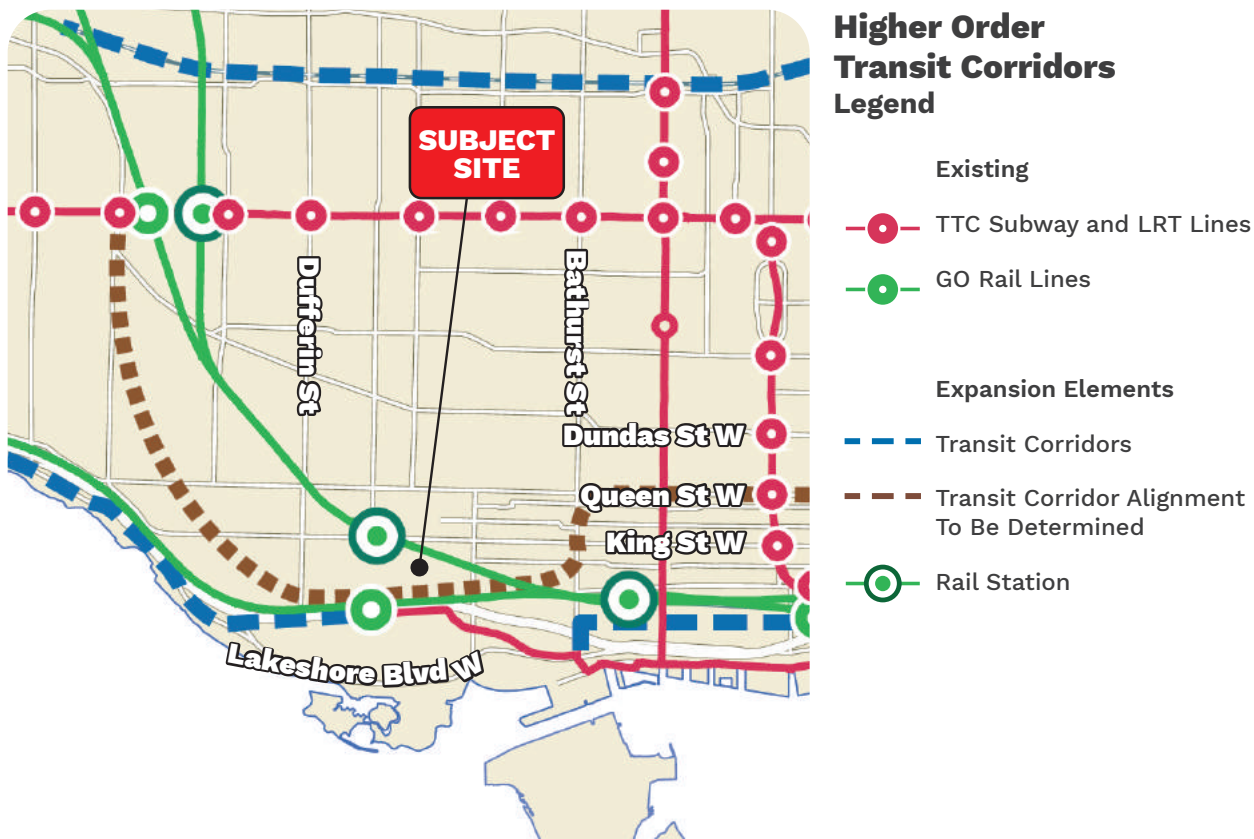


Figure 13 - Official Plan Map 4, Higher Order Transit Corridors

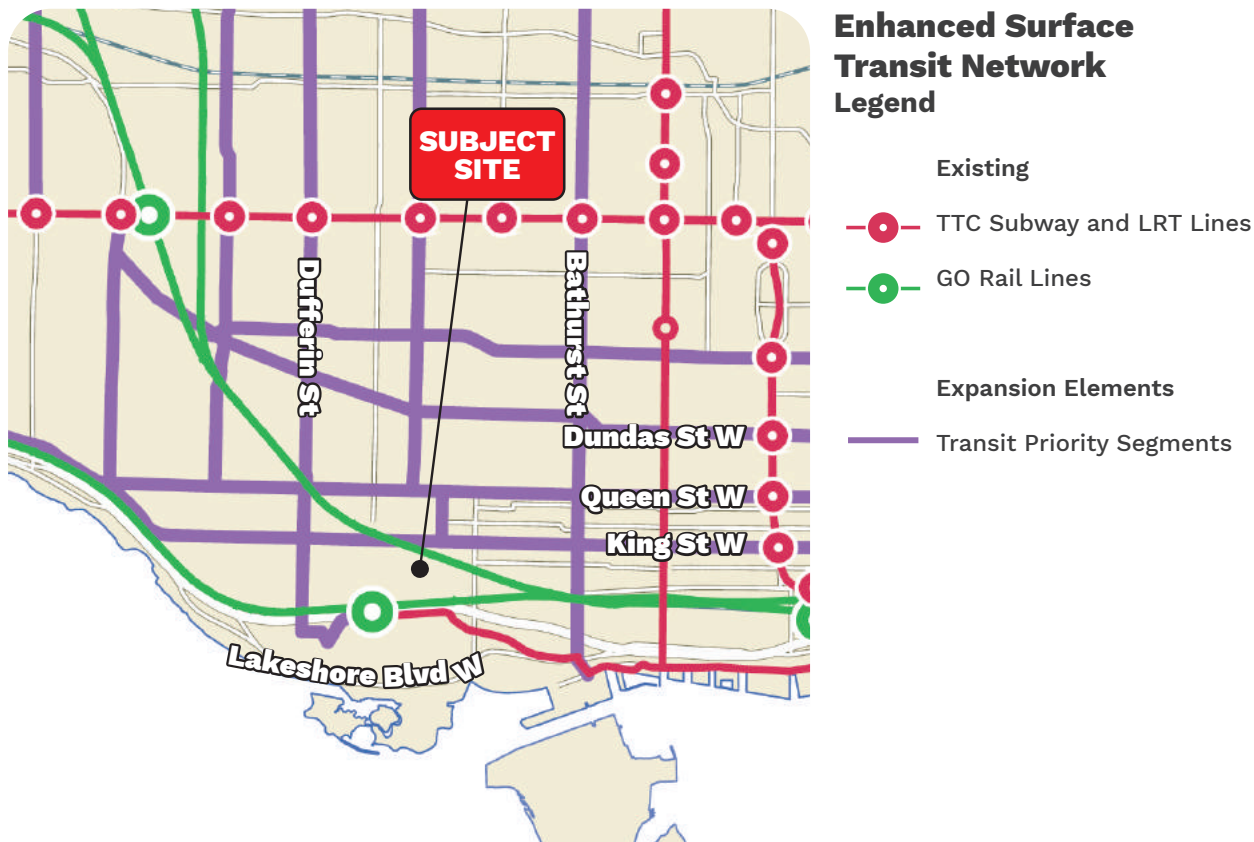


Figure 14 - Official Plan Map 5, Surface Transit Priority Network

In addition, the introductory text in Section 2.4 “Bringing the City Together: A Progressive Agenda of Transportation Change” notes that:

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

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

Policy 2.4(7) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations and along major transit routes), 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.

Following therefrom, Policy 2.4(8) provides that, for sites in areas well served by transit (such as locations around higher-order transit stations), 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.

Land Use Policies

Policy 2.4(14) directs that an urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages, abilities and means, by among other things:

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

The subject site is designated *Mixed Use Areas* on Map 18 of the Official Plan (see **Figure 15** – Official Plan Map 18, Land Use Plan). Lands to the immediate north south, east and west are also designated *Mixed Use Areas* while the lands further north are designated *Railway Lines*. Additional areas to the southwest are designated *Core Employment Areas*.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings. The introductory text in Section 4.5 of the Official Plan states that the intent of the designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreational, and cultural activities, and parks and open spaces. In particular, the intent is that:

