



Planning & Urban Design Rationale

683-685 Warden Avenue

City of Toronto

Prepared For
Choice Properties
Limited Partnership

June 2021



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This Planning Rationale and Urban Design Rationale has been prepared in support of applications by Choice Properties Limited Partnership to amend the Warden Woods Secondary Plan and former City of Scarborough Employment District Zoning By-law No. 24982 (Oakridge) and City-wide Zoning By-law 569-2013, as amended (the “applications”).





1

Introduction

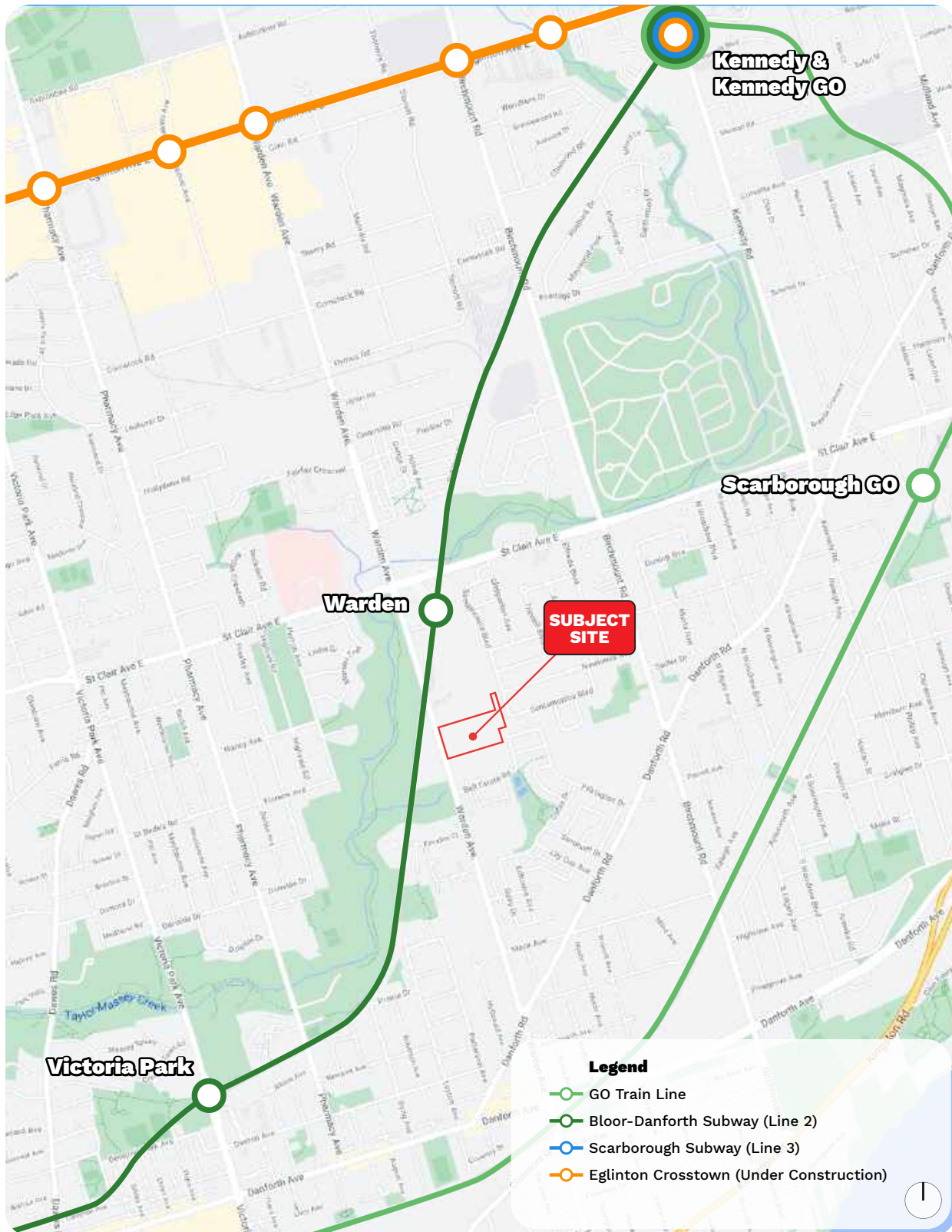


Figure 1 - Location Map

This Planning Rationale and Urban Design Rationale has been prepared in support of applications by Choice Properties Limited Partnership to amend the Warden Woods Secondary Plan and former City of Scarborough Employment District Zoning By-law No. 24982 (Oakridge) and City-wide Zoning By-law 569-2013, as amended (the "applications"). The applications would permit the development of a 2.63-hectare (26,313 square metre) property located on the east side of Warden Avenue, approximately 500 metres south of St. Clair Avenue, and municipally known as 683-685 Warden Avenue (the "subject site", see **Figure 1, Location Map**). A Draft Plan of Subdivision is also being submitted to provide for the proposed development, which includes a new public street and public park.

The proposed applications would facilitate the redevelopment of an underutilized vacant site as a vibrant and transit-oriented proposal in proximity to the Warden Subway Station on Line 2 of the TTC. The proposal will provide a new 0.24-hectare public park, a new public street, new pedestrian connections, and privately owned publicly accessible open spaces framed by residential and mixed-use buildings, with retail fronting Warden Avenue. The rezoning application will rezone the site to a commercial residential zoning from its current industrial zoning, which does not conform to the Official Plan *Mixed Use Areas* designation.

The proposed heights will range from 13- to 36-storeys, providing for a downward transition from Warden Avenue in the west to the low-rise *Neighbourhood* to the east. The proposal will contribute a total of 1,519 dwelling units, along with a new 2,486 square metre public park (0.24 ha) and new public street. The proposal includes 121,003 square metres of total gross floor area ("GFA"), comprised of 120,010 square metres of residential GFA, 993 square metres of retail GFA, and an overall floor space index of 4.6 times the area of the lot (the "Proposal").

This report concludes that the application is in keeping with the planning and urban design framework established in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan, the intent and spirit of the Warden Woods Secondary Plan and have due regard for the applicable urban design guidelines.

From a land use perspective, the Proposal will contribute to the achievement of numerous policy directions supporting intensification on underutilized sites within built-up urban areas, particularly in locations that are well served by municipal infrastructure, including public transit. The subject site would be considered a strategic growth area as defined Growth Plan (2019), as amended, and would meet the definition of a major transit station area by virtue of its proximity to the Warden Subway Station. The Growth Plan provides that strategic growth areas are to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Accordingly, the Proposal would result in a desirable mixed-use development with convenient access to the Warden Subway Station.

From a planning policy perspective, the proposed amendments serve as an update to the Warden Secondary Plan (adopted in 2005 and approved by the OMB in 2009), permitting transit-supportive development on the subject site, which is one of very few remaining opportunities to intensify around Warden Station.

While the Secondary Plan provides that mixed-use development with mid-range densities and heights will be permitted and encouraged on the arterial road frontages of Warden Avenue and Danforth Road, the Secondary Plan is outdated, and the proposed development will provide a transit-supportive development that optimizes the use of the site in proximity to the Warden Subway Station in accordance with Provincial policy. The Proposal accomplishes this in a manner that is complementary to and compatible with its surroundings in accordance with the Official Plan. In addition to the foregoing, we note that since the adoption of the Warden Woods Secondary Plan in 2005, the Provincial Policy Statement and the Provincial Growth Plan for the Greater Golden Horseshoe have been updated to include more policy direction on transit-supportive development.

From a built form and urban design perspective, the Proposal has been carefully organized, sited and massed in a manner that will improve a substantial block of underutilized land and increase the permeability and connectivity of the subject site. The introduction of a new park, new public road, and an enhanced public realm will contribute significantly to the pedestrian experience for the existing and future residents. The Proposal will also establish an appropriate framework to inform future adjacent redevelopment opportunities. The proposed height and massing have been concentrated central to the site in order to provide transition to adjacent *Neighbourhoods* to the east and south, and to complement Warden Avenue and the Warden Woods *Natural Areas* to the west. In our opinion, the Proposal is appropriate and desirable in that it conforms with the applicable built form and urban design policies of the Official Plan and it is in keeping with the applicable performance standards set out in the City's Tall Building Design Guidelines.

The proposed development would also result in a number of benefits, both on-site and within the community, including:

- making efficient use of an underutilized parcel which is currently vacant and well-served by urban infrastructure, particularly transit service;
- reurbanizing this segment of Warden Avenue by introducing street-related buildings and improving the pedestrian environment;
- providing transit ridership for the existing Warden Subway Station;
- adding additional park and open space to the community;
- providing a mix of residential unit types; and
- assisting in contributing to the minimum targets for intensification in proximity to Major Transit Stations. The proposal represents one of few remaining opportunities to achieve additional density in proximity to the Warden Subway Station.

This report concludes that the proposed development represents good planning and urban design. Intensification of the subject site with a transit-oriented mixed-use development would contribute to the achievement of numerous policy objectives articulated in the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2019), as amended, and the City of Toronto Official Plan, all of which promote intensification on underutilized sites within built-up areas particularly in locations that are well served by existing and planned municipal infrastructure. For the reasons outlined in this report, we recommend approval of the requested Official Plan and Zoning By-law Amendment Applications.



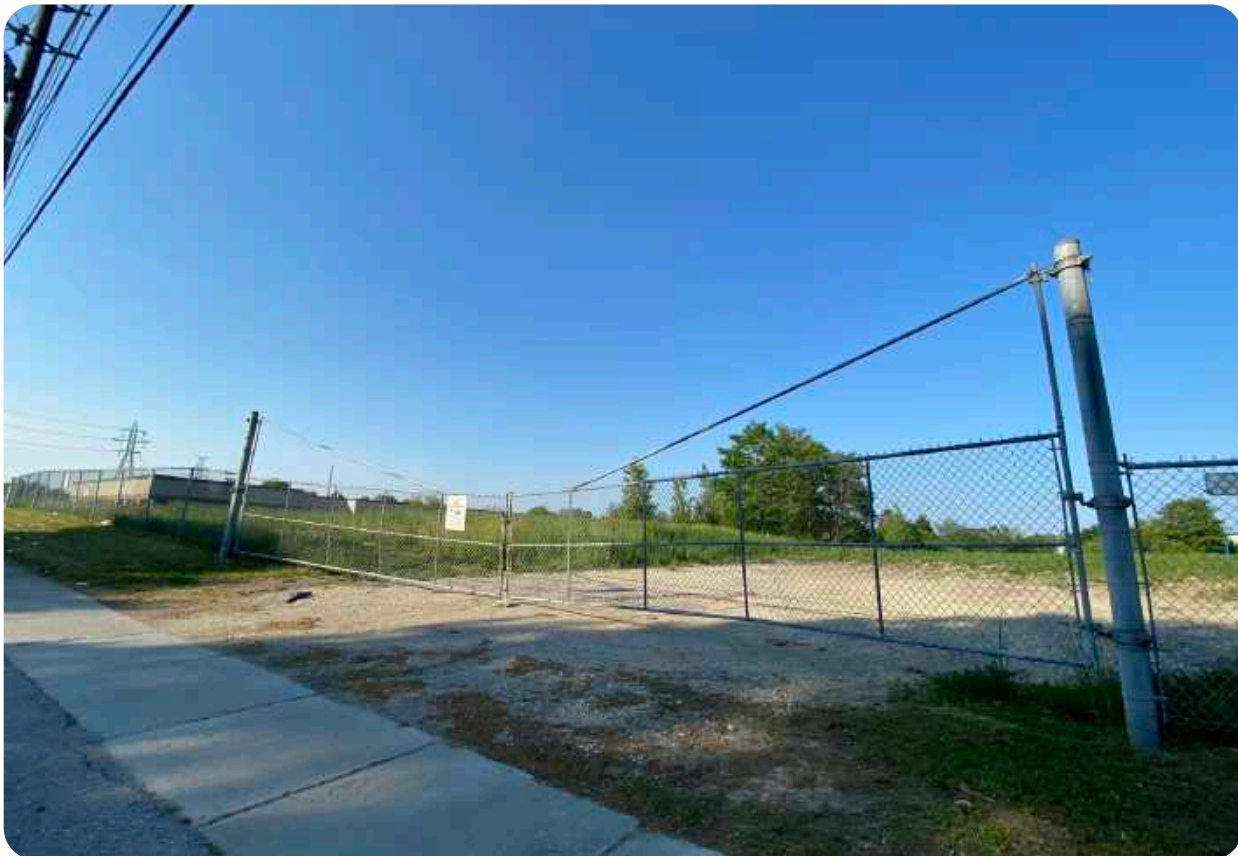
Site & Surrounding Area

2.1 Site

The subject site is located on the east side of Warden Avenue, approximately 600 metres south of St. Clair Avenue East, and is municipally known as 683-685 Warden Avenue. The site is generally rectangular in shape, with the exception of a 19.8 metre-wide by 125.6 metre-long linear strip (i.e. the former rail spur lands), located at the east end of the site which extends northwards behind the adjacent property at 689 Warden Avenue. The site has a frontage of approximately 115 metres on Warden Avenue and an approximate depth of 207 metres, resulting in a total site area of 2.63 hectares (26,313 square metres).