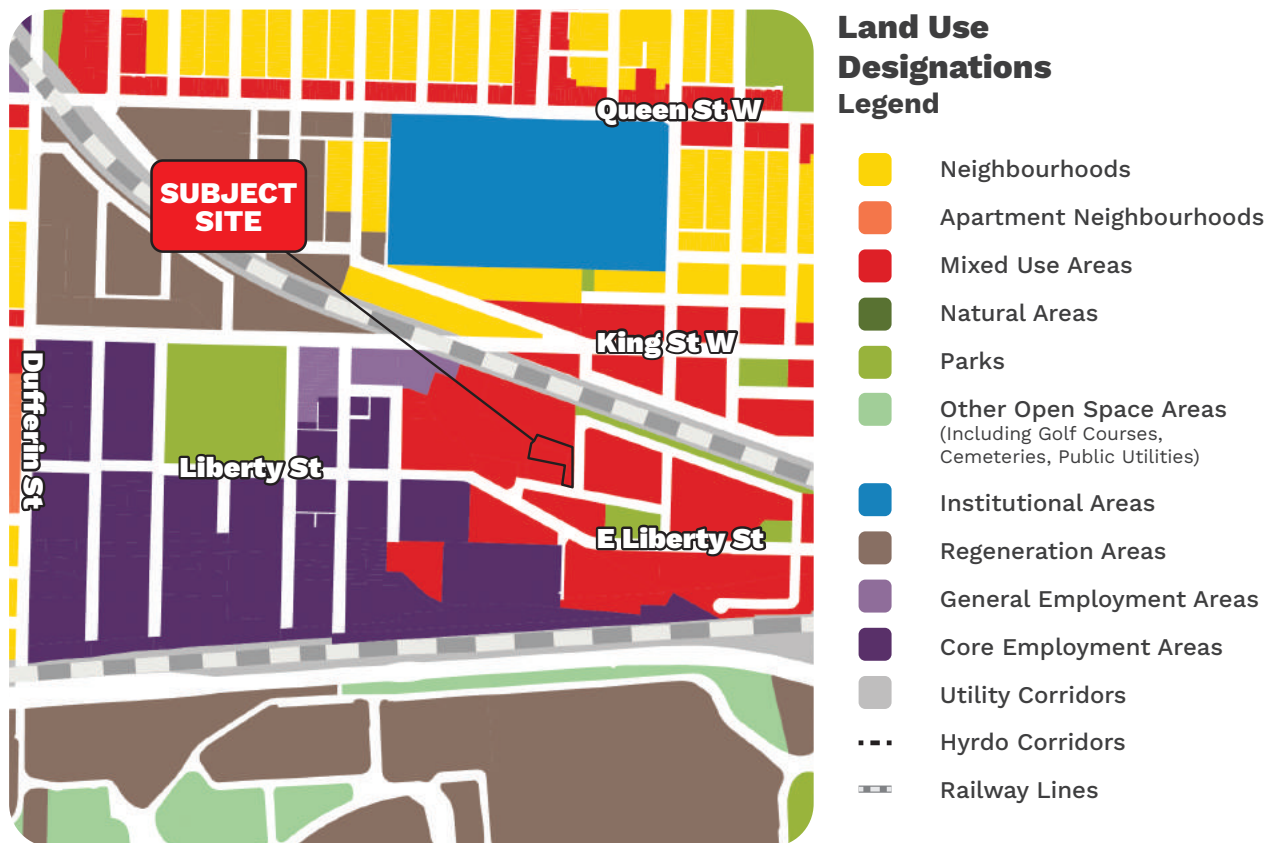


Figure 15 - Official Plan Map 18, Land Use Plan

“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.”

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

- creating a balance of high quality commercial, residential, institutional, and open space uses that reduces automobile dependency and meets the needs of the local community;
- provide for new jobs and homes for Toronto’s growing population on underutilized lands in the Downtown and Central Waterfront, Centres, Avenues and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- providing access to schools, parks, community centres, libraries and childcare centres;
- 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 residences;
- providing indoor and outdoor recreation space for building residents;

- providing opportunities for energy conservation, reductions in peak demand, resilience to power disruptions and local integrated energy solutions that incorporate renewable energy sources, district energy, combined heat and power or energy storage; and
- providing opportunities for green infrastructure such as tree planting, stormwater management systems and green roofs.

Public Realm Policies

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

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

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

Policy 3.1.1(6) recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a “Complete Streets” approach, by balancing the needs, priorities and safety of all users and uses within the right-of-way, including pedestrians, cyclists and motorists, together with ensuring space for street furniture and green infrastructure; improving the quality and convenience of active transportation options; and serving as community destinations and public gathering places.

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

Policy 3.1.1(13) states that the design of sidewalks and boulevards will provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

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

Policy 3.1.1(14) indicates that design measures that promote pedestrian safety and security will be applied to streetscapes, lanes, parks and other public and private open spaces. Policy 3.1.1(16) states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority of all development.

Built Form Policies

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

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

Section 3.1.3 sets out provides principles that speak to the relationship between the location and organization of development, its massing and the interface between the building and the public realm.

Policy 3.1.3(1) directs that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

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

Policy 3.1.3(2) directs that development will provide accessible open space, where appropriate, while Policy 3.1.2(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

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

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

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

Policy 3.1.3(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.3(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

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

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

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

- improvements to adjacent boulevards and sidewalks, including sustainable design elements which may include landscaping, permeable paving materials and street furniture;
- co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

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

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

Built Form – Building Type Policies

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

The Official Plan states that tall buildings are the most intensive form of growth and come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

Policy 3.1.4(8) states that buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole. For the base portion, Policy 3.1.4(9) provides that it should respect and reinforce good street proportion and pedestrian scale, and be lined with active, grade-related uses.

For the tower portion, Policy 3.1.4(10) directs that it should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.

Policy 3.1.4(11) indicates that the objectives in Policy 3.1.4(10) should be achieved by:

- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floor plates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

Finally, Policy 3.1.4(12) directs that the top portion of a tall building should be designed to: integrate rooftop mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

Housing Policies

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

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

Parks and Open Space Policies

Section 3.2.3 highlights the importance of parks and open spaces in the city, and emphasizes the importance of maintaining, enhancing, and expanding the system. Policy 3.2.3(2) provides guidance for parkland acquisition and outlines criteria to determine whether to accept parkland or cash-in-lieu as a condition of development. Policies 3.2.3(4) and 3.2.3(5) further elaborate and provide an overview of the rate of parkland dedication required for development proposals. Policy 3.2.3(8) provides guidance on the location and configuration of land to be conveyed to the city.

Implementation Policies

Policy 5.3.2(1) provides that implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them and do not have the status of the policies of the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the City-wide Tall Building Design Guidelines and the Growing Up Guidelines discussed in Sections 4.13 and 4.15 of this report.

4.9 Garrison Common North Secondary Plan

The subject site is located within the boundaries of the Garrison Common North Secondary Plan which was adopted in 2009. The subject site is not identified as being within a Site and Area specific policy area, as per Map 14-1 of the Plan.

Section 2 of the Secondary Plan outlines key objectives for new development to achieve including but not limited to:

- be integrated into the established city fabric in terms of streets and blocks, uses and density patterns;
- include a variety of land use and densities so that development can respond to changing market demands over time and provide services for new residents and tenants;
- provide for a range of housing types in terms of size, type, affordability and tenure, to encourage households of all sizes to locate within Garrison Common North; and
- be sensitive to and protect industrial, communications and media operations, solidifying the area as one of the leading locations for new industry technologies

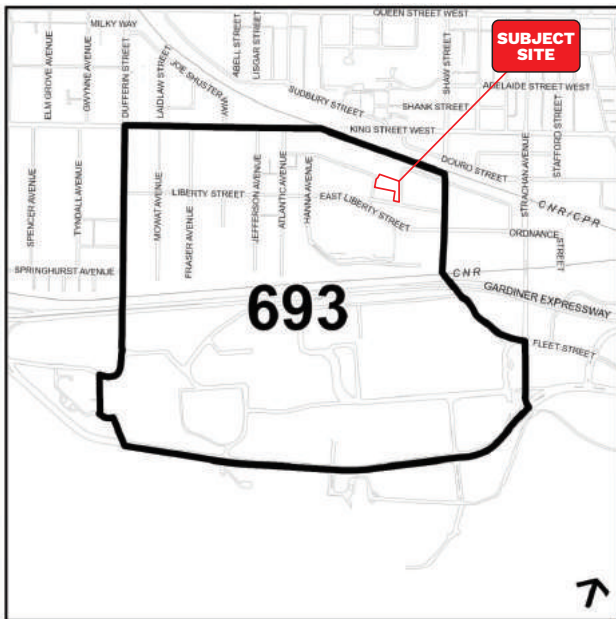


Figure 16 - Draft SASP 693 Map 2

4.10 Proposed Official Plan Amendment 570

On July 19, 2022, City Council brought forward Official Plan Amendments that include Major Transit Station Areas (MTSAs)/Protected Major Transit Station Areas (PMTSAs), including Official Plan Amendment 570 which introduces new Site and Area Specific Policies (SASPs) for 57 PMTSAs, corresponding to existing and planned subway, light-rail transit and GO stations across the City. The SASPs introduced contain minimum population and employment density targets for each of the identified PMTSAs.

The subject site falls within two PMTSAs including the Exhibition PMTSA and the King-Liberty PMTSA and, as delineated by Site and Area Specific Policy 693 (SASP 693) and Site and Area Specific Policy 687 (SASP 687) of OPA 570, respectively. SASP 693, provides that existing and new development within the Exhibition PMTSA are to be planned for a minimum population and employment target of 250 residents and jobs per hectare, with a minimum density of 2.0 FSI for the subject site (see **Figure 16-17**). SASP 687, provides that existing and new development within the PMTSA are to be planned for a minimum population and employment target of 250 residents and jobs per hectare (see **Figure 18-19**). A minimum density of 2.0 FSI is specified for the subject site.

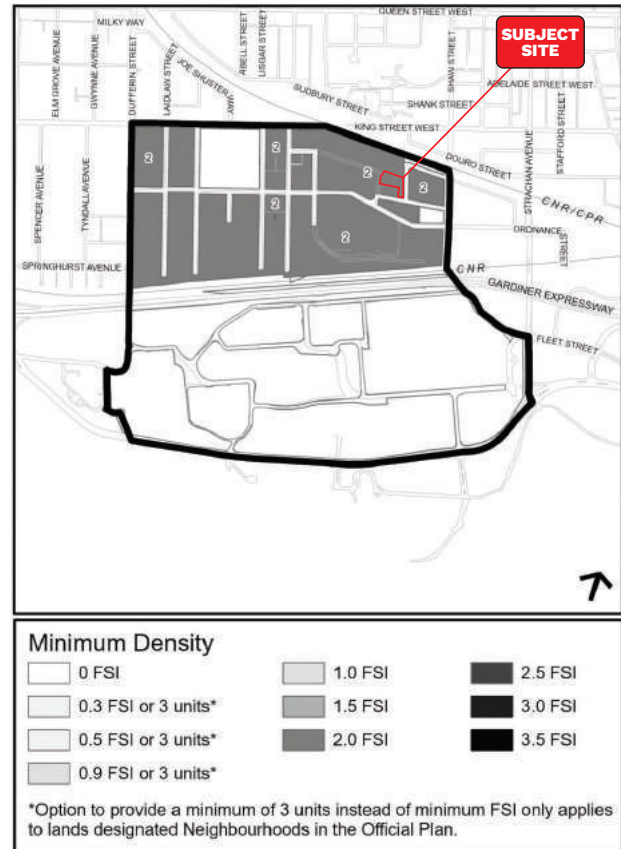


Figure 17 - Minimum Densities, Exhibition GO PMTSA

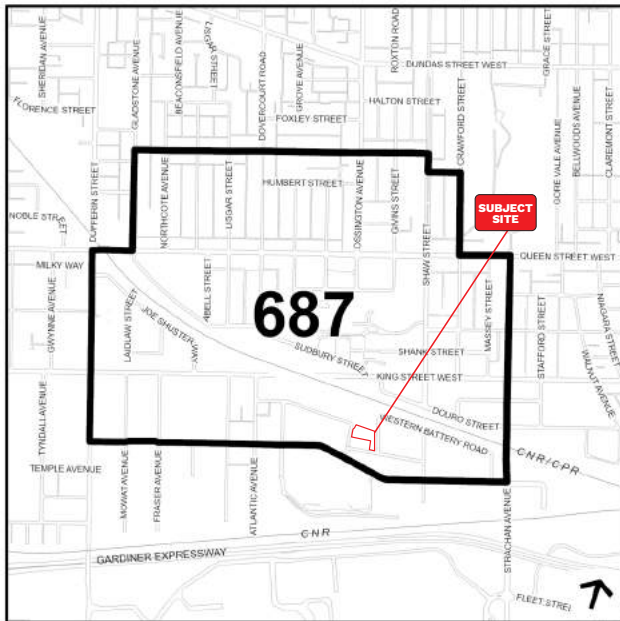


Figure 18 - Draft SASP 687 Map 2

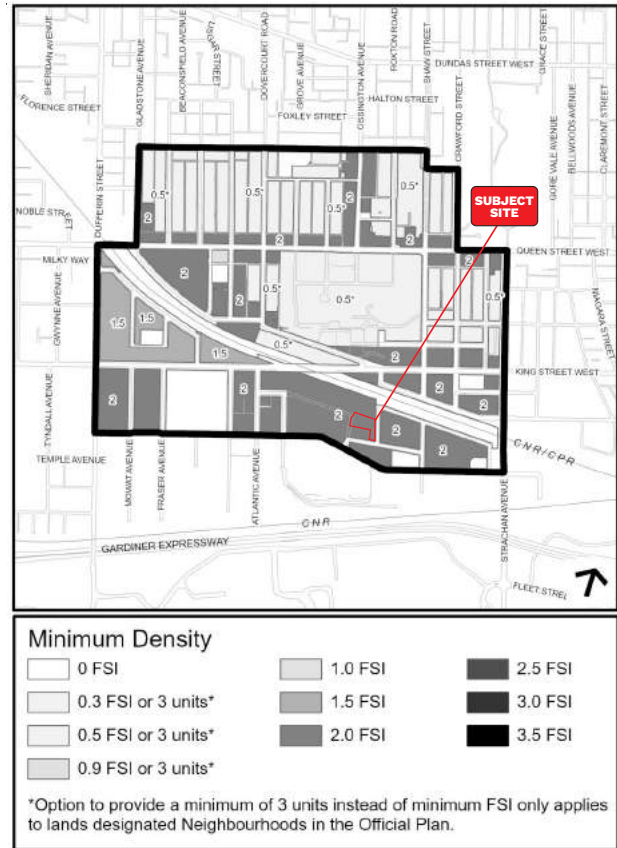


Figure 19 - Minimum Densities, King-Liberty Station PMTSA

4.11 Official Plan Amendment No. 557

On November 12, 2021, City Council adopted Official Plan Amendment No. 557 (OPA 557) and Zoning By-law 941-2021 to introduce new requirements for inclusionary zoning to the Toronto Official Plan and the City-wide Zoning By-law. Inclusionary zoning (IZ) is a land use planning tool that allows municipalities to require new residential development to include affordable housing, which is intended to increase the supply of affordable housing for low to moderate income households, support a diverse range of housing supply and support the development of more inclusive and equitable communities.

OPA 557 adds new policies to Section 3.2.1 of the Official Plan and establishes IZ Market Areas on Map 37. The subject site is located within IZ Market Area 2 (see **Figure 20**).

Policy 13 provides that new development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:

- a. for development that is located in IZ Market Area 2 identified on Map 37:

- i. if a condominium development is proposed, a minimum of 8 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
- ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing.

In this regard, the proposed development is of a rental building as such, there is no minimum requirement for affordable rental housing.

Policy 14 states that the requirements for affordable housing outlined in Policy 3.2.1.13 will not be applied by the City until the later of September 18, 2022, or approval of a Protected Major Transit Station Area by the Minister pursuant to the Planning Act.

As noted above in Section 4.9, the Minister has not yet approved OPA 570 which delineates the Exhibition and King-Liberty PMTSAs.

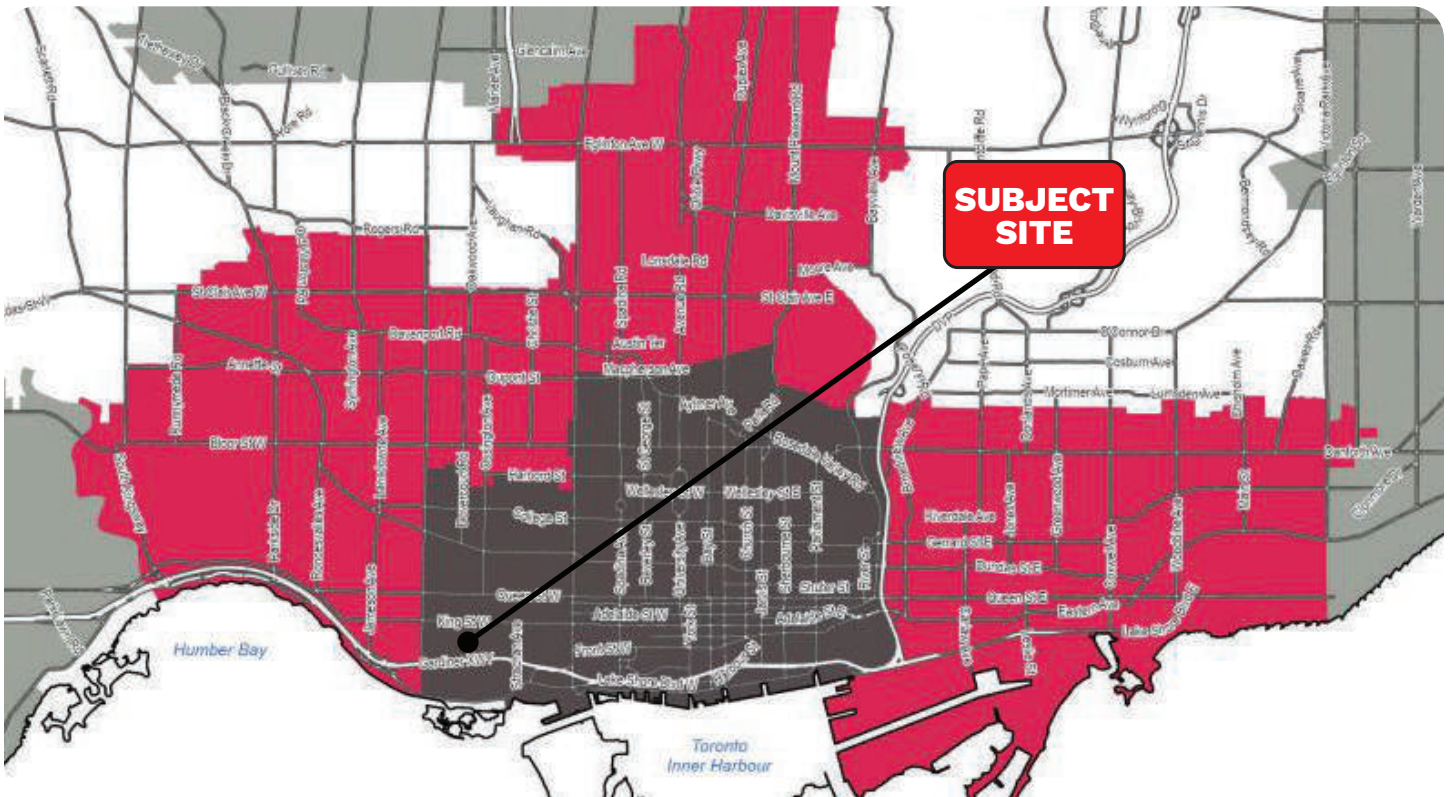


Figure 20 - Toronto Official Plan Map 37 – Inclusionary Zoning Market Area

Site Specific By-laws

By-law 566-2000

By-law 566-2000 defines the area surrounding the subject site as the "Inglis Lands". As per Map 2, the subject site was initially excluded from the permissions outlined in this By-law, however it would be brought forward in a subsequent amendment. By-law 566-2000 permits a range of uses but limits the overall residential and non-residential floor area to 285,820 square metres.