The subject site is currently vacant, however archival photographs indicate that the site was formerly developed with one single-storey industrial building occupied by Canadian Crittal Metal Window Ltd. Operations within the building included offices, painting, shipping, and manufacturing uses. A rail spur, owned by former Geco CN was also located to the north of the building.

In terms of topography, the site is generally flat with a modest slope from north to south. The site includes some vegetation, typically along the perimeter. Finally, there is one existing curb cut along the south end of the lot line adjacent to Warden Avenue.



Existing Applications on Subject Site

Previous Development Applications

In 2004, the rear portion of the subject site was severed from the former Geco CN rail spur and conveyed to the former owners ("Loblaw") of 685 Warden Avenue through Consent Application B019/04SC. Subsequently, on January 28, 2006, Loblaw submitted a Rezoning and Site Plan Control application on the consolidated lands to permit commercial uses, including a grocery store.

Subsequently, City Council adopted Official Plan Amendment (OPA) No. 1145 to the Scarborough Official Plan, (i.e. the Warden Woods Community Secondary Plan), on October 28, 2005 (described in Section 4.6 below). On November 30, 2005, the owners appealed Official Plan Amendment No. 1145, and Zoning By-law NO. 951-2005, as it related to the lands.

On September 13, 2006, Scarborough Community Council adopted recommendations of a Preliminary Staff Report (dated August 28, 2006), which included scheduling a community consultation meeting once a revised proposal for

the lands was submitted for review; it was cited that the revised proposal for the lands was to be in keeping with the urban design policies of the Toronto Official Plan and the Warden Woods Community Secondary Plan.

In response to the August 28, 2006 Staff Report, Loblaw submitted a revised Rezoning and Site Plan Approval application on May 9, 2007 for a one-storey grocery store of approximately 6,660 square metres at the east end of the site, and a one-storey retail building of approximately 1,140 square metres at the west end of the site on Warden Avenue. The application also proposed two vehicular driveway accesses to Warden Avenue, and the north and south ends of the site in a right-in/right-out only format. The site plan also included a future municipal road at the east end of the site, a multi-use path, and bike lanes, which would connect to the residential subdivision at 350 Danforth Road.

On December 11, 2006, Loblaw appealed their Rezoning and Site Plan Approval applications to the OMB. These applications and appeals have since been closed and the appeal withdrawn.



Figure 2 - Aerial Photo - Subject Site

2.2 Surroundings

Warden Woods

The Warden Woods area formed the southern end of what was once a large industrial/employment area. As a result of shifting macroeconomic conditions, the area became less economically productive and viable as an industrial area. Prior to the redevelopment of the Warden Avenue corridor beginning in the mid- 2000's, the corridor was lined with prominent facilities and manufacturers, including the Lily Cub Company, Becker's Milk Plant and the Pilkington Glass Factory.

During the period between 1991-2000, a survey of employment districts across Toronto, which was conducted as part of the Official Plan update in 2002, identified a decline in overall employment of 7.6%, with the number of businesses in the larger Scarborough South West district declining by 12.8%. As a result, parts of the Oakridge Employment District, and the Golden Mile Employment District to the north, became the objects of study as potential transition areas.

In 2000, the City of Toronto released "*Employment Areas: New Futures for Industrial Land*" as part of the background for the Official Plan. The report recommended that certain strategic *Employment Areas* be protected, while others be managed as "transitional areas" to be redeveloped for residential, retail and other "higher order uses". In May of 2002, Toronto Urban Development Services released "*Flashforward: Projecting Population and Employment to 2031 In a Mature Urban Area*." On Map 2 of the report ("Opportunities to Concentrate Projected Growth") it identifies Victoria Park and Warden Avenue Stations as having "redevelopment potential" in part as a result of their proximity to transit services. A report authored by the TTC in 2002 also cited Warden Station as having some of the lowest passenger volumes in the system, and was ranked 28th out of 31 stations for population and employment density. Accordingly, a planning framework study was seen as a prerequisite to a redevelopment effort, as it would help to guide the redevelopment process with a long-term scope.

The City of Toronto hired a consultant team to prepare a lands use and planning study for the Warden Corridor. The study area consisted of a number of "areas of potential land use change" (from employment to residential or mixed use), primarily on the east side of Warden Avenue between the former Warden Power Centre at 725 Warden Avenue and the former Centennial College site at 651 Warden Avenue. The City-owned TTC Warden north and south parking lots and Warden Subway Station were also included within the study area.

The Warden Corridor Study was conducted in three parts: Phase 1 (Background Study), completed in April 2004; Phase 2 (Consultants' Report), completed in November 2004 and endorsed by Council in April 2005; and Phase 3, completed in September 2005 and endorsed by Council shortly thereafter. The study culminated in the adoption of Official Plan Amendment No. 1145 to the Scarborough Official Plan to introduce a new Warden Woods Community Secondary Plan, amendments to Employment Districts Zoning By-law No. 24982, and the enactment of a new Warden Woods Community Zoning By-law.

The Phase 2 and 3 Reports proposed land use designations with various height ranges, including heights of 4- to -8 storeys generally along the Warden Avenue and Danforth Road frontages; 9- to 12-storeys located north of St. Clair Avenue; and 12-storeys and above at the south-east corner of Warden Avenue and St. Clair Avenue. Although there were a number of proposed and active development applications on properties along the corridor which were submitted before and during the preparation of the Warden Corridor Study (i.e., at 350 Danforth Road, 651 Warden Avenue and 671 Warden Avenue, 725 Warden Avenue, and 300 Danforth Road), new housing was predominantly developed as 3-storey walk-up townhouses and semi-detached dwellings, in contrast to the 4- to 8-storeys recommended in the Phase 2 and 3 Reports.

Today, the corridor features a mix of low-rise residential uses interspersed with remnant industrial and employment uses. The uses surrounding the subject site are described below.

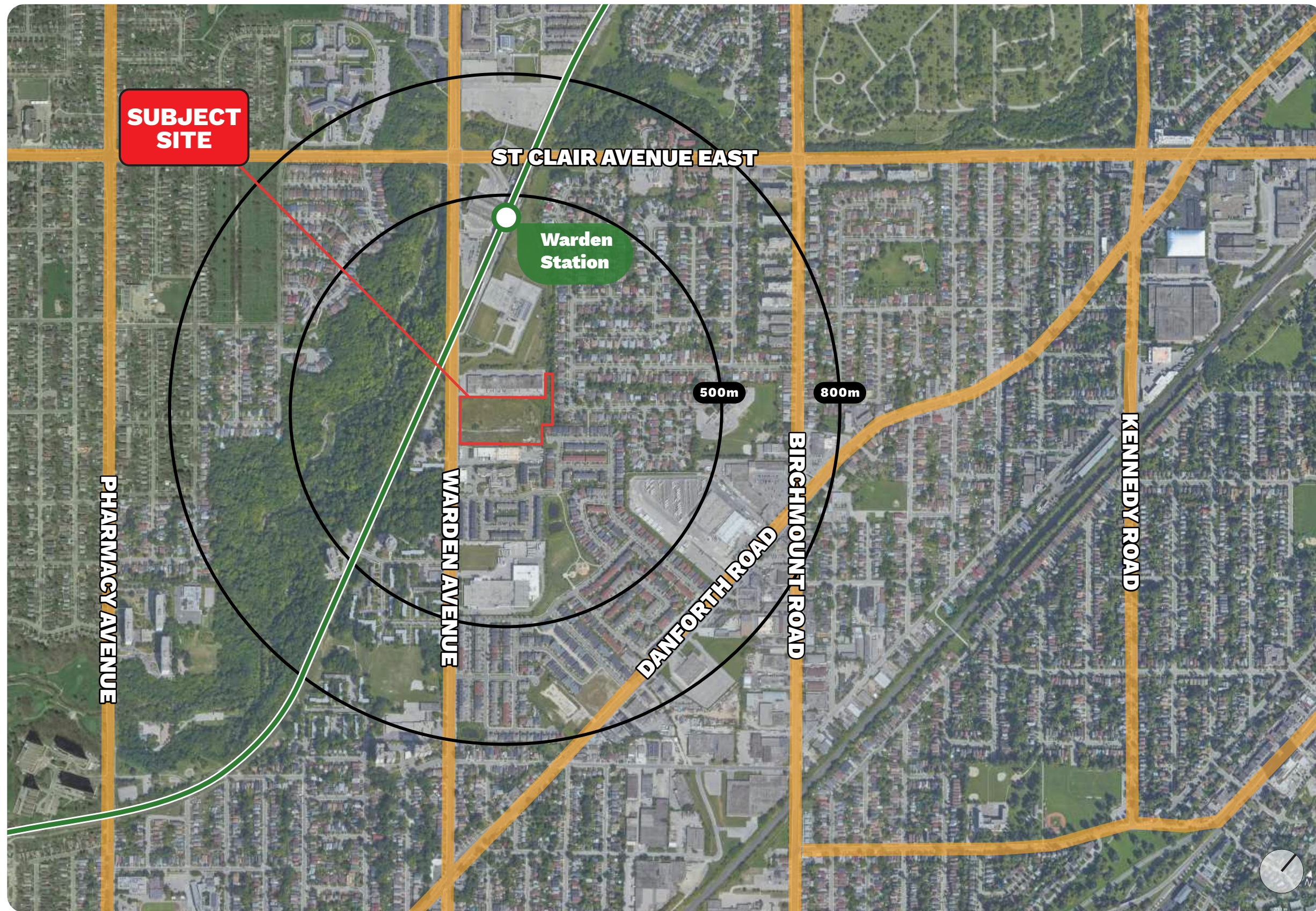


Figure 3 - Aerial Photo - Surrounding Context



689 Warden Avenue, Looking Northwest



Ontario Hydro, Looking East



Warden Subway Station entrance, Looking North

2.3 Immediate Surroundings

To the immediate north of the subject site, at 689 Warden Avenue, is a long, 1-storey, multi-unit building, comprised of light industrial, commercial, and medical laboratory uses. The building is oriented east-west and surrounded by surface parking. The site includes two vehicular access points from Warden Avenue, at the north and south ends of the property.

To the north are lands owned by Ontario Hydro and occupied by a large hydro facility. The hydro lands abut existing TTC train tracks to its east side.

Beyond the hydro lands, at the southeast corner of the St. Clair Avenue East and Warden Avenue intersection, is Warden Subway Station on the Bloor-Danforth line of the TTC (Line 2). The main pedestrian entrance to the station is located on the east side of Warden Avenue, with a secondary entrance on St. Clair Avenue East, taken from a walkway on the west side of the elevated tracks. In terms of vehicle entry, a passenger pick-up / drop-off is located on the south side of St. Clair Avenue, east of Warden Avenue, which exits on to Warden Avenue, south of St. Clair Avenue. The station also provides connections to a number of surface transit routes. A Site Plan Approval application was submitted to the City in June 2021 proposing the partial demolition and construction of a new bus terminal for Warden Station. The objective for the redevelopment is to make the station and the bus terminal more easily accessible for transit users and especially those with disabilities. The application is currently under review.



TTC Train and Parking Lot, Looking East

On the north side of St. Clair Avenue East, east of Warden Avenue, is an approximate 1.2-hectare natural space, comprising Massey Park and Taylor-Massey Creek. Further north are lands owned by CreateTO (705 Warden Avenue). The CreateTO lands are one of a number of sites selected by the City as part of the Housing Now Initiative. In July 2019, a Rezoning and Draft Plan of Subdivision application was submitted to permit a mixed-use mixed-income community comprised of three residential buildings of 7-, 8- and 18-storeys and approximately 37,500 square metres of gross floor area.