By-law 684-2003

Similar to By-law 566-2000, the subject site was excluded from the permissions outlined in this By-law but remains within the overall boundaries. The total residential and non-residential floor area permission on the Inglis Lands was increased to 349,500 square metres.

By-law 600-2005

By-law 600-2005 amended the permitted total residential and non-residential floor area to a maximum of 456,911 square metres, permitted density transfers within the blocks, provides parking rates and further expanded the Inglis Lands boundary to include the properties municipally known as 65, 75, 85 East Liberty Street, 69 Lynn Williams Street, 150 East Liberty and 80 Lynn Williams Street. The subject site is contained within Block 8 as per the By-law and was assigned site-specific permissions for any redevelopment including but not limited to the following:

- on Block 8 the maximum height of the podium will be 15.5 metres measured from grade and the minimum height of the first storey above grade for the new building, on the northern portion of this block, will be 6.0 metres measured from grade; and
- no person shall erect or use a building or structure on the northern portion of block 8 (80 Lynn Williams Street) as shown on Map 5 unless the existing building on the southern portion of Block 8, as shown on Map 5, is retained and restored
- of the total amount of non-residential gross floor area, residential gross floor area or any combination thereof, noted in section 2(3)(a), 16,722 square metres is permitted to be constructed on Block 8 which amount shall not be increased or decreased by transfers to or from any other portion of the Inglis Lands.

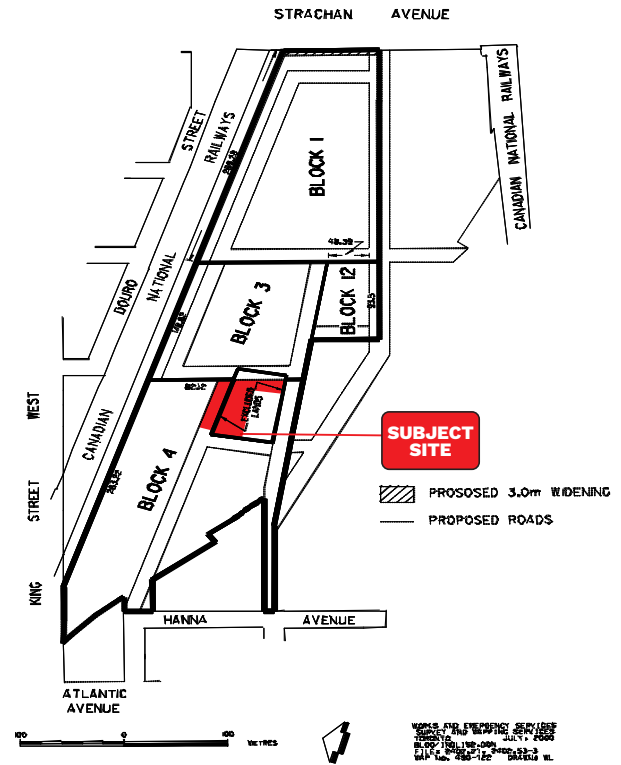


Figure 23 - By-law 566-2000 Map 2

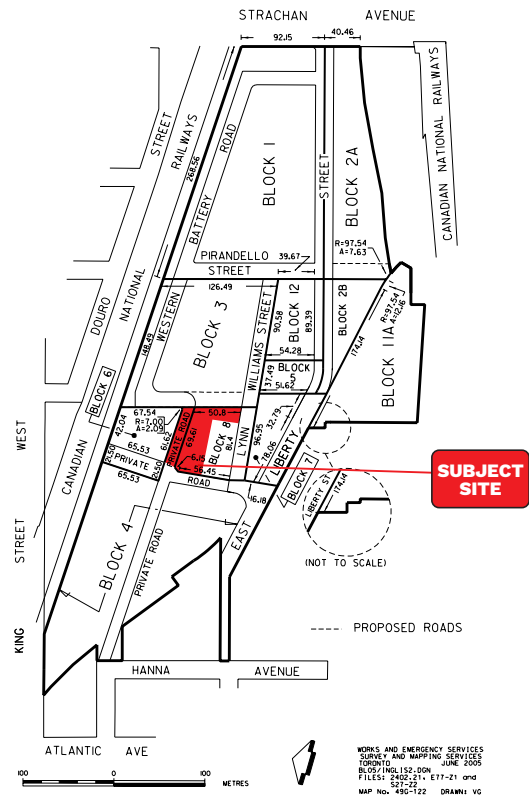


Figure 24 - by-law 600-2005 Map 2

By-law 853-2005

This By-law deleted and replaced the maps of By-law 600-2005, and provided more detailed maps regarding height, the location of retail/ service uses, and delineated the location of the retained heritage building. In this regard, Block 8 has been identified with a 52.0 metre height limit and 7.0 metre podium base on Map 5E as well as two private roads that border the west and north property lines. Map 4 also indicates street related retail or service uses at grade along the west side of the property.

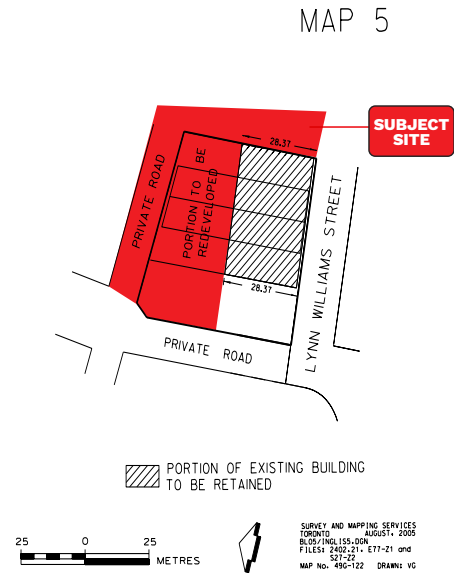


Figure 25 - By-law 853-2005 – Map 5E

4.13 Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which update and replace the "Design Criteria for the Review of Tall Building Proposals" (2006). The document specifically notes that the Tall Building Design 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 and provide a separation distance of 25 metres between towers on the same site and as well as existing or proposed towers as contemplated in the submitted Block Context Plan.

The proposed development is evaluated with respect to these Guidelines in Section 5.5 of this report.

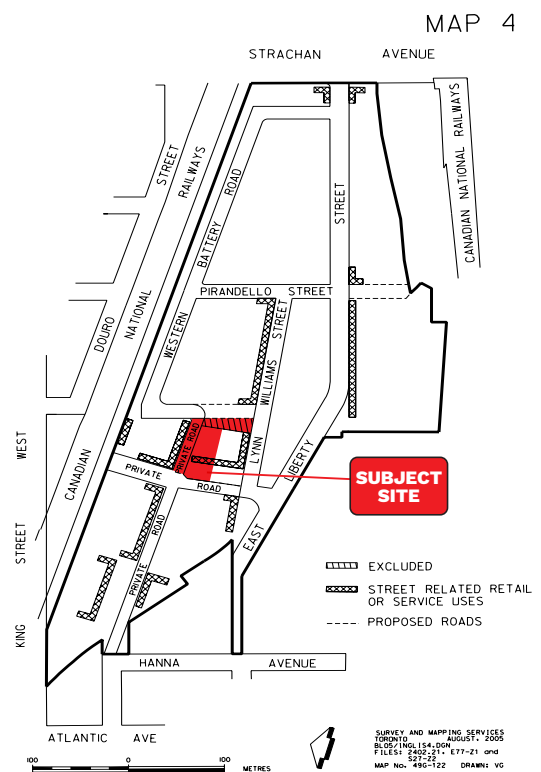


Figure 26 - By-law 853-2005 – Map 4

4.14 King Liberty Village Urban Design Guidelines

The King Liberty Village Urban Design Guidelines (KLVUDG) were established to help direct the development of Liberty Village from a collection of former industrial brownfields into a walkable, urban, mixed-use community. The Guidelines were approved along with the City of Toronto's Official Plan Amendment (By-law 565-2000) and Zoning by-laws (By-law 566-2000).

In terms of key design principles, the KLVUDG emphasize the following concepts across the entire area which include but are not limited to:

- Ensure that buildings on these blocks have regard for the public domain, enable views, and minimize shadow impacts on public spaces throughout the KLV lands;
- Building on the texture of the ground plane, the base/podium of each building will be designed so that it positively relates to and promotes pedestrian activity, that will in turn assist in creating a community feel to this new neighbourhood;
- The upper component of each building will be comprised of "lighter" condition/materials (which are compatible with the industrial character found in the area);
- create a comfortable new urban neighbourhood, containing a variety of uses, a well-defined public realm of streets, parks and open spaces throughout;

- streets, parks and open spaces will be designed to enhance the pedestrian experience, establish a coordinated approach to design; and create a unified image for this development; and
- overall design and scale of development along the streets throughout the KLV lands contributes to a well-defined pedestrian scale that will promote pedestrian activity.

With respect to Block 8, Section 3.4 of the guidelines indicate that new development to occur on the northern portion of Block 8 will respect the existing geometry of the site, the street, and block patterns and will complement the redevelopment of this block.

Moreover, the retention of the southern portion of the existing building, together with the provision of a publicly accessible open space on Block 7 (lands south of Block 8), will enable views to and from this building, which is representative of the existing built form and architectural language of buildings in the King Liberty area. The southern portion of the existing warehouse building should be used for publicly accessible uses such as commercial retail.

4.15 Growing Up: Planning for Children in new Vertical Communities

In 2015, the City initiated a study entitled *Growing Up: Planning for Children in New Vertical Communities* ("Growing Up Guidelines") and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017 and adopted without amendments. On July 28, 2020 a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

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

- **The Neighbourhood Scale:** At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- **The Building Scale:** At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.
- **The Unit Scale:** At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include ensuring inclusivity for larger and multi-generational households, supporting a range of household types and sizes, providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

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

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

The proposed unit mix is consistent with the Guidelines.

4.16 Pet Friendly Design Guidelines for High Density Communities

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

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

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

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

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

A photograph of two women in a professional setting, possibly a meeting or workshop. They are looking down at a model or document on a table. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. The background is slightly blurred, showing office shelves. The entire image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Mixed-use intensification of the subject site is appropriate, desirable and is supportive of the policy framework articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan, all of which support intensification on sites that are well served by municipal infrastructure, including higher-order transit and frequent transit. Moreover, redevelopment of the portion of the subject site at 86 Lynn Williams Street has been contemplated since 2003 and the proposal will establish a mix of uses that includes new rental dwellings and new jobs on the subject site while creating a landmark tower that is compatible with and accentuates the existing heritage building to the south at 80 Lynn Williams Street through a high quality design and materiality.

Given the context of the site, it is important to make efficient use lands that are well-suited for intensification in order to reduce the rate of outward urban expansion, minimize use of the private automobile and support the use of transit. Liberty Village is optimally situated amongst numerous transportation options including Exhibition GO Station, the planned King-Liberty GO Station, the King Street West streetcar and the Route 63 Bus station. Given its location in proximity to "higher-order transit", the subject site is located within a "major transit station area" as defined by the Growth Plan and is identified as such in the Council-approved OPA 570.

The Growth Plan directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. Within Council-adopted OPA 570, the subject site falls within two delineated PMTSAs. As noted earlier, SASPs 693 and 687 are both planned for a minimum of 250 jobs and resident combined per hectare and a minimum density of 2.0 FSI for the subject site.

Accordingly, the subject site is located within a "strategic growth area" as defined by the Growth Plan. These areas are to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form and "includes 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" (our emphasis). In our opinion, the proposed intensification of the subject is appropriate and has been achieved in a compact built form.

From an Official Plan perspective, strong policy support is expressed for intensified development with minimum density requirements intended to minimize inbound commuting and expand the range of housing opportunities. Furthermore, the Official Plan provides 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". It further provides that "the integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City". For sites in areas such as this which are well served by transit, Policy 2.4(8) of the Official Plan provides for intensified development, with minimum density requirements (along with limits on parking).

From a housing perspective, there is policy support at the Provincial and Municipal levels for a range of housing types and densities to meet the projected needs of current and future residents. The proposed residential intensification of the subject site can take advantage of the existing retail, service commercial uses and community amenities in the area and provide additional support to these local businesses through incremental population growth. Furthermore, additional housing stock in proximity to higher-order transit will promote ridership and active forms of transportation, thereby reducing dependence of vehicles.

In our opinion, and as contemplated for almost two decades, the northern portion of the existing warehouse building is in need of redevelopment to achieve the long-term vision for the subject site. The proposed redevelopment of the subject site for a tall mixed-use building represents a logical strategy of intensification and reinvestment that will result in a compact built form that is transit-supportive, supporting objectives of a complete community, and providing economic opportunities in Liberty Village. As previously indicated, intensification on the subject site has been contemplated for a two decades and as Liberty Village has continued to evolve, the area has become more transit accessible and a desirable place to live, work and play. The proposed redevelopment represents a true mixed-use development with new job opportunities, additional housing stock and an appropriate amount of vehicular and bicycle parking.

Within the policy context outlined above, it is our opinion that the subject site is underutilized in its current form. The proposed development provides for the optimization of land and infrastructure in accordance with the policy direction set up in the Growth Plan and the Official Plan. In our opinion, optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. In this respect, to “optimize” means to make something “as fully perfect, functional, or effective as possible”.

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

5.2 Land Use

The mix of uses within the proposal are permitted in the *Mixed Use Areas* designation. The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, without any limitation on height and density. In this respect, the Official Plan intends that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as the majority of new housing stock.

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

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

In this regard, the proposed uses will reinforce the existing mix of uses in Liberty Village and implement the development criteria set out in Policy 4.5(2) of the Official Plan by creating additional housing stock, including a variety of unit sizes that are adjacent to higher-order transit options, and providing new job opportunities.

With respect to zoning, the in-force Zoning By-laws applicable to the subject site contemplated a taller building on the subject site, however these by-laws are in excess of 15 years old. As such, a Zoning By-law Amendment is required to permit the proposed height and density of the proposed development, as well as other provisions that would bring the zoning into conformity with the current planning framework of City-wide By-law 569-2013, as well as to achieve the policy objectives of the Provincial Policy Statement and Growth Plan. Furthermore, the Commercial Residential (CR) zoning permissions align with the uses permitted in the *Mixed Use Areas* designation which include a wide range of residential and commercial uses, including the proposed uses.

The proposed high-density mixed-use development is desirable in comparison to the existing condition of the subject site. The provision of additional residential uses, coupled with a new retail uses, will provide increased housing stock, which is proposed as rental in tenure, in addition to employment opportunities, further diversifying the land uses contained within Liberty Village. In particular, the majority of existing tall buildings in the area consist solely of residential uses whereas the proposed tower accommodates a variety of uses. Moreover, the proposed development will animate adjacent street frontages, provide for a new public park and increase pedestrian activity throughout Liberty Village.

5.3 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site represents an appropriate location for mixed use intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building given;

- its *Mixed Use Areas* designation;
- its access to higher order transit (Exhibition GO);
- its location within two delineated PMTSAs (Exhibition PMTSA and King-Liberty PMTSA); and
- its proximity to frequent streetcar service along King Street West as well as bus routes;
- its overall size and configuration; and
- its relationship to other existing, approved and proposed tall buildings in the vicinity.

In this respect, it is our opinion that the proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan and the height and massing of the proposed development is appropriate and desirable and would fit harmoniously within the emerging and planned context.

In terms of **height**, it is our opinion that the proposed 43-storey building (135.8 metres, exclusive of a 7.7 metre mechanical penthouse) is appropriate and would represent a positive contribution to the urban structure and built form in Liberty Village.

With respect to the broad urban structure, the development of a tall building has been contemplated since 2003. Since that time, there has been a continued evolution of both Provincial and Municipal policy which supports tall buildings such as this one in this location, in addition to a changing physical context which has seen the area develop with a number of tall mixed-use buildings in Liberty Village. As such, the development of a taller, more slender and well-designed building on the subject site would be in keeping with the existing pattern, scale and form of development in the area, and would be supported from a policy perspective.

With respect to heights in the immediate context, the subject site is immediately adjacent to towers of 30-storeys (95.0 metres) at 125 Western Battery Road to the north, 32-storeys (105 metres) to the south at 171 East Liberty Street and 24-storeys to the east at 100 Western Battery Road). Finally, the lands to the immediate west of the subject site at 61 and 75 Hanna Avenue and 120 Lynn Williams Street were recently approved by City Council for three towers with heights of 32, 33 and 36 storeys.