A Final Report on the Create TO applications (dated January 28, 2020) was considered by the Planning and Housing Committee ("PHC") at its meeting of February 12, 2020. The PHC adjourned the meeting and requested the Chief Planner and Executive Director, City Planning, in consultation with the Chief Executive Officer, CreateTO and the Executive Director, Housing Secretariat, to review potential revisions to the development concept with the objective of providing additional housing opportunities on the site. In response to comments, an updated concept plan was submitted in May of 2020, which added additional residential density to the site. At its meeting on June 29, 2020, City Council adopted a Supplementary Report recommending that City Council permit the redevelopment of the lands with a 19-storey building located at the southwest corner of the site, a 6-storey at the southeast corner of the intersection of Roper Road and Warden Avenue, and an 18-storey at the southeast corner of the site, as well as a new Toronto Transit Commission administration building. The permissions also allow up to 600 residential units, of which 250 would be affordable residential units, a 3,834-square metre expansion to the Warden Hilltop Park, 535 square metres of retail space, and the 62-space childcare facility.



Warden Subway Station bus bays, Looking East



705 Warden Avenue North Parking Lot, Looking Northeast



705 Warden Avenue North Parking Lot, Looking Northeast



<IMG-7845.HEIC> Warden Hilltop Community Centre, Looking Northeast



Warden Hilltop Park Splashpad



Warden Hilltop Park Playground

To the north of the 705 Warden Avenue lands is the Warden Hilltop Community Centre and the northern portion of the Warden Hilltop Park. Surrounding the park and community centre are 3- to 5-storey residential buildings.

To the immediate east of the subject site is an existing residential neighbourhood, comprised of semi-detached dwellings fronting onto Santamonica Boulevard. This built form generally extends east to the area west of Birchmount Road. The neighbourhood also includes the Danforth Gardens Public School.

To the northeast, within the Scarborough Junction Triangle (i.e. the area bounded by Kennedy Road to the west, St. Clair Avenue East to the north, and the C.N./Metrolinx GO Transit rail corridor), is a proposal to redevelop 10.5 hectares of lands with a new Master Planned community containing a new 1.87 hectare (18,740 square metre) public park surrounded by a network of new public and private streets, pedestrian connections, privately owned publicly accessible open spaces and 10 new development blocks. The application proposes buildings with heights ranging from 12- to 48-storeys, approximately 6,620 dwelling units and approximately 510,000 square metres of gross floor area ("GFA"). This application is currently under review.



Residential Neighbourhood on Santamonica Boulevard, Looking Northwest

To the immediate south of the subject site is a one-storey self-storage facility (681 Warden Avenue). The building is generally constructed to the shared lot line with the subject site and includes surface parking along its east, west and south elevations. Further south, along Warden Avenue, is a TD Canada Trust Bank (673 Warden Avenue) and, to its east, is the 3- to 5-storey Ina Grafton Gage Nursing Home (675 Warden Avenue/40 Bell Estate Road).

On the south side of Bell Estate Road are 30 stacked townhouses fronting Warden Avenue and 19 townhouses fronting Dairy Drive, which are separated by a rear lane. To the east, at 671 Warden Avenue, is a residential development comprised of 115 units, including 64 freehold townhouse units, fronting public roads including Dairy Drive, Bell Estate Road, John Bell Crescent and Ethel Bell Crescent.



Self-Storage Facility (681 Warden Avenue), Looking Northeast



TD Canada Trust Bank (673 Warden Avenue), Looking Southeast



Townhouses along Warden Avenue, south of Bell Estate Road Looking Southeast



Ina Grafton Gage Nursing Home (675 Warden Avenue) Looking North



Oates Park and Playground, Looking West



350 Danforth Road, Looking Northeast



Tradition Fine Foods (663 Warden Avenue), Looking East

To the southeast of the 671 Warden Avenue lands are two stormwater management ponds as well as Oates Park, a 1.2 hectare park that features a multipurpose sports field, a splash pad and a children's playground. Beyond the park are lands formerly known as 350 Danforth Road. In the early 2000's, Official Plan and Zoning By-law Amendment applications, and a Draft Plan of Subdivision application sought approvals for the development of the overall site with a residential subdivision including the Oates public park. The applications were appealed to the Ontario Municipal Board, which approved the development in a series of decisions issued in 2005 and 2007. Minor variances were granted by the Committee of Adjustment in 2006 altering the form of development to single and semi-detached dwellings on eight blocks zoned for townhouses. The final unit count for 350 Danforth Road is a total of 446 dwelling units including 50 single-detached, 128 semi-detached, 218 street townhouses and 50 lane townhouses, all of which have been constructed.

Further south, at 663 Warden Avenue is a Tradition Fine Foods manufacturing facility. The 'L'-shaped one-storey building includes a truck loading facility adjacent to its north elevation.

Finally, at 651 Warden Avenue, is a subdivision comprised of 152 dwelling units (68 semi-detached dwelling units and 84 townhouses), which front onto public roads including Bamblett Drive, Belanger Crescent, Dairy Drive, Edhouse Avenue, and Oates Drive.

To the west of the site, on the west side of the Warden Avenue right-of-way, is an existing 15-storey apartment building (682 Warden Avenue), as well as two blocks of 2-storey townhouse units (680 Warden Avenue). To the west are existing hydro and rail corridors, as well as Warden Woods, a 35-hectare natural park, which includes the Gus Harris Trail. The park generally extends from Warden Avenue / St Clair Avenue East in the northeast to Pharmacy Avenue / Teesdale Place in the southwest.



651 Warden Avenue, Looking Northeast



<IMG-7862.HEIC> Warden Woods Park, Looking South



Apartment Building (682 Warden Avenue), Looking West



Townhouse Units (680 Warden Avenue), Looking West

2.4 Nearby Development Applications

The following applications have been either proposed, approved, or constructed since the adoption of the Warden Woods Community Secondary Plan and completion of the Warden Corridor Land Use Planning Study:

Address	Application	Status
Approved		
350 Danforth Road	446 dwelling units (including 50 single- detached, 128 semi-detached, 218 street townhouses and 50 lane townhouses)	Built By-law 8-2006 (OMB)
651 Warden Avenue	152 dwelling units (68 semi-detached and 84 townhouse dwelling units)	Built By-law No. 347-2006
671 Warden Avenue	115 dwelling units, including 64 freehold townhouse	Built By-law No. 153-2006
705 Warden Avenue	6-, 18- and 19- storeys	Council Adopted
Proposed		
250 Danforth Road	10-storeys, with 266 dwelling units)	OMB Appeal
300 Danforth Road	4 blocks of 4-storey stacked townhouses and one 12-storey mixed-use building	OMB Appeal

2.5 Transit

Existing Transportation Context – Street Network

Warden Avenue is a two-way north-south Major Arterial road with an existing and planned right-of-way width of 27.0 metres. The road has a four-lane cross section with two lanes each travelling north and south. The road includes sidewalks on both sides of the street.

St. Clair Avenue East is a two-way east-west Major Arterial road, with an existing and planned right-of-way width of 30.0 metres. The road has a five-lane cross section, with two lanes traveling in either direction, a centre left turn lane with a median element approaching intersections, and sidewalks on either side of the street.

Existing Transportation Context- Surface and Higher-Order Transit Routes

The subject site has excellent access to higher-order transit and bus services. Specifically, the site is located approximately 200 metres south of the property containing the TTC Warden Subway Station and Bus terminal. Warden Station is on Line 2 of the TTC subway network, providing connections to Line 1 (Yonge-University) and Line 3 (Scarborough RT), as well as connections to GO Transit Services.

As described above, a Site Plan Approval application was submitted to the City in June 2021 proposing the partial demolition and construction of a new bus terminal for Warden Station, which would make the station and the bus terminal more easily accessible for transit users and especially those with disabilities.

Additionally, the subject site is well served by the following TTC surface transit routes, which also provide connections to several other higher-order transit stations:

- 9 Bellamy Bus: This route operates between Scarborough Town Centre Station on the Scarborough RT (Line 3) and Warden Station on the Bloor-Danforth Subway Line (Line 2). The bus makes stops at major intersections along Bellamy Road, Eglinton Avenue East, McCowan Road, Kingston Road, before running east-west along St. Clair Avenue East to Warden Station. The route also connects to Eglinton GO Station.
- 16 McCowan: This route operates between Warden Station on the Bloor-Danforth Subway (Line 2) and Scarborough Centre Station on the Scarborough RT (Line 3), generally in a north-south direction. The bus makes stops at major intersections along McCowan Road, Danforth Road, and St. Clair Avenue East.
- 17 Birchmount: This route operates between Warden Station on the Bloor-Danforth line (Line 2), the area of Birchmount Road and Steeles Avenue East, and the area of Birchmount Road and Highway 7 in the Town of Markham.
- 68 Warden: This bus route operates between Warden Station on the Bloor-Danforth Subway Line (Line 2), the area of Warden Avenue and Steeles Avenue East, and the area of Warden Avenue and Major Mackenzie Drive East in the Town of Markham, generally in a north-south direction. Two services are operated.
- 69 Warden South: This bus route operates between Warden Station on the Bloor-Danforth Subway Line (Line 2) and the area of Kingston Road and Birchmount Road, generally in a north-south direction. Two services are operated. The 69A (Warden Station-Kingston Rd/SB via Warden) branch operates at all times, seven days a week. The 69B (Warden Station-Kingston Rd/SB via Birchmount) branch operates at all times, seven days a week. The route is also part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.

- 135 Gerrard: This bus route operates between Main Street Station and Warden Station on the Line 2, generally in an east-west direction.
- 902 Markham Express Bus: This route operates between the area of Markham Road and Sheppard Avenue and Warden Station on the Bloor-Danforth Subway Line (Line 2). This bus makes stops at major intersections in South Malvern, and along Markham Road and Kingston Road, and connects to the Centennial College Progress Campus, before running east-west along St. Clair Avenue East to Warden Station.





Proposal

3.1 Site Organization

The site concept provides for the development of the site with six residential buildings, framed by a new proposed public road along the perimeter of the site, as well as a proposed public park at the east end of the site.

The Proposal consists of two 13-storey mid-rise buildings on the east portion of the site (i.e. Building A and Building B), and four towers on the central and west portions of the site (i.e. Buildings C and D, and E and F, respectively). The proposed site arrangement locates the mid-rise buildings closest to the low-rise residential dwellings to the east, and the tallest buildings central to the site, with an approximate minimum separation distance of over 30 metres between the proposed towers and existing low-rise dwellings. The two buildings located closest to Warden Avenue will include ground-related retail space.

The Proposal will also provide for an internalized circulation system, with a new public street that wraps the development site, providing two new intersection accesses into the site from Warden Avenue. The new public street will feature new bike lanes and sidewalks for cyclists and pedestrians. The public street will be an ultimate 18.5 metre cross section, with the subject site contributing 15.5 metres for the portions of the street that abut the north and south properties. This allows for the full boulevard on the development side, and full pavement to be constructed in the initial phase of development of the subject site, with the remainder of the opposite boulevard to be constructed once the sites to the south and north redevelop.

Pedestrians will also enter the site through a prominent central open space link bisecting the site. The central open space area is designed with large tree plantings along the Warden Avenue frontage to complement and celebrate the adjacent Warden Woods natural area to the west. There will be a pedestrian connection (POPS) that slopes up gradually from Warden Avenue toward the east, leading through the site toward the new public park to the east. This central POPS linkage will be complemented by a wide swath (generally between 25 and 35 metres) of outdoor landscaped areas, including outdoor amenity spaces for the residents of the proposed buildings.

3.2 Description of the Proposal

The Proposal represents an important opportunity to develop a vacant site with a vibrant, transit-oriented development that will make use of existing higher-order transit services in proximity to the site.

Overall, the proposed development would contain a total of 1,519 dwelling units, include a mix of two- and three-bedroom units. The proposal will include 121,003 square metres of gross floor area ("GFA"), comprised of 120,010 square metres of residential gross floor area, 993 square metres of retail gross floor area, an overall floor space index of 4.6 times the area of the lot. The proposed buildings will have heights ranging from 13-36-storeys, with street-related podium elements.

The proposed buildings, street network, and open space network are illustrated in **Figure 5** and described in detail below.