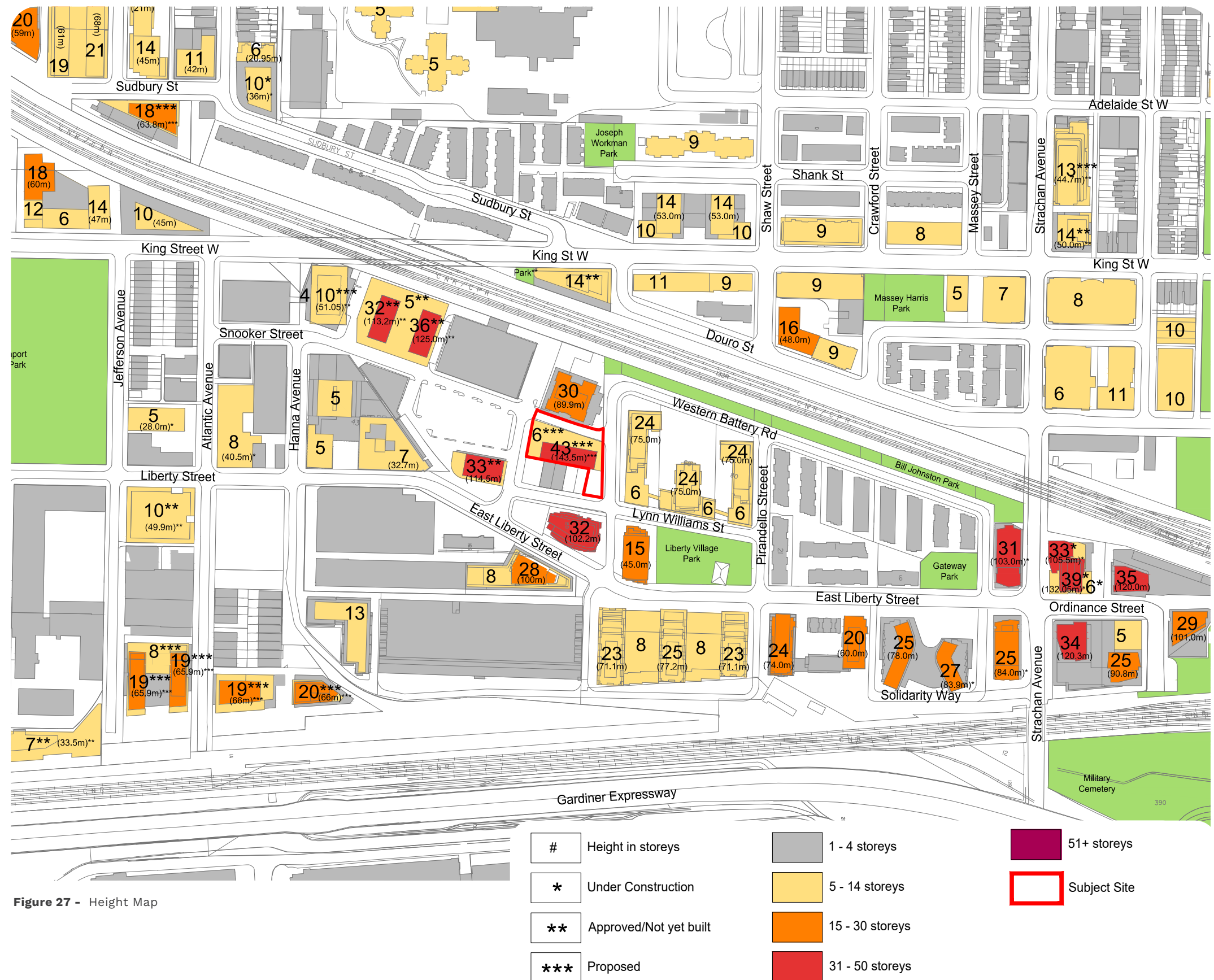


Figure 27 - Height Map

In terms of massing, it is our opinion that the scale of the proposed development conforms with the built form policies of the Official Plan, is in keeping with the intent and principles of the Tall Building Guidelines and promotes the achievement of planning policy direction supporting intensification. The design of the proposed building will fit harmoniously with the existing and planned built form context. The proposed building will employ a podium-tower configuration that provides for a comfortable street wall condition along all street frontages, in addition to an appropriately sized and oriented tower that has minimal built form and visual massing impacts on the public realm. In this regard, the proposed building will be comprised of two distinct elements: a 6-storey base building and a 37-storey tower element.

The base building will be 6 storeys (23.5 metres) in height and will provide for an appropriate streetwall condition and comfortable public realm. In particular, the ground floor of the base building is 6.0 metres in height and consists of both residential and non-residential uses. The west façade of the podium has been setback by 8.9 metres from the west lot line to accommodate a sufficiently wide and comfortable landscaped street edge resulting in an enhanced public realm as directed by the King Liberty Village Urban Design Guidelines.

To the north the base building is proposed to be setback 12.7 metres from the north property line while. By virtue of its interface with the proposed private road to the north, which has a right-of-way width of 12.7 metres, and Western Battery Road to the east, which has a right-of-way width of 16.5 metres, this base building condition is appropriate. Along both the north and east facades there is a boulevard condition provided which supports an adequate relationship from the base building to the public realm. With regard for comparable scale and mass, it is acknowledged that 125 Western Battery Road to the immediate north has a podium of 4-storeys which is further defined by an architectural exo-skeleton which encompasses private terraces and amenity space. As such, the podium element of 125 Western Battery Road visually reads more akin to a 5 or 6-storey height. In addition, to the immediate east, 100 Western Battery Road is characterized by a 5-storey podium which includes a double height ground floor to accommodate retail uses. Similar to 125 Western Battery to the north, the podiums metric height equates to an approximate 6-storey scale which would interface appropriately with the subject site.

It is our opinion that the 6-storey base building is appropriately situated on the subject site and will provide sufficient setbacks and separation distances between adjacent lot lines and buildings that will reduce visual massing impacts and provide for a comfortable pedestrian environment.

With respect to the tower, this element is defined by generous setbacks on the west, north and east frontages which greatly exceed the required 3.0 metre minimum setbacks as set out in the Tall Building Urban Design Guidelines. A setback of 12.3 metres is provided to the west edge of the base building, a setback that ranges from 5.7 metres to 15.5 metres is provided to the north edge of the base building and 8.8 metres to the eastern extent of the base building. The north edge of the base building is tapered which allows for increased setbacks up to a maximum of 15.5 metres at the northwest corner of the subject site. This area provides for an 919 square metre outdoor amenity terrace.

The proposed tower element would have a floor plate size of approximately 794 square metres of gross construction area (GCA), which is incrementally above the 750 square metre size generally recommended by the Tall Building Design Guidelines. The tower is recessed significantly along the north and provides additional separation from the existing residential building to the north at 125 Western Battery Road. It is also noted that there are no projecting balconies along the north facade which would protrude into the 25.0 metre separation distance. As described in further detail in Section 5.5 below, the proposed tower element appropriately addresses its impact through the implementation of appropriate setbacks and separation distances from adjacent lot lines and buildings. Furthermore, the proposed tower floorplate would be in keeping with the significant number of larger residential floorplates located within Liberty Village as outlined in **Table 2** below.

Tower Floor Plates in Liberty Village

Address	Floorplate Size (Approx.)	Height
125 Western Battery Road	1,191 square metres	30-storeys
100 Western Battery Road	879 square metres	24-storeys
150-171 East Liberty Street	1,176 square metres	32-storeys
86 Lynn Williams*	794 square metres	43-storeys
120 Lynn Williams**	750 square metres	33-storeys
75 Hanna**	750 square metres	32 and 36 storeys

* Under Construction

** Approved/ Not Under Construction

In summary, the tower has been massed to appropriately address all lot lines and in particular frame the north, west and east lot lines with significant setbacks to create a defined streetwall and minimize the perception of the upper portions of the building mass. The proposed massing of the tower is generally consistent with the Tall Building Design Guidelines, and in our opinion is appropriate for the subject site.

In our opinion, the proposed density of 10.3 FSI is appropriate and desirable. There is a clear policy direction to optimize density on sites suitable for intensification. The most appropriate density should, in our opinion, be reflective of the existing and planned development context, urban structure considerations, the applicable urban design guidelines and the resulting built form. The proposed density of 10.3 FSI provides for a built form which has minimal impacts on adjacent land uses and respects City policies and guidelines for infill development while assisting in the achievement of the minimum density target of 250 people and jobs per hectare for the proposed Exhibition GO and the King-Liberty PMTSAs.

In our opinion, it is important and appropriate from a planning policy perspective to optimize the use of land and infrastructure on the subject site given its location within a protected major transit station area and its proximity to existing and planned transit that will serve future residents on the subject site.

As well, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to “prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City”. Accordingly, it is reasonable to establish the appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

The proposed development will contribute to residential intensification in an area that is targeted for such intensification by the Growth Plan and the Official Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of services. As detailed in the following sections, the proposed development has no unacceptable built-form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.4 Built Form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. In our opinion, the proposed development will have no unacceptable built form impacts on surrounding streets, open spaces or properties and, in particular, on lands designated *Neighbourhoods*. In particular, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition between areas of development intensity and scale through means such as appropriate setbacks and/or 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*. The Official Plan development criteria applying to the *Mixed Use Areas* designation also has a focus on the relationship between the building and street, ensuring good proportion as well as creating a comfortable, attractive and safe pedestrian environment.

In this respect, the closest properties designated *Neighbourhoods* are located approximately 168 metres northwest of the subject site, north of King Street West. As outlined in the Official Plan's built form policies and the Tall Building Design Guidelines, there are several approaches to evaluating and achieving fit and transition, including minimum horizontal separation distances and other building envelope controls (such as stepping of height components, building setbacks and stepbacks), in addition to angular planes. The policies and guidelines further indicate that the actual design approach and methods used to achieve appropriate fit and transition will be determined on a site-by-site basis and may vary according to, but not limited to: regulatory framework; existing and planned context; the size of the development site; the planned intensity of use and scale of development; proximity and scale of adjacent built form; and potential impact on privacy, daylight, sky view, sunlight/shadow for the public realm and neighbouring properties.

The subject site is located within an area that is planned for increased heights and densities, given its proximity to Exhibition GO Station and the planned King-Liberty SmartTrack Station and within an area where there are numerous existing and approved tall buildings.

Light View and Privacy

Light, view and privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development appropriately limits its impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and low-rise neighbourhoods, specifically with regards to adequate sunlight. As a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between the main windows of podiums of tall buildings while, for the City-wide Tall Building Design Guidelines recommend a tower separation distance of 25 metres between tower faces and tower setbacks of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e., balconies are permitted within the setback zone). Notwithstanding these guidelines, however, reduced setbacks may be appropriate in order to allow for a development within a block to be optimized to support the significant transit investments in the neighbourhood, as demonstrated through the study of a block context plan.