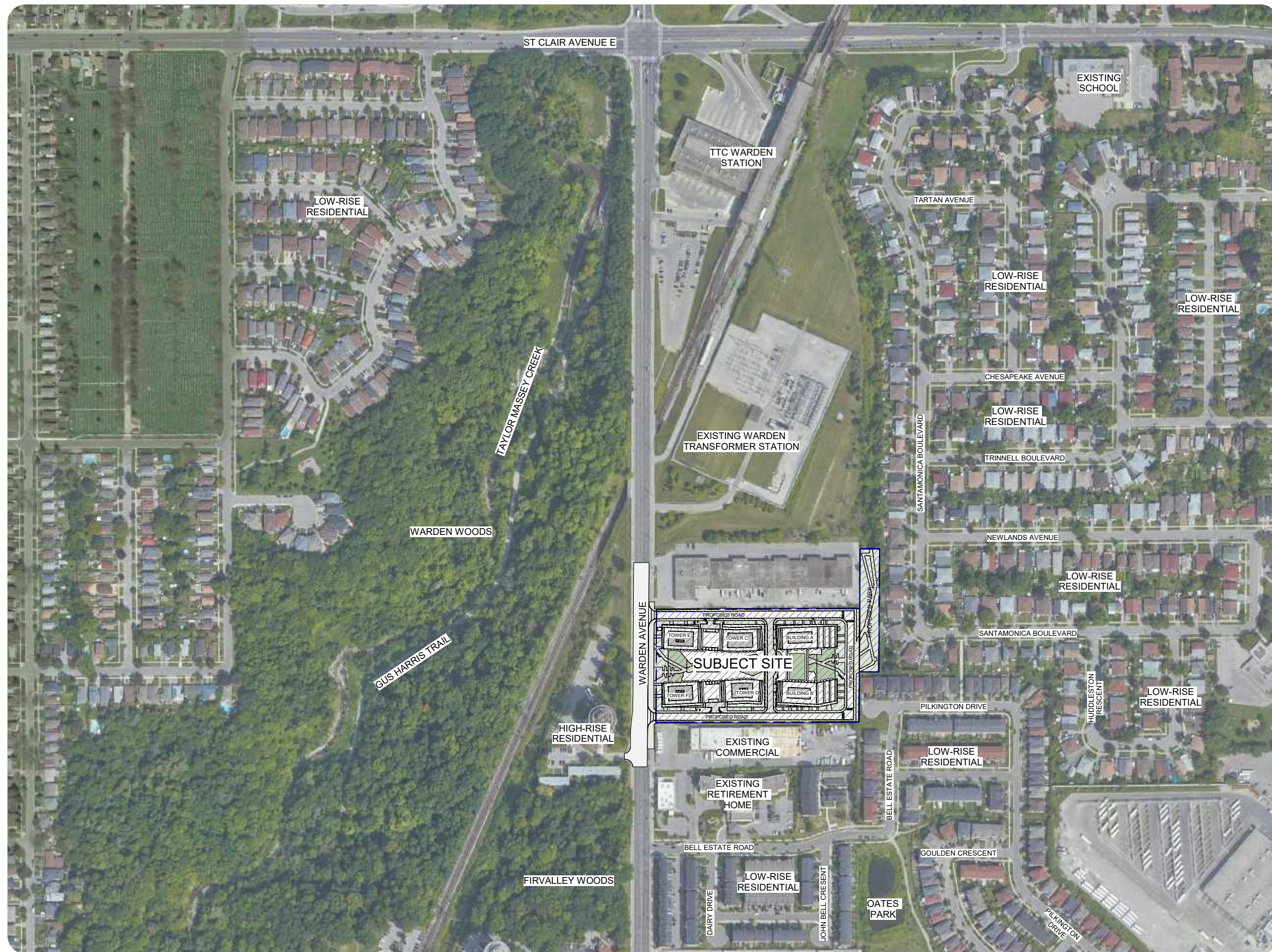


Figure 5 - Context Plan (Prepared by: Turner Fleischer Architects)

Street Network

The Proposal includes a 'C'-shaped public road, which will be located along the perimeter of the development site. Each of the six buildings will be located within the interior of the public road. New curb-cuts will be introduced at the north and south ends of the front lot line along Warden Avenue, with approximately 85 metres of separation distance between cuts. As noted above, the new public street will be an ultimate 18.5 metre cross section, with the subject site contributing 15.5 metres of the total. The new public road will not connect to the existing road network to the east of the site (i.e. to Santamonica Boulevard). Accordingly, there will be no through-traffic accessing the subject site from the local road network to the east.

The new public roads will include the full boulevard on the development side, including sidewalks for pedestrians. The remainder of the opposite boulevard will be constructed as the sites to the north and south redevelop,

Finally, an internal north-south private road, with a 12.0 metre cross section, will bisect the site and will connect to the main 'C'-shaped road to the north and south.

Parkland

The Proposal will include a public parkland conveyance of 2,486.3 square metres. The park space will be located on the linear strip of land located at the east end of the site which extends northwards behind the adjacent property at 689 Warden Avenue (i.e., on the former Geco CN rail spur lands). The proposed park space, coupled with the public roads, will augment pedestrian connectivity in the broader Warden Woods Community and will also encourage pedestrian permeability through the site to key area destinations such as the Warden Subway Station and the Warden Woods *Natural Areas* to the north and west of the site, respectively.

Building A and B

Building A and B will be located at the northeast and southeast corners of the site, respectively. The two buildings will each have an overall height of 13-storeys (43.45 metres, exclusive of mechanical penthouse). The Buildings have been designed to include several stepbacks on their east-facing elevations, so as to provide for a stepping down of height to the low-rise dwellings to the east. Along the proposed public road, Building A and Building B will have streetwall heights of 6 and 5 metres, respectively.

The base elements of Buildings A and B will be setback a minimum of 22.5 metres from the proposed public parkland, and from the side yard of the residential dwelling at 169 Pilkington Drive, while the 12th and 13th storeys of the mid-rise component will be setback a minimum of approximately 42.0 metres from the above-mentioned park space and residential dwelling.

Buildings C and D

Buildings C and D are concentrated to the centre of the development block, with heights of 36 (111.9 metres) and 33-storeys (103.05 metres), respectively. Along the proposed public road, the Buildings will have streetwall heights of 2-storeys. These Buildings, being the tallest in the block, will have 3 metre step-back above the 2nd floor along the public road, and additional 3 metre step-back above the 6th floor, to emphasize the pedestrian scale central to the block.

Above the 2nd storey, the base elements of the Buildings will also include several stepbacks from the east and west. The Buildings have been designed so that the building floorplates reduce in size as they rise in height. In this respect, the floorplates are below 750 square metres above the 12th storey. The separation distance between the tower components of the Buildings will be approximately 28.5 metres.

The tower elements will provide for a separation distance of 23.0 metres from the 12th and 13th storeys of the mid-rise buildings (i.e. Buildings A and B) to the east, and a separation distance in excess of approximately 28.0 metres from the towers to the west.



Figure 6 - Landscape Plan (Prepared by: dtah)

Buildings E and F

Buildings E and F are 22- and 19-storeys in height, respectively, and are well set back from Warden Avenue. Specifically, the 6-storey base buildings are set back approximately 5.5 metres from the property line and over 12 metres from the curb. The towers are set back approximately 3 metres from the base buildings with slender floorplates not exceeding 750 square metres above a height of 13-storeys. The separation distance between the tower components of the Buildings will be approximately 32.0 metres.

Dwelling Units

Overall, the proposed development will include a total of 1,519 residential units, with a mix of residential unit types, including: 928 one-bedroom and one-plus-den units (61.1%), 452 two-bedroom units (29.8 %) and 139 three-bedroom units (9.2%). Accordingly, 39% of the dwelling units in the Proposal will contain two- or three-bedrooms. The unit breakdown by Building is detailed below.

Amenity

The Proposal provides for a sizeable outdoor amenity space on Floor 2. Residents of Buildings C, D, E and F will share 2,329.2 square metres of outdoor amenity space, and residents of Buildings A and B will share 756.5 square metres of outdoor amenity space. The indoor amenity space for each of the buildings will be located on the 1st and 2nd Floors, some of which will be contiguous with the outdoor amenity space. The residents of Buildings C to F will include 2,324 square metres of indoor amenity, and the residents of Buildings A and B will include 752 square metres of indoor amenity space. The amenity space provided meets the minimums prescribed by By-law 569-2013.

Parking, Loading, and Servicing

A report has been prepared under separate cover by BA Group and is summarized in Section 6.1 below. It describes the proposed parking, access and loading strategies for the site, and identifies existing and anticipated future traffic conditions resulting from the Proposal. The proposed strategies are summarized below:

Access to parking for Buildings C-F will be taken from the internal north-south private road. An internal parking ramp within the podium of these buildings leads to two levels of below-grade parking. 72 parking spaces will be located on the ground level within the podium.

Access to parking for Buildings A and B will also be taken from the internal north-south road. Within the podium and internal to these buildings will be 45 parking spaces.

The podium of Buildings C-F will include two round-about pick-up/drop-offs adjacent to the two residential lobbies and accessed by the north and southern east-west public roads.

A total of 996 vehicular parking spaces are proposed to be provided on Site within a two (2) level underground parking facility, as well as on the ground level of the development within the proposed building envelope.

Of the proposed parking spaces, 833 parking spaces are allocated for resident parking uses, 160 for non-resident and 3 for car share parking spaces.

In terms of bicycle parking, the Proposal will provide a total of 1,521 bicycle parking spaces, comprised of 1,369 spaces for residents and 152 spaces for visitors to residents. The bicycle parking spaces will be located on Floor 1, and on two levels in the below-grade parking garage.

	Building A	Building B	Building C	Building D	Building E	Building F	Total
1-Bed	130	91	280	257	94	76	928
2-Bed	48	45	158	108	51	42	452
3-Bed	20	33	32	54	-	-	139
Total	198	169	470	419	145	118	1,519

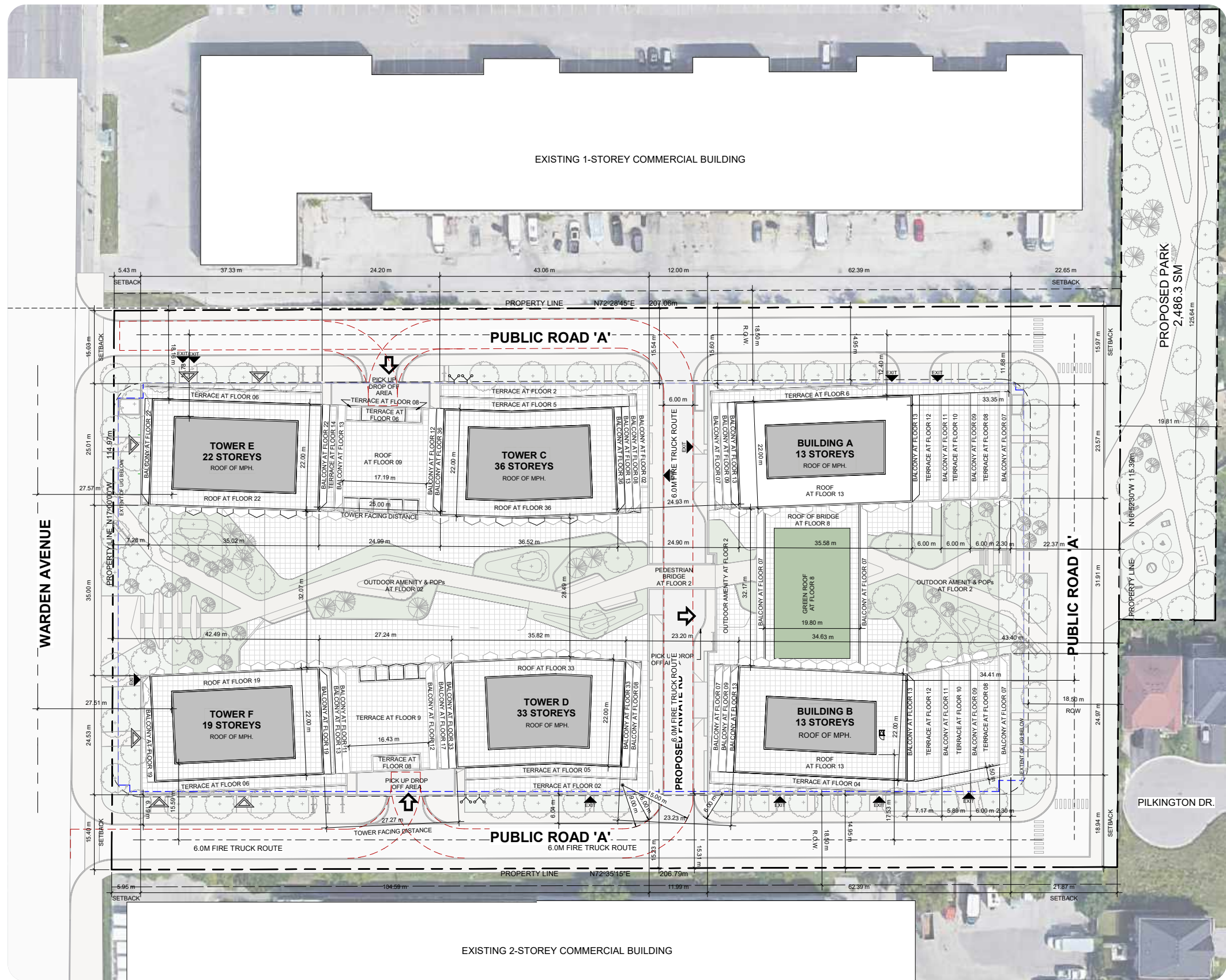


Figure 7 - Site Plan (Prepared by: Turner Fleischer Architects)



Project Render (Prepared by: Turner Fleischer Architects Inc.)