It is our opinion that the proposed building conforms with the built-form policies of the Official Plan that address LVP impacts and are generally in accordance with the Tall Building Design Guidelines. The redevelopment of the subject site considers the surrounding and existing built form context, and in particular, the proposed tower within a block plan study analysis to ensure appropriate relationships. In this regard, a Block Context Plan (BCP) has been prepared by Bousfields Inc. to support the Zoning By-law Amendment and has been submitted concurrently with the application. The BCP takes into account the future severance of the block and condition to the existing heritage warehouse to the south. The subject site has frontage on public or private streets to the north, east and west.

It is our opinion that the proposed development would not result in any unacceptable light, view or privacy impacts on adjacent buildings and properties, as outlined below.

With respect to the base building, by virtue of the adjacency to the public/private road network to the north, east and west, an appropriate separation distance and mass is provided as outlined in 5.3 above. With respect to the south property line, the building has been carefully designed to address the existing heritage building to the south, through the provision of an atrium which runs along the south property line, supported by a Heritage Impact Assessment. The proposed tower will be set back from the north podium edge between 5.7 metres at the northeast corner of the tower and approximately 15.5 metres from the northwest corner. This setback does not include the additional width of future private right of way. In this regard, the right-of-way width of the proposed publicly-accessible private street to the north is 12.7 metres, which results in a separation distance of at least 25.0 metres between the proposed tower and the existing tower to the immediate north at 125 Western Battery Road.

To the east, the tower is set back 8.8 metres from the east property line at its closest point. While this setback is less than the recommended minimum of 12.5 metres, the tower to the immediate east at 100 Western Battery Road is set back approximately 3.5 metres from its western property line and, in combination with the right-of-way width of Western Battery Road of approximately 16.5 metres, would result in a separation distance of approximately 28.8 metres between the two towers.

To the west, the tower is set back 16.2 metres to the west property line. To the immediate west is the north-south leg of a private street and the approved towers to the west at 120 Lynn Williams Street are a significant distance away. As such, the tower setback to the west is appropriate.

In terms of tower setback to the south, the tower provides for a setback of approximately 1.5 metres which will contribute to the centralized atrium and mid-block connection. This reduced tower setback is appropriate given the heritage warehouse is not intended to develop in future.

Based on the foregoing analysis, it is our opinion that the tower separation distances between the proposed and existing tall buildings and potential future tall buildings in the surrounding area would result in appropriate light, view and privacy conditions.

Shadow Impacts

A Sun/Shadow Study was prepared by gh3 assessing the shadow impacts at the spring/fall equinoxes (March / September 21st) and the summer solstice (June 21st) from 9:18 a.m. to 6:18 p.m. In this regard, the Official Plan Policy 4.5(2)(d) of the Official Plan requires new buildings to be located and massed to “adequately limit” shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes.

The proposed development has been sited and massed to limit incremental shadowing impacts on the nearby *Neighbourhoods* to the northwest.

Wind Impacts

A Pedestrian Wind Assessment was prepared by SLR Consulting in support of the proposed development. The findings of the report are summarized below.

The wind conditions on-site are generally predicted to be windier in the winter months compared to the existing wind conditions. Wind mitigation measures are recommended.

- Wind conditions on the proposed terraces are generally windier than desired for passive activities. Wind mitigation measures are recommended.
- Wind conditions along the surrounding sidewalks are generally similar between the Existing and Proposed Configurations, with slightly better wind conditions in the Future Configuration.
- Strong wind flows around the proposed development is not considered unusual, since there is no neighboring buildings of similar height or taller in the vicinity to provide protection from the prevailing winds. SLR will work with the design team to determine practical and effective wind control measures prior to the next planning submission.

Subject to recommendations and mitigation measures as indicated by SLR Consulting the wind conditions across the site are anticipated to be acceptable and improved upon through future resubmissions.

5.5 Urban Design

From an urban design perspective, it is our opinion that the proposed development is appropriate and desirable and will fit harmoniously within its existing and planned context. The proposed residential tower will result in a high-quality development that is well-designed in its urban development form. It will also provide improvements to the streetscape along all street frontages, both existing and future. The proposed grade-related uses along the western façade will result in an improved frontage and pedestrian experience and complement the public realm adjacent to the existing heritage building to the immediate south. Moreover, the proposed mid-block connection and future publicly accessible private road to the north will improve the pedestrian experience providing a connection across the subject site.

At an urban scale, the proposed tower height, size and siting will result in an appropriate addition to the existing adjacent tall buildings and those in the surrounding area, providing comfortable tower separation distances and relationships with surrounding buildings, both existing, approved and proposed. It represents a well-designed addition to the community and is in conformity with the built form and urban design policies of the Official Plan and is generally in keeping with the guidelines outlined in the City-wide Tall Building Design Guidelines.

The proposed building addresses the pedestrian scale with a base building that provides a comfortable 6-storey street wall height while the proposed tower element sits atop the base building with a clear distinction from the mass below and from adjacent properties. The tower is appropriately set back and treated to emphasize the streetwall height of the base building, while providing adequate separation from adjacent buildings.

In our opinion, the proposed design conforms with the criteria for development in *Mixed Use Areas* and with the general built form and urban design policies of the Official Plan, in particular, Policies 3.1.1(2), 3.1.1(5), 3.1.1(6), 3.3.1(9), 3.1.1(13), 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.2(6), 3.1.2(8), 3.1.2(9), 3.1.2(10), 3.1.2(11), 3.1.2(13), 3.1.3(8), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(12) and 4.5(2). In particular:

- the proposal will contribute to the long anticipated development of the northern portion of a derelict warehouse that is in proximity to higher-order public transit, specifically King Streetcar Routes and within the Exhibition PMTSA;
- The design of the building is pursuing a slender tower floorplate that is generously setback from the 6-storey podium to define the upper portions of the building;
- the public realm will be enhanced with a new public parkland contribution at the southeast corner of the subject site;
- A new private road will be established along the north side of the site connecting Western Battery Road and a future private road to the west, thereby enhancing overall connectivity and permeability of the site and its surroundings;
- the podium has been sited to frame adjacent public streets and private streets while maintaining an appropriate relationships to adjacent buildings as discussed in 5.3 above;
- Appropriate setbacks and stepbacks will be provided to address LVP impacts as discuss in 5.3 and 5.4.
- Vehicular parking will be accessed from the new east-west private street along the north façade. It is noted this location for parking access was contemplated in the King Liberty Village Urban Design Guidelines;
- The proposal has been designed to reflect an appropriate height of 43-storeys given the adjacent context and has been proportionally shaped and sited to minimize impacts on adjacent properties as discussed in 5.3 and as outlined in the Block Context Plan;
- The proposal has been designed to minimize shadow impacts on adjacent parks and open spaces to maximize utility of these spaces for users;
- The proposal established a range of high quality indoor and outdoor amenity uses including terraces and fitness centres to provide a total of 4.0 square metres per unit;
- the residential lobby and non-residential entrances lobbies will be clearly defined on the east, north and west facades to facilitate convenient access from the public realm;
- sufficient off-street vehicle and bicycle parking will be included for occupants and visitors including accessible short term bicycle parking;

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines, as set out below.

Guideline 1.1 – Context Analysis. Evaluate the existing and planned context and demonstrate how the proposed tall building responds to the patterns, opportunities, and challenges within the surrounding area.

- The proposed tall building aligns with the historic planned built form context envisioned by the King Liberty Village Urban Design Guidelines and associated site-specific by-laws and will contribute to the objectives of greater densities within an identified protected major transit station area.

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 planned context and would fall within the definition of a major transit station area while also providing sufficient separation distance to existing tall buildings as defined above and in the Block Context Plan;

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.

- The tower element will not result in any unacceptable shadow impacts on adjacent streets or parks and open spaces as discuss above in 5.4 (See Shadow Study);

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 ground floor of the base building has been designed to frame the edges of adjacent private and public roads with lobbies and active uses at grade along the north, east and west facades. Specifically, the east façade will support the primary lobby entrance while the north and west facades will accommodate multiple entrances to various retail uses to facilitate pedestrian activity on the site. All frontages will include an improved pedestrian realm. The proposal will also contribute new parkland at the southeast corner of the site which will provide additional plantings and the potential for programmatic elements.

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 lobby and entrance has been sited along Western Battery Road which will be clearly visible and integrate into the existing street network. Additional entrance to retail uses on the site will be provided off of private streets, however, these rights of way will be designed to read similar to public streets.

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 the underground parking garage is integrated into the podium along the new private road which will support loading activities as well as an underground access ramp.

Guidelines 2.5 - Private Open Space. Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

- A total of 2,471 square metres of amenity space is proposed including 1,186 square metres of indoor amenity space consisting of multiple indoor areas on floors 2,3, 4 and 5. The majority of outdoor amenity space is provided on the roof of the podium at Level 7 which is 919 square metres and overlooks the north private street. The remaining outdoor amenity is situated on the rooftop. In this regard, the proposal provides for a combined total of 4.0 square metres per dwelling unit.

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

- The overall base building will achieve a height of 23.5 metres or 6 storeys which is appropriate for the subject site given its relationship with adjacent public and private roads, both future and existing, as well as podiums on adjacent properties to the north and east.

Guideline 3.1.2 – Street Animation. Line the base building with active, grade-related uses to promote a safe and animated public realm.

- The west and north façade of the building will support non-residential uses and multiple entrances to encourage activity across the site. The western facing retail uses will sit below a cantilevered portion of the podium which will accommodate a covered 5.0 metre walkway.