Finally, the Proposal will include three Type 'G' loading spaces and three Type 'B' loading spaces: two of each will be in the podium of Buildings C-F, and one of each in the podium of Buildings A-B.

3.3 Key Statistics

Site Area (Gross)	26,315.1 sq.m.
Proposed Public Parkland Conveyance	2,486.3 sq.m.
Proposed Public Road Conveyance	7,767.7 sq.m.
Site Area (Net)	16,061.1 sq.m.
Total Gross Floor Area	121,003.0 sq.m.
Residential	120,010.0 sq.m.
Retail	993.0 sq.m.
FSI	4.60
Height	
Storeys	13- to 36- storeys
Metres	43.45-111.9 m
Residential Unit	1,519
1-Bedroom/ 1-Bedroom + Den	928 (61.1%)
2-Bedroom/ 2-Bedroom + Den	452 (29.8%)
3-Bedroom	139 (9.2%)
Amenity Space	6,088.0 sq.m.
Indoor (Buildings A-B)	734.0 sq.m.
Outdoor (Buildings A-B)	741.0 sq.m.
Indoor (Buildings C-F)	2,304.0 sq.m.
Outdoor (Buildings C-F)	2,309.0 sq.m.
Vehicular Parking	996
Resident	833
Visitor	160
Retail	3
Bicycle Parking	1,521
Resident Long-Term	1,369
Residential Short-Term (Visitor)	152

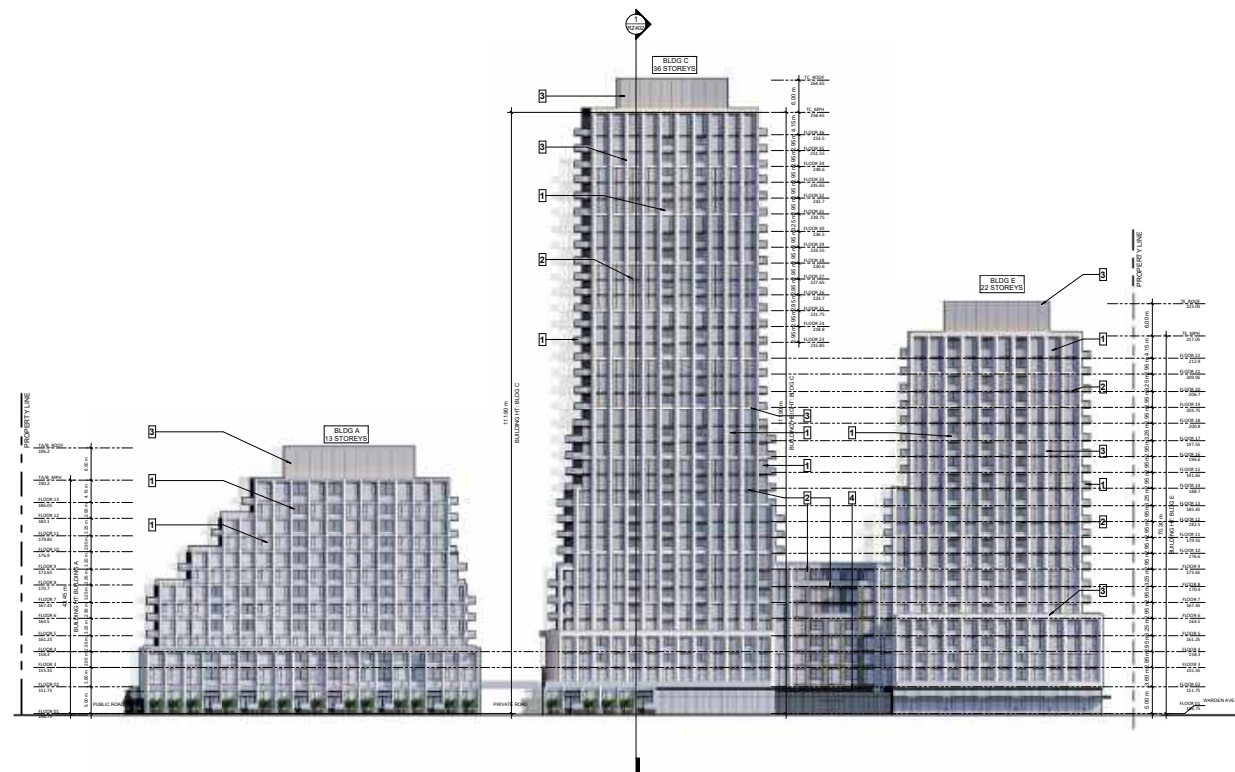


Figure 8 - North Elevation (Prepared by: Turner Fleischer Architects)

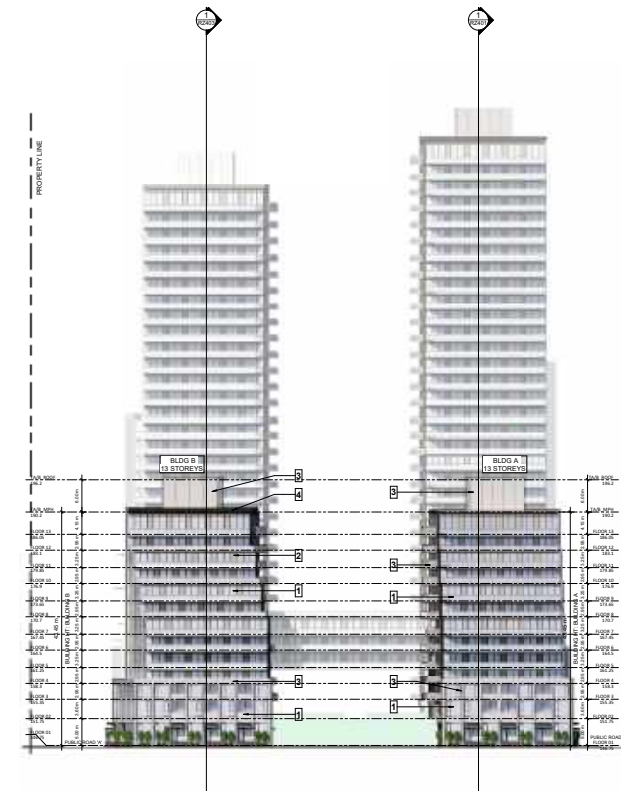


Figure 10 - East Elevation (Prepared by: Turner Fleischer Architects)



Figure 9 - South Elevation (Prepared by: Turner Fleischer Architects)

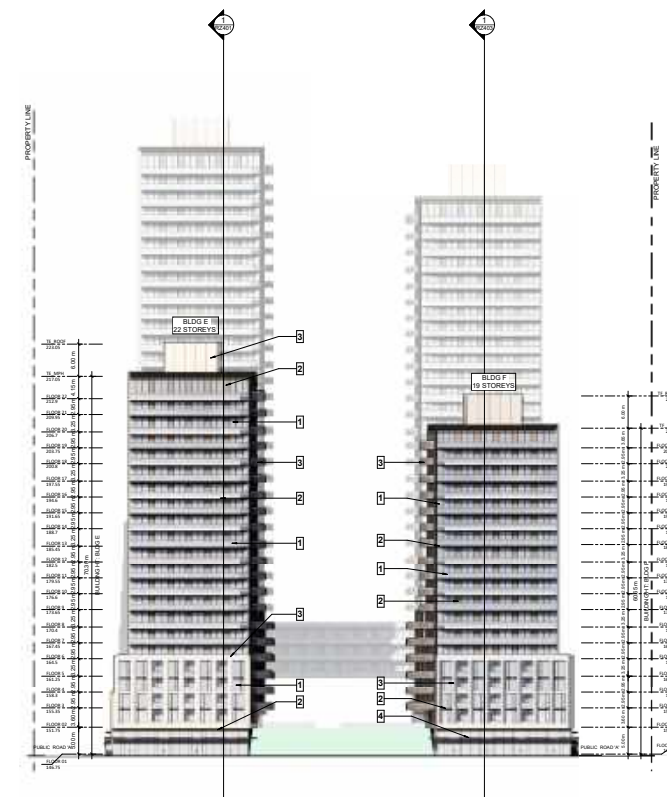


Figure 11 - West Elevation (Prepared by: Turner Fleischer Architects)



Project Render (Prepared by: Turner Fleischer Architects Inc.)



Proposed Outdoor Amenity & POPS (Prepared by: dtah)

3.4 Required Approvals

In our opinion, the proposed development conforms with the Official Plan and, in particular, the *Mixed Use Areas* designation applying to the subject site.

From a planning policy perspective, the proposed Secondary Plan amendment serves as an update to the Warden Secondary Plan (adopted in 2005 and approved by the OMB in 2009), permitting transit-supportive development on the subject site, which is one of very few remaining opportunities to intensify around Warden Station.

While the Secondary Plan provides that mixed-use development with mid-range densities and heights will be permitted and encouraged on the arterial road frontages of Warden Avenue and Danforth Road, the Secondary Plan is outdated, and the proposed development will provide a transit-supportive development that optimizes the use of the site in proximity to Warden Subway Station in accordance with current Provincial policy direction.

The proposed OPA also reflects the proposed public park dedication (the Warden Woods Secondary Plan does not contain the cap that is contained within Policy 3.2.3(5) of the Official Plan).

The Proposal requires an amendment to the Scarborough Employment Zoning By-law No. 24892 (Oak Ridge) to rezone the site from its current Industrial (M) Zoning to a more appropriate site-specific Commercial Residential Mixed-Use Zoning to permit the proposed development. The City of Toronto Zoning By-law 569-2013 will also be amended to include a site-specific amendment to permit the proposal.

The draft Official Plan and Zoning By-law Amendment documents are being submitted concurrently. A Draft Plan of Subdivision is also being submitted concurrently to convey the new public road and public park.

A Site Plan Approval will be submitted in the future.



Policy & Regulatory Context

4.1 Overview

As set out below, the proposed redevelopment is supportive of 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. The policy direction of these documents each promote a range of housing options, as well as the optimization and efficient use of land and infrastructure within built-up areas, particularly in areas that are well served by municipal infrastructure, including higher-order public transit.

4.2 Planning Act

Section 51(24) of the *Planning Act* prescribes that regard shall be had to the following matters for plans of subdivision:

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
 - The proposed development has appropriate regard for the matters of provincial interest, which are reflected within the policies of the Provincial Policy Statement, which is considered below.
- b. *whether the proposed subdivision is premature or in the public interest;*
 - The proposed development is not premature and is in the public interest. The site has been designated and intended for redevelopment for a mix of uses for well over a decade.
- b. *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
 - The proposed development conforms to the Official Plan, as considered below, with the exception of the amendments being requested to reflect the development including the identified parkland dedication.
- c. *the suitability of the land for the purposes for which it is to be subdivided;*
 - The lands are suitable for high density residential mixed-use development, subject to obtaining the appropriate clearances for a record of site condition. The redevelopment of the lands will optimize the exiting infrastructure and resources in the area, including the nearby Warden Subway Station.
- d. *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
 - Not applicable.
- e. *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
 - A new public road is proposed, which will be designed to the City of Toronto engineering standards, having due consideration to the grades of adjacent streets and properties.
- f. *the dimensions and shapes of the proposed lots;*
 - The development block will be a large rectangular block of approximately 100 metres by 200 metres, with the new park block also being a regular rectangular block of approximately 20 metres by 125 metres.
- g. *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
 - There are no restrictions on the proposed lands that we are aware of.
- h. *conservation of natural resources and flood control;*
 - There are no impacts on any surrounding natural areas and there is no floodplain on the site.
- i. *the adequacy of utilities and municipal services;*
 - All utilities and municipal services have been evaluated to confirm adequacy.

- j. *the adequacy of school sites;*
 - o This Application is accompanied by a community services and facilities study. The proposed development is located within the built-up area of Toronto, with access to a wide variety of municipal services.
- k. *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
 - o The proposed public street and new public park will be conveyed to the City for public purposes. There will also be an easement for public purposes conveyed through the centre of the site for pedestrian access (the proposed POPS).
- l. *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
 - o The proposed subdivision provides for one development block with a density of 4.48 times the area of that block, which will contribute to optimizing the site with new transit supportive development next to the Warden Subway Station.
- m. *(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*
 - o It is anticipated that the development of the public street would commence first, with enhancements to the boulevards being implemented either through conditions of subdivision approval or through site plan approval.

4.3 Provincial Policy Statement

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".

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

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 appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.2.6.1 requires that major facilities (including manufacturing uses and rail facilities) and sensitive land uses (including residences) be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and 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, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

With respect to public spaces, parks and open space, Policy 1.5.1 sets out that healthy, active communities should be promoted by, inter alia, planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces and open space areas.

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 of the PPS 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 preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal and, in particular, the requested Official Plan Amendment and rezoning, are consistent with the PPS, specifically those policies relating to residential intensification and the efficient use of land and infrastructure.

4.4 Growth Plan

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 (the "2017 Growth Plan") was replaced by A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the "2019 Growth Plan"). All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter must 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. The amendment includes changes to the population and employment forecasts, the horizon year for planning, and other policies to increase housing supply, create jobs, attract business investment and better align with infrastructure.

Many of the policies of the 2019 Growth Plan, as amended, remain the same as in the 2017 Growth Plan; however, significant amendments were made to policies related to employment lands, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and "major transit station areas", among other matters.

The Growth Plan provides a framework for implementing the Province's vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. Under the Planning Act, all decisions with respect to land use planning matters shall conform to the Growth Plan. In accordance with Section 1.2.3, 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 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 of the Plan:

"... 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, while also supporting a more diverse range and mix of housing options... 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, as it is located within a major transit station area (per the applicable definition outlined below). The Growth Plan defines "strategic growth areas" as those areas identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form. These 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.

As noted, the subject site would fall within the definition of a "major transit station area". A "major transit station area" is defined by the Growth Plan as "the area including and around any existing or planned higher order transit station or stop within a settlement area [...] Major transit station areas generally are 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, including heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way.

While the City is required to delineate the boundaries of "major transit station areas" through its 2019 Growth Plan conformity exercise, it is our opinion that the site clearly falls within an area that would be appropriate for inclusion within the boundaries. In this regard, the subject site is located within approximately 200 metres of the Warden Subway Station lands, and 500 metres of the entrance to the station (an approximate 7-minute walk).

To satisfy the 2019 Growth Plan requirements, the City is required as part of its Municipal Comprehensive Review (MCR) to individually delineate the boundaries for the 180+ major transit station areas within the City and to demonstrate that each major transit station area is planned for the established minimum target. A May 19, 2020 Staff Report recommends that City Council authorize the commencement of the MCR and outlines City Planning staff's three-phased implementation approach to delineate and set the density targets for all major transit station areas. The staff report lists potential major transit station areas and places them in one of three phases, in which staff target advancing the delimitation of, and density calculation for, each. The relate study status for Warden Subway Station is noted as being underway.

At this time the City has only released mapping delineating the proposed boundaries of Protected Major Transit Station Areas ("PMTSA") around existing subway stations in the Downtown.

Policy 2.2.1(2)(c) 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 2019 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 forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. The 2016 Census data indicates 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.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that that, among other things, feature a diverse mix of land uses including residential and employment uses, 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 achievement of the intensification target and recognize them as a 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 a number of policies applying to "major transit station areas". Policy 2.2.4(2) requires the City of Toronto to delineate the boundaries of "major transit station areas" on priority transit corridors or 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" served by subways 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(5), added by the 2019 Growth Plan, allows municipalities to delineate the boundaries of “major transit station areas” and identify minimum density targets for “major transit station areas” in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act.

Policy 2.2.4(6) provides that, within major transit station areas on priority transit corridors or 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(8) provides that all major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate, connections to local and regional transit services, infrastructure to support active transportation and commuter pick-up/drop off areas.

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.”

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

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

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

on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

Policy 3.2.3(4) direct municipalities to ensure that active transportation networks are comprehensive and integrated into transportation planning to provide: safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

With respect to public open space, Policy 4.2.5(2) encourages municipalities to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards and public parks.

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.

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in the Growth 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 Section 5.1 of this report, it is our opinion that the proposal and, in particular, the requested Official Plan Amendment and rezoning, conform with the Growth Plan and specifically the policies supporting the development of "complete communities" and 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".

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was partially approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

Policy 5.6(1) provides 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), introduced by Official Plan Amendment No. 199, 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 City's 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), as amended by Official Plan Amendment No. 231, 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 found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors."

From a transportation perspective, Maps 4 and 5 of the Official Plan identifies Warden Avenue (i.e. Line 2), as having an Existing TTC Lines (see **Figures 12 and 13, Map 4 and Map 5**).

Policy 2.2(4) directs that new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and to be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

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 will be undertaken in the context of reducing auto dependency and 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.

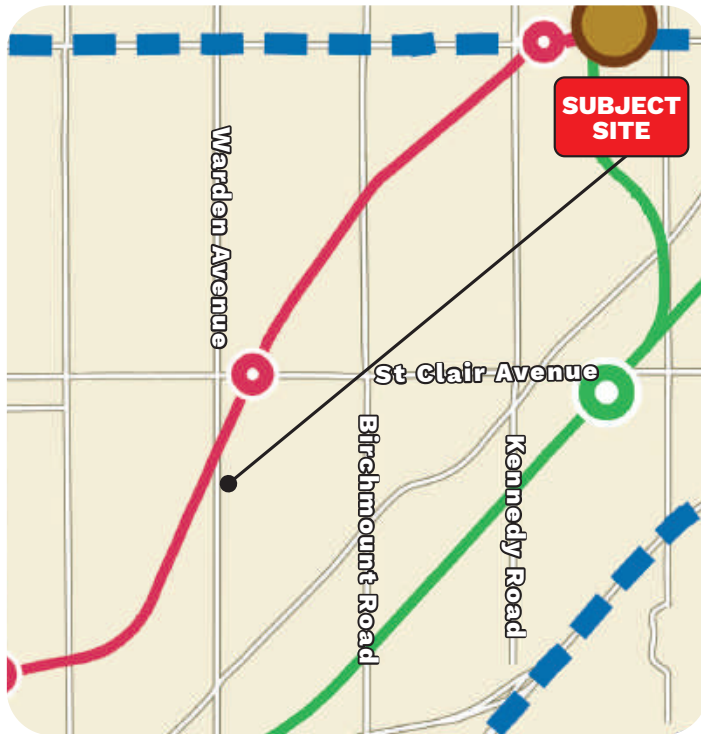
Policy 2.4(7) further provides that, for sites in areas that are well serviced by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use. Furthermore, Policy 2.4(8)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics".

Land Use Policies

The subject site is designated *Mixed Use Areas* on Map 20 (see **Figure 14**), Land Use Plan, of the Official Plan. The properties to the east are designated *Neighbourhoods*, lands to the west (on the west side of Warden Avenue) are designated *Apartment Neighbourhoods* and *Parks*, while lands to the north and south are designated *Mixed Use Areas*.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities. The introductory text in Section 4.5 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:

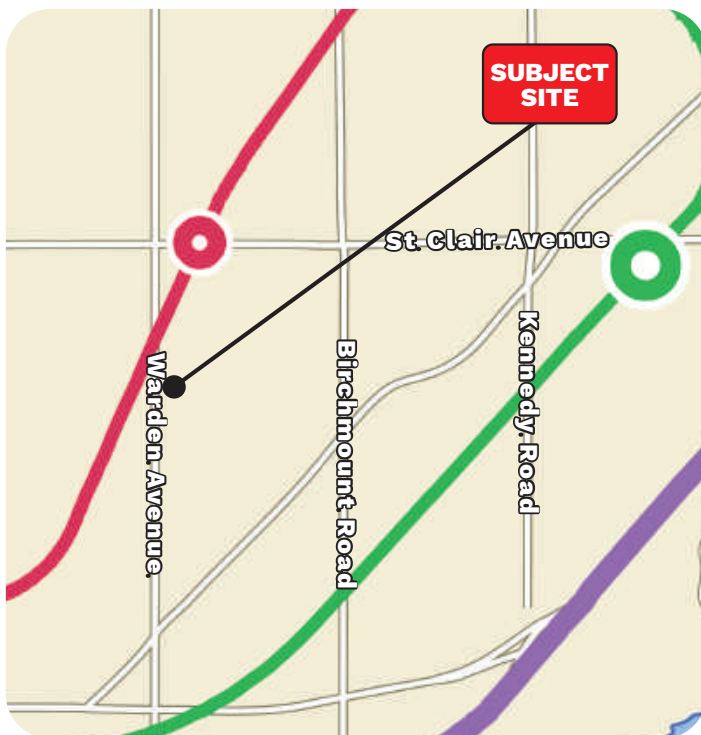
"Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity



Higher Order Transit Corridors Legend

- Existing**
- TTC Subway and LRT Lines
 - GO Rail Lines
- Expansion Elements**
- Transit Corridors
 - GO/TTC Interchange GO
 - Rail Station

Figure 12 - Toronto Official Plan Map 4



Enhanced Surface Transit Network Legend

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

Figure 13 - Toronto Official Plan Map 5

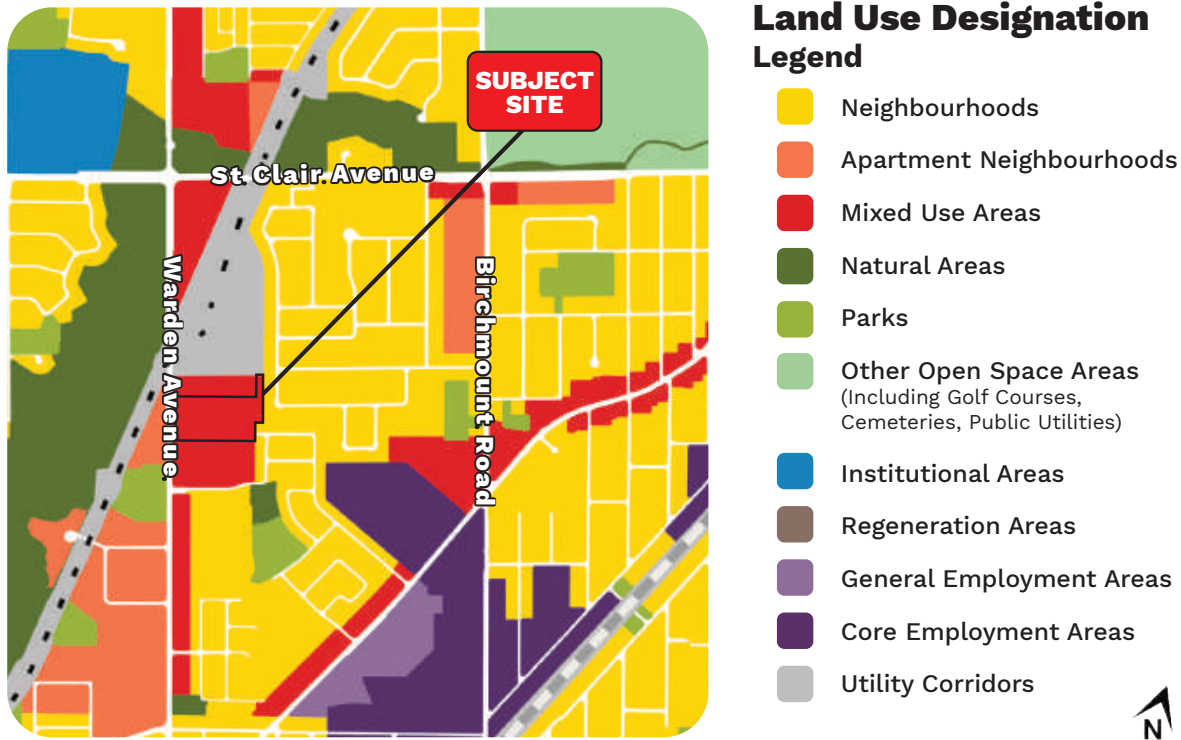


Figure 14 - Toronto Official Plan Map 20

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 policy criteria for development within the *Mixed Use Areas* designation 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;
- Providing for new jobs and homes for Toronto's growing population on underutilized lands in the Avenues and other lands designated Mixed Use Areas;
- Locating and massing new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods;
- Locating and massing new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- Locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets parks and open spaces;
- Providing an attractive, comfortable and safe pedestrian environment;
- Having access to schools, parks, community centres, libraries and childcare;
- taking advantage of nearby transit services;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents; and
- Providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Section 2.3.1 of the Official Plan contains policies related to development of *Mixed Use Areas* adjacent or close to *Neighbourhoods*. Policy 2.3.1(3) provides that developments within *Mixed Use Areas* adjacent to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan, through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*;
- orient and screen lighting and amenity areas so as to minimize impacts upon adjacent land in those *Neighbourhoods*;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent lands in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Policy 2.3.1(4) provides that intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that neighbourhoods are protected from negative impact.