Guideline 3.1.4 – Façade Articulation and Transparency. Articulate the base building with high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

- The proposed building incorporates an innovative design of prefabricated materials to articulate all building facades with varying patterns and scales of windows. The base building will prioritize taller, slender glass windows to provide visual distinction between the podium and tower element and provide sightlines into at grade uses.

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.

- The tower is appropriately sited above the podium inclusive of stepbacks that exceed the intent of the Tall Building Design Guidelines where as no stepback to the south has been justified given the retention of the heritage building to the south. See Section 5.3 and 5.4 above for further commentary and detailed dimensions.

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*.

- The siting of the proposed tower achieves a 25.0 metre separation distance from 120 Western Battery Road to the north. This is addressed in further detail in Section 5.4 above.

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 set back 4.2 metres from the south edge of the tower and integrated into Level 43 which includes outdoor amenity spaces that wraps the west, south and east edges of the floorplate.

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.

- At grade, an 9.3 metre enhanced pedestrian realm will be accommodated along the west façade as well as a private east-west street along the north property line which will be complemented by sidewalks and 14 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.

- See Section 5.4 above.

5.6 Transportation

An Urban Transportation Consideration Report was prepared by BA Group. The report, submitted as part of this application under separate cover, contains a Transportation Impact Study (TIS). That will evaluate the traffic impacts of the development on the study area transportation network and to assess the proposed parking supply, loading arrangement and site plan.

Existing Transit Context

The site is located in the area that is defined by the Province as a Major Transit Station Area (MTSA) – King-Liberty and Exhibition. The development site is afforded a high level of transit access, specifically as it pertains to the proximity to numerous surface transit routes (i.e. TTC busses and streetcars along Liberty Street, King Street, and Strachan Avenue). Furthermore, the location of the future King-Liberty GO Station (along the Kitchener GO line) and Exhibition Station on the Ontario Line provides future higher-order transit connections across the City and to areas outside of Toronto, particularly to the west.

Parking

Based on the subject site's proximity to higher-order transit, bike and car-share facilities, and BA Group's review of recent parking approvals and observed parking demands for residential and visitor proxies, it was found that the subject site can support a reduced parking supply for the proposed development.

The proposed parking supply of 110 spaces, including 68 resident parking spaces and 42 visitor parking spaces, is expected to be sufficient.

Bicycle Parking

The proposed 648 bicycle parking spaces for residents (530 long-term and 118 short-term) meets the minimum required residential bicycle spaces per City of Toronto Zoning By-law 569-2013 and TGS Version 4.0. The bicycle parking facilities for the proposed development are deemed appropriate and will provide adequate bicycle parking to support active transportation for residents.

Loading

The proposal has one Type "G" space and one Type "B" space which meets both the requirements of Zoning By-law 438-86 and 569-2013. The loading is internalized within the podium and will be reviewed through the Zoning By-law Application process.

The report concludes that the proposal can provide adequate parking, both vehicular and bicycle, which is aligned under the current parking regimes as set out in By-law 569-2013 as well as TGS Version 4.0. Furthermore, the proposal is situated with access to a variety of public transportation options that can serve future residents, thereby reducing reliance on single occupant vehicles.

The report concludes that the proposal can provide adequate parking, both vehicular and bicycle, which is aligned under the current parking regimes as set out in By-law 569-2013 as well as TGS Version 4.0. Furthermore, the proposal is situated with access to a variety of public transportation options that can serve future residents, thereby reducing reliance on single occupant vehicles.

5.7 Servicing

Arcadis IBI Group has prepared a Functional Servicing and Stormwater Management Report in support of this application. The purpose of the report is to provide a site servicing strategy for the proposal (stormwater, sanitary, and water) in accordance with the City of Toronto Design Guidelines and Wet Weather Flow Management Guidelines (WWFMG). The report concludes the following:

Water Servicing:

- To service the proposed development, a new 200 mm fire service shall be connected to the existing 300 mm watermain within Western Battery Road with a tapping sleeve and valve. A separate 150 mm domestic service will tee off from the fire line within the municipal right-of-way.

Sanitary Servicing:

- It is proposed that a new private 200 mm sanitary service at a 1.0% slope be installed within a private easement from the subject site to a new control manhole at the southern property limit for 80 Lynn Williams Street, and a new 200 mm sanitary service at a 1.0% slope be installed from the new control manhole to the existing 525 mm sanitary sewer on Lynn Williams Street.

Parkland Storm Servicing

- A 433 square metre area at the southeast corner of the site is to be dedicated to the City as public parkland. The park will be serviced by one storm service, one sanitary service, and one domestic service. Specific servicing details are discussed in subsequent sections.

Erosion Control

- It is recommended that a sediment control fence per T-219.130-1 be installed along the perimeter of the site as required during demolition activities. All existing and proposed catch basins within close proximity of the subject site shall be protected with a geotextile fabric. A mud mat shall be installed as required to minimize distribution of mud into the public realm.

Water Supply

- The existing 300 mm watermain within Lynn Williams Street and Western Battery road have sufficient capacity to support the proposed fire and domestic water demands for the proposed development without improvements to the system.

Based on the discussed criteria, the report concludes that the development site and the parkland dedication can be supported from a municipal site servicing perspective once the City's BFA 62 Infoworks model has been released and downstream sanitary capacity has been confirmed.

5.8 Heritage

ERA Architects Inc. ("ERA") was retained to prepare a Heritage Impact Assessment ("HIA") to evaluate the proposed redevelopment in relation to cultural heritage resources that may be impacted. The Site is listed on the City of Toronto Heritage Register. The Site is not located within an approved, proposed, or pending Heritage Conservation District ("HCD"), nor is it located within an area of archaeological potential. The Site is not adjacent to heritage resources and will not have an impact on a property on the City of Toronto Heritage Register.

The conservation strategy for the Site consists of the following measures itemized and summarized from the previous relevant sections, and diagrams annotated by ERA:

- In-situ retention of the southern portion of the Site with modifications, including:
 - Existing window openings – six openings modified on the west elevation and four openings modified on the south elevation;
 - Existing door openings - one door opening modified on the east elevation; and

- Construct an atrium that functions as a mid-block connection running east-west along the north portion of the retained building. In this location, the steel structure, including columns and truss, clerestory windows, and the low and high roof will be retained. Materials to be removed in this location include east and west masonry walls at the ground floor level.
- Construct new demising wall between proposed development and retained building.
- Gantry crane to be retained in-situ or relocated and set in a fixed location within the retained building.
- Salvage sound heritage fabric from the northern portion of the building for repairs to the retained building.
- Conservation work to the southern portion of the Site will be implemented in order to address defective conditions and bring the building to a state of good repair.
 - Generalized masonry cleaning to address soiling;
 - Selective masonry replacement using salvaged material in sound condition;
 - Repointing where essential of carefully selected areas so as to avoid giving the wall visual consistency, which would be inconsistent with its existing patchwork appearance; and;
 - Concrete cap at the top of the wall on the east elevation to be clad in new metal flashing.

Optional conservation work for the balance of the building includes roof replacement and clerestory window replacement.

In summary, the conservation strategy for the proposed development includes the in-situ retention of the southern portion of the Site with modifications that include changes to the existing openings on the south, east and west elevations and new openings on the east and west elevation. Salvaged elements from the northern portion of the building will be used for the repairs on the retained elements.

Based on the findings of this HIA, the proposed development conserves the identified cultural heritage value, attributes, and character of the Site. The proposed redevelopment responds to the surrounding context and provides a new mixed-use building as well as a new open space and mid-block connection.



Conclusion

The proposed development will fulfill a long-term development vision for the north portion of the existing heritage warehouse building on 86 Lynn Williams Street and 70 Western Battery Road. The proposal will establish a landmark mixed-use building inclusive of non-residential and residential uses, while providing an enhanced public realm along all frontages. The proposed building will facilitate new housing stock and job opportunities that are optimally situated amongst numerous transportation options.

From a land use planning perspective, the proposal is supportive of policy directions established in the Provincial Policy Statement, the Growth Plan, the Metrolinx RTP, and the Toronto Official Plan, all of which promote intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including higher-order public transit. The proposal would result in a desirable form of mixed-use intensification within two protected major transit station area with access to a variety of transit options such as the GO Transit's Exhibition Station, the King Streetcar line and a future King-Liberty GO Station.

The proposal is in keeping with the existing and planned land use context of tall buildings seen across Liberty Village and compatible with the applicable *Mixed Use Areas* designation. The proposed development will integrate and accentuate the heritage elements to the south as well as existing residential apartments.

From a built form and urban design perspective, the proposed development will fit with the existing and proposed built form context of tall buildings ranging from 20 to 36 storeys. The tower has been sited and oriented to provide adequate setbacks and separation distances from existing tall building sites and future soft sites. Moreover, the proposed podium height, massing, articulation reflects adjacent right of ways and existing conditions, and will reinforce the historic industrial character of Liberty Village through the use of high-quality materials to create a distinctive built form.

The proposal has been designed to be in conformity with the Official Plan's built form policies, has appropriate regard for relevant urban design guidelines, and will have no unacceptable built form impacts on public parks.

Accordingly, it is our opinion that the requested Zoning By-law Amendment Application is consistent with the Provincial Policy Statement, conforms with the Growth Plan, and conforms with the City of Toronto Official Plan. In this regard, it is our opinion that proposed development is appropriate and desirable and should be approved.