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, livability, 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, as amended by Official Plan Amendment No. 479 (approved on September 11, 2020), 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) outlines 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 outlines that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations.

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, inter alia, 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. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities (Policy 3.1.1(13)). Policy 3.1.1(18) provides that parks and open spaces will be located and designed to connect and extend, wherever possible, to existing parks, natural areas and other open spaces, as well as to consider opportunities for future expansion of the park or open space onto adjacent sites with redevelopment potential.

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. The Plan recognizes that, as intensification occurs in the Downtown and elsewhere throughout the City, 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 livability and quality of life for existing and new residents, workers and visitors. Section 3.1.2, as amended by Official Plan Amendment No. 480 (approved on September 11, 2020), provides principles on key relationship of the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure each new building will promote and achieve the overall objectives of the Plan.

Policy 3.1.2(1) provides 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; and
- providing comfortable window 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 3.1.2(2) directs that development will provide accessible open space, where appropriate. 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 3.1.2(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 vehicular access between the front face of a building and the public street or sidewalk.

Policy 3.1.2(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 3.1.2(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 3.1.2(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines. Where development includes, or is adjacent to, a park or open space, Policy 3.1.2(8) indicates that buildings should be designed to provide good transition in scale to parks or open spaces to provide access to direct sunlight and daylight. Policy 3.1.2(9) directs 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 3.1.2(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;
- coordinated 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 3.1.2(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 3.1.2(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.

Section 3.1.3 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 identifies that tall buildings are the most intensive form of growth that 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 play a role in achieving residential and office growth ambitions in appropriate areas across the city. 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 3.1.3(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 3.1.3(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 3.1.3(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 3.1.3(11) indicates that the objectives in Policy 3.1.3(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 floorplates 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.

Policy 3.1.3(12) directs that the top portion of a tall building should be designed to: integrate roof top 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)). Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Parks and Open Spaces Policies

Section 3.2.3 of the Official Plan relates to parks and open spaces and seeks to maintain, enhance and expand Toronto's parks and open space system as the City grows and changes by:

- adding new parks and amenities, particularly in growth areas and maintaining and improving and expanding existing parks;
- designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
- protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages;
- promoting and using private open space and recreation facilities, including areas suitable; and
- for community or allotment gardening, to supplement the City's parks, facilities and amenities (Policy 3.2.3(1)).

Policy 3.2.3(3) sets out that the effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility.

Implementation Policies

Policy 5.1.1(1) of the Official Plan directs that zoning by-laws, pursuant to Section 37 of the Planning Act, may be enacted to permit more height and/or density for a use than is otherwise permitted by the Zoning By-law for that use in return for the provision of community benefits in the form of capital facilities to be set out in the Zoning By-law together with the related increase in height and/or density, subject to ensuring the capital facilities bear a reasonable planning relationship to the increase in the height and/or density of a proposed development, including having an appropriate geographic relationship to the development and addressing the planning issues associated with the development; the development must constitute good planning and be consistent with the objectives and policies of the Official Plan; and the use of Section 37 must be contingent upon adequate infrastructure to support the development.

Policy 5.3.2(1) of the Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and they do not have the status of policies in the Official Plan adopted under the Planning Act. This policy is relevant with respect to the status of the Tall Building Design and Mid-rise Guidelines discussed in Section 5.5 below.

Proposed Amendments to the Transportation Policies

On February 26, 2020, City Council adopted Official Plan Amendment 456 ("OPA 456"), amending transportation policies related to transit; cycling; automated vehicles, shared mobility and other emerging mobility technologies; and water, wastewater and stormwater, and associated maps and schedules.

The amendments are intended to, among other matters, strengthen the existing policies as it relates to integration of land use and transportation planning; support and encourage the development of compact complete communities; protect pedestrians and the pedestrian environment to promote walking and cycling; introduce measures to encourage sustainable and active mobility choices. The proposed amendments are the result of public and stakeholder consultations conducted as part of the Five-Year Review of the Official Plan. The Official Plan Amendment has been submitted to the Minister of Municipal Affairs and Housing for approval pursuant to Section 26 of the Planning Act and is not yet in force.

In particular, OPA 456 includes revisions to Sections 2 and 3, Maps 3, 4, and 5 and Schedules 1 and 2 of the Official Plan. The amendments to Maps 3, 4 and 5 do not impact the subject site.

In addition, OPA 456 adds a new Section titled "Public Realm – Higher Order Transit" between Sections 3.1.1 and 3.1.2, which encourages public facing elements of higher-order transit to be designed to integrate into the local community in a manner that provides a high-quality pedestrian experience, supports the envisioned context, facilitates the creation of complete communities, and contributes to placemaking.

4.6 Warden Woods Community Secondary Plan

City Council adopted Official Plan Amendment (OPA) No. 1145 to the Scarborough Official Plan, (i.e. the Warden Woods Community Secondary Plan), on October 28, 2005. It was subsequently appealed to the Ontario Municipal Board (OMB). Following a series of hearings on a number of consolidated appeals, the Secondary Plan was approved in 2009.

The Secondary Plan applies to lands on the east side of Warden Avenue, generally between Danforth Road to the south and southeast and Fairfax Crescent to the north, and is comprised of a mixture of public and private lands, including lands owned by Ontario Hydro and the TTC.

The Secondary Plan sets out the policy framework to guide development in the community, as well as the planning visions for the creation of a strong liveable community. The intent of the Secondary Plan is to support private and public investment in the creation of the community in a manner that is integrated with the surrounding residential communities and ravine system, and to establish compatible interfaces with residual and abutting *Employment Areas*.

The vision for a vibrant, healthy and liveable Warden Woods Community is based on a number of principles, as outlined Section 1.2 of the Secondary Plan, including:

- **Strategic Use of City-Owned Lands and Assets:** supports transit-oriented redevelopment of the City-owned lands close to the subway station;
- **A Healthy Community:** encourages a mix of uses that supports a healthy community including community facilities, health services, parks and a range of employment uses compatible with residential uses such as retail, live-work and offices on the lands designated as *Mixed Use Areas*;
- **Connecting:** creation of a coherent and inter-connected public realm, including public open spaces and publicly accessible areas within private developments;

- **Housing Diversity:** encourages the provision of a full range of housing to accommodate a broad range of household incomes and sizes, under varied forms of tenure and with a range of building forms;
- **Improvement of the Natural Environment:** creating better public access to natural areas where appropriate, protecting sensitive natural areas, and removing alien and invasive species. The Secondary Plan also encourages green technologies such as green roof development and environmentally advanced stormwater management practices.
- **Preservation of Heritage Resources:** encourages the preservation of heritage resources and the appropriate reuse of buildings, grounds and landscapes.

The subject site is designated *Mixed Use Areas* on Map 20 of the Official Plan. This designation is carried forward into the Secondary Plan. Section 2.1 of the Plan states that Warden Woods will include diverse land uses to accommodate a variety of services and economic opportunities for its residents and contribute to the vibrancy of the community. Further, existing industrial uses within Warden Woods will be accommodated through appropriate buffering, screening, and other attenuation measures.

Policy 2.1.1 provides that mixed-use development with mid-range densities and heights will be permitted and encouraged on the arterial road frontages of Warden Avenue and Danforth Road, with the highest densities and heights located in the *Mixed Use Areas* and *Apartment Neighbourhoods* designations closest to the subway station. The tallest buildings will be permitted at the southeast corner of the intersection of Warden / St. Clair Avenues. Following therefrom, Policy 2.1.6 states that large-scale, stand-alone retail stores and/or "power centres" are not permitted in *Mixed Use Areas* with the exception of a retail food store (supermarket) in a location south of the *Utility Corridor*, designed to serve the local population. While larger scale retail uses such as supermarkets are permitted, they are not required.

Section 2.2 includes urban design policies which are intended to guide development in the community. Map 30-2 illustrates potential linkages and connections in the Secondary Plan Area, which include connections to arterial roads, linkages between neighbourhoods within the Warden Woods Community and linkages to natural and open space areas and pedestrian and bicycle routes. As it relates to the subject site is a pedestrian linkage at the east end of the subject site, which is intended to be a segment of a continuous north-south green pedestrian corridor extending from Danforth Road to the north end of the Secondary Plan Area. In addition, a connection to an Arterial Road is identified where the subject site fronts Warden Avenue.

Policy 2.2.2 requires upgraded streetscape treatments such as pedestrian scale lighting, decorative paving, street furniture, gateway features, and enhanced landscaping will be provided along key streets including Warden Avenue. Policy 2.2.3 states that built form and streetscape on Warden Avenue will be designed to support mixed use developments and promote a vibrant street frontage. Policy 2.2.4 provides that developments will be physically integrated within the new community and with the surrounding urban fabric.

Policy 2.2.5 provides that pedestrian connections and linkages be created to existing communities, schools, bus and subway stations, stops and terminals, existing natural areas and open spaces, and proposed new parks and open spaces. These connections include a continuous north-south green pedestrian corridor extending north from Danforth Road to the north end of the Secondary Plan area. The green pedestrian corridor will consist of open spaces with walkways and/or trails, sidewalks along public streets, and other necessary elements. While 2.2.5 references "potential" linkages including potential street connections to Warden south of the Hydro Corridor and north of Bell estate Road, the Map 30-2 of the Secondary Plan identifies a pedestrian linkage from the subject site to the neighbourhood to the east, as well as north-south along the eastern edge of the subject site.

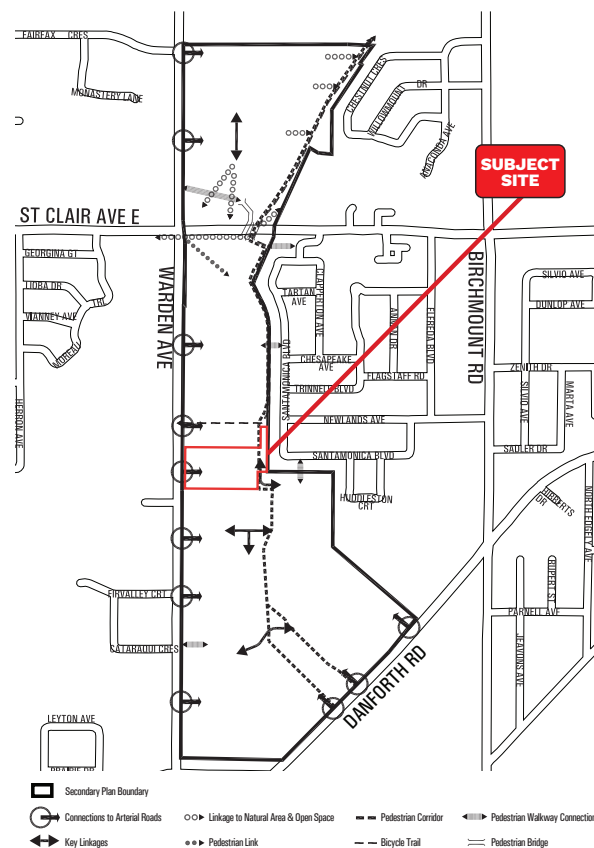


Figure 15 - Warden Woods Community Secondary Plan Map 30-2

Section 2.3.1 encourages community services and facilities to be provided in new developments, and where they are not provided consideration will be given to accepting appropriate contributions pursuant to Section 37.

With respect to parks, open spaces and natural heritage, Section 2.4 provides that the liveability and desirability of Warden Woods will be enhanced by the creation of new parks; privately managed but publicly accessible open spaces can augment formal parks and open space areas. Policy 2.4.4 requires a parkland dedication rate of 0.4 hectares per 300 dwelling units, or 5% of the land area (whichever is greater, will be applied with no cap indicated).

As it relates to housing, Policy 2.5 encourages a diversity and broad range of housing opportunities, that will provide the residents with the ability to remain in their neighbourhoods and retain their connections and social networks as their housing needs change.

Finally, in terms of transportation, Policy 2.6.1 encourages walking, cycling, and transit use as a means to reduce the use of private automobiles. Policies 2.6.7 and 2.6.8 permits reduced parking requirements for sites in proximity to the subway station may be considered and implemented through the Zoning By-law, and encourages the provision of bicycle parking.

4.7 Zoning

The in-force Zoning By-law applying to the subject site is Industrial (M) in the Scarborough Employment Districts Zoning By-law No. 24892 (Oakridge). This zone permits a variety of uses including industrial uses, offices (excluding medical and dental), educational and training facility uses, day nurseries, and recreational uses, as well as places of worship as a sole use or in conjunction with a day nursery on sites abutting certain arterial roads including Warden Avenue.

The new City-wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013; however, it is subject to numerous appeals to the Ontario Municipal Board and therefore is not yet in force. Furthermore, the subject site is not included in the area subject to By-law 569-2013. The proposed application is to include the subject site into By-law 569-2013 with a site-specific Commercial Residential (CR) zoning.

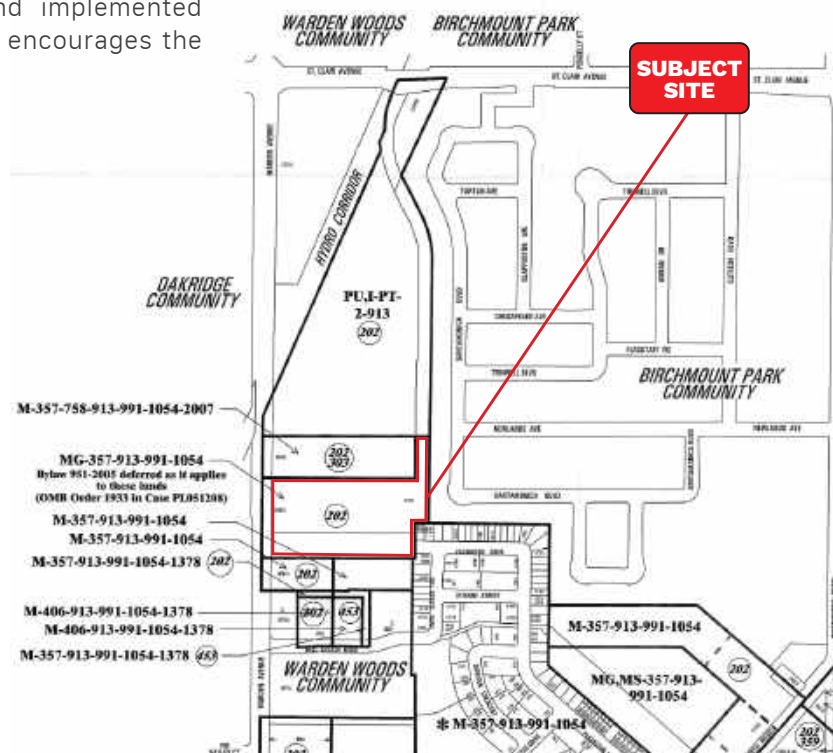


Figure 16 - Zoning By-law

4.8 Warden Woods Urban Design Guidelines

The Warden Woods Urban Design Guidelines were developed through 2005 (prior to the Growth Plan) and appended to the Warden Woods Secondary Plan (OPA 1145).

The vision for the guidelines focuses on community building and aims at creating:

1. A transit supportive community with a coherent and pedestrian friendly public street and walkway system;
2. A community that draws strengths from its natural attributes as well as its cultural heritage;
3. A vibrant community that promotes mixed uses and activities;
4. A beautiful community with high quality architecture, public art, streetscapes, parks and open spaces, and distinct places and features; and
5. A connected community that fits with and contributes to the existing neighbouring communities.

The guidelines cover four general areas. These are "the Public Realm", "Built Form", "Priority Areas", and "Public Art and Cultural Heritage".

Section 1 (Public Realm) provides that the public realm will be designed to support integrated and connected communities, to create pedestrian friendly and transit supportive environment, and to promote public safety and a sense of community identity. New parks are to be considered focal points for the new community and an amenity for the existing neighbouring communities. These parks should be at central locations with easy access from Warden Avenue as well as other areas of the community. They should be visually and physically integrated with adjacent open spaces and adjacent buildings should have adequate fenestration and articulated architectural design to enhance the quality of the open space and to promote pedestrian safety.

Section 1.2 provides that new streets should be designed as pedestrian oriented streets with an urban character. Reduced rights of way (under 20 metres) may be considered and enhanced public realm along key streets such as Warden Avenue and park-side streets.

Section 1.3 provides that pedestrian connections will be provided to existing communities, schools, bus and subway stations, existing natural areas and new parks. This includes a new north-south green pedestrian corridor generally along the former CN rail spur, extending from Danforth Road to the north end of the Secondary Plan area. A street connection is also shown from Warden along the south end of the subject site extending east.

Section 1.5 deals with public safety, specifically directing building entrances to be accessible from the public sidewalks or walkways, on street parking where appropriate and designing outdoor spaces based on CPTED principles.

Section 1.6 encourages view corridors toward public parks, with special architectural and streetscape treatments at key entranceways or gateways, such as the location of the subject site.

With respect to heights, Section 2.1 directs generally mid-rise development (up to eight-storeys) along Warden between the hydro facility to the north and Danforth Road to the south and taller buildings above 12-storeys were illustrated at the Subway station site and up to 12-storeys on what is the Create TO site north of St. Clair. Recommended building setbacks are generally 3-5 metres to allow for a high quality pedestrian environment but still animating the street with buildings located along the street. Buildings along Warden are recommended to be make up approximately 70% of the street frontage.

4.9 Tall Building Design Guidelines

The City-Wide Tall Building Design Guidelines define a tall building as a building having a height that is greater than the width of the adjacent street right-of-way or the wider of two streets if located at an intersection. This segment of Warden Street has a planned right-of-way width of 27.0 metres. Accordingly, the proposed heights of 19- and 22-storeys (60.65 and 70.3 metres) at the Warden frontage (27.0 metre right-of-way) would be considered tall buildings in accordance with the definition.

On May 7, 2013, City Council adopted City-wide Tall Building Design Guidelines, which update and replace the "Design Criteria for the Review of Tall Buildings 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 be afforded some flexibility in the application, particularly when looked at cumulatively."

The Guidelines include sections related to site context, site organization, tall building massing and pedestrian realm. Key guidelines include a maximum floor plate size of 750 square metres, a minimum tower setback of 12.5 metres from the side and rear property lines and a minimum separation distance of 25 metres between towers on the same site.

The proposed development is evaluated with respect to the Tall Building Design Guidelines in Section 5.5 of this report.

4.10 Growing Up Guidelines

In 2015, City Planning staff initiated a study to explore how new multi-unit residential buildings and "vertical neighbourhoods" can better accommodate the needs of households with children. This study resulted in the "Growing Up: Planning for Children in New Vertical Communities Draft Urban Design Guidelines" (the "Guidelines"). A staff report summarizing the study process and draft Guidelines was adopted without amendment by City Council at its meeting on July 5, 2017.

On July 28, 2020 a Final Recommendation Report was presented to City Council, and the updated Growing up Guidelines were adopted. Updates to the Guidelines can be grouped into the following categories:

- Inclusivity for larger and multi-generational households: the introductory text and guidelines have been modified to reflect that 'housing for families with children' also supports a range of household types and sizes that require access to larger units with multiple bedrooms. These changes have been informed by consultation with Community Planning and the development industry which has pointed to the benefit of providing a range of unit sizes for 'downsizers' and multi-generations, or households comprising roommates;
- Emphasizing liveability and quality in all unit sizes: increased emphasis is placed on design quality for all unit types, recognizing that there are elements common to all unit types, such as windows, which can be designed to support liveability regardless of the number of bedrooms in the unit;
- Aligning with other City-led initiatives: the draft Guidelines have been updated revised to align with new City-led initiatives that have been adopted by City Council since the draft Guidelines were introduced. In particular, Guideline 1.1 'Mobility' has been updated to reflect the City's Vision Zero program and Guideline 1.2 'Parks and Open Spaces' have been updated to reflect the Parkland Strategy; and

- Revisions based on new policy direction: the policy framework section has been updated to reflect the PPS (2020) and the Growth Plan (2019). Further changes were required to remove reference to Section 37 and parkland dedication, both of which have changed through the new Planning Act, and associated regulations.
- 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 draft 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 draft 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; and
- The Unit Scale: At the unit scale, the draft Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The primary objectives of the Guidelines include:

- To ensure a diversity of housing types and sizes to support not only households with children, but also a variety of households of at all different life stages;
- To maintain liveability and quality of vertical communities over the long-term; and
- To plan public realm and community amenities from the perspective of a 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.

4.11 Pet-Friendly Design Guidelines

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.

4.12 Complete Streets Design Guidelines

The Toronto Complete Streets Guidelines (2017) build upon the vision for streets outlined in the City's Official Plan and are guided by three high-level objectives:

- designing streets for people;
- designing streets for placemaking; and
- designing streets for economic prosperity.

The Guidelines incorporate some of the latest best practices with respect to the development of complete streets and are intended to help decision-makers, practitioners and communities make more informed choices when prioritizing the competing demands for space on city streets.

Chapter 2 of the Guidelines (Street Types) describes the various types of streets in the city including design objectives and aspiration examples of what such a street could look like. Chapter 3 (Steps to Street Design and Decision Making) outlines the general steps in the street design process and the decision-making framework. Chapters 4 to 9 provide an overview of street design principles and considerations for the six key components and functions on the street: pedestrians, cycling, transit, green infrastructure, roadways and intersections:

- Street design for pedestrians discusses context-sensitive pedestrian design and includes considerations such as sidewalks, crossings, accessibility and the public realm. The safety of pedestrians should be prioritized over maximizing traffic capacity and pedestrian street design should be accessible for all.

- Street design for cyclists considers ways to mitigate exposure to potential conflict between cyclists and motor vehicles and encourages the provision of cycling infrastructure on city streets.
- Street design for transit encourages the provision of a combination of various street elements, such as curbside strategies (e.g., bulb-outs, queue-jump lanes), traffic signal control strategies, and universally accessible stops and facilities, that can improve the quality of surface transit on city streets.
- Street design for green infrastructure provides for the inclusion of natural and human-made features, park lands, stormwater management systems, street streets, permeable materials, green roofs, and active transportation modes to achieve a range of environmental goals to address climate change, emissions, energy efficiency, stormwater quality and runoff and the urban tree canopy.
- Street design for roadways focuses on designing for mid-block portions of roadways and considers issues such as multi-modal transportation, safety of road users, context-sensitive target speed and reliable travel, and placemaking goals.
- Finally, street design for intersections includes principles that enable the design of intersections to function well for all modes of transportation in a safe and predictable manner.



Planning & Urban Design Analysis

5.1 Intensification

Intensification on the subject site is supported by policy directions articulated in the PPS, the Growth Plan, and the City of Toronto Official Plan, all of which promote intensification on sites that are well served by municipal infrastructure, with particular emphasis on those in proximity to higher order transit. In this regard, the Proposal will redevelop an underutilized site within the Warden Woods Community.

The subject site is located within a "strategic growth area" and a "major transit station area" as defined by the Growth Plan, as it is located within a 500-800 metre radius of the Warden Subway Station. 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 (our emphasis).

Strategic growth areas are intended to accommodate intensification and higher-density mixed uses in a more compact built form while the Growth Plan provides that increased densities should be promoted in "major transit station areas" to support the viability of existing and planned transit service levels. These areas are to be planned and designed to be transit-supportive by planning for a diverse mix of uses to support existing and planned service levels and prohibiting land uses and built form that would adversely affect the achievement of transit supportive densities.

The relevant Official Plan and Secondary Plan policies integrating land use and transportation planning were drafted prior to the effective date of the original Growth Plan (2006), which introduced the concept of major transit station areas and included policies that promoted major transit station areas as locations for increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. Accordingly, the Official Plan and Secondary Plan policies do not fully recognize and give effect to the current Provincial policy directions supporting intensification in proximity to transit stations.

While the current Secondary Plan and appended guidelines envisioned mid-rise heights up to 8-storeys and above 12-storeys, the area has been primarily developed with low-rise townhouse developments to the south and southeast of the subject site. As illustrated in **Figure 17**, this site is one of the few properties where intensification of transit-supportive development could occur in the area, given the location of the large natural features to the west, the developed low-rise areas to the east and south, and the intervening hydro facility lands between the subway station and the subject site.

Within the policy context outlined above, the subject site, which is currently undeveloped, represents an underutilization of the site. The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. Residential/mixed-use intensification on the subject site would support transit ridership and provide the opportunity for residents to live close to work or to commute by multiple transit options, including walking, cycling and public transit.

As well, residential intensification on the subject site will result in population growth that will contribute to the achievement of forecasts in the Growth Plan and the Official Plan. From a housing perspective, the Proposal will support Provincial and City policy to provide housing choices by expanding the range of housing types and densities through residential intensification.

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.

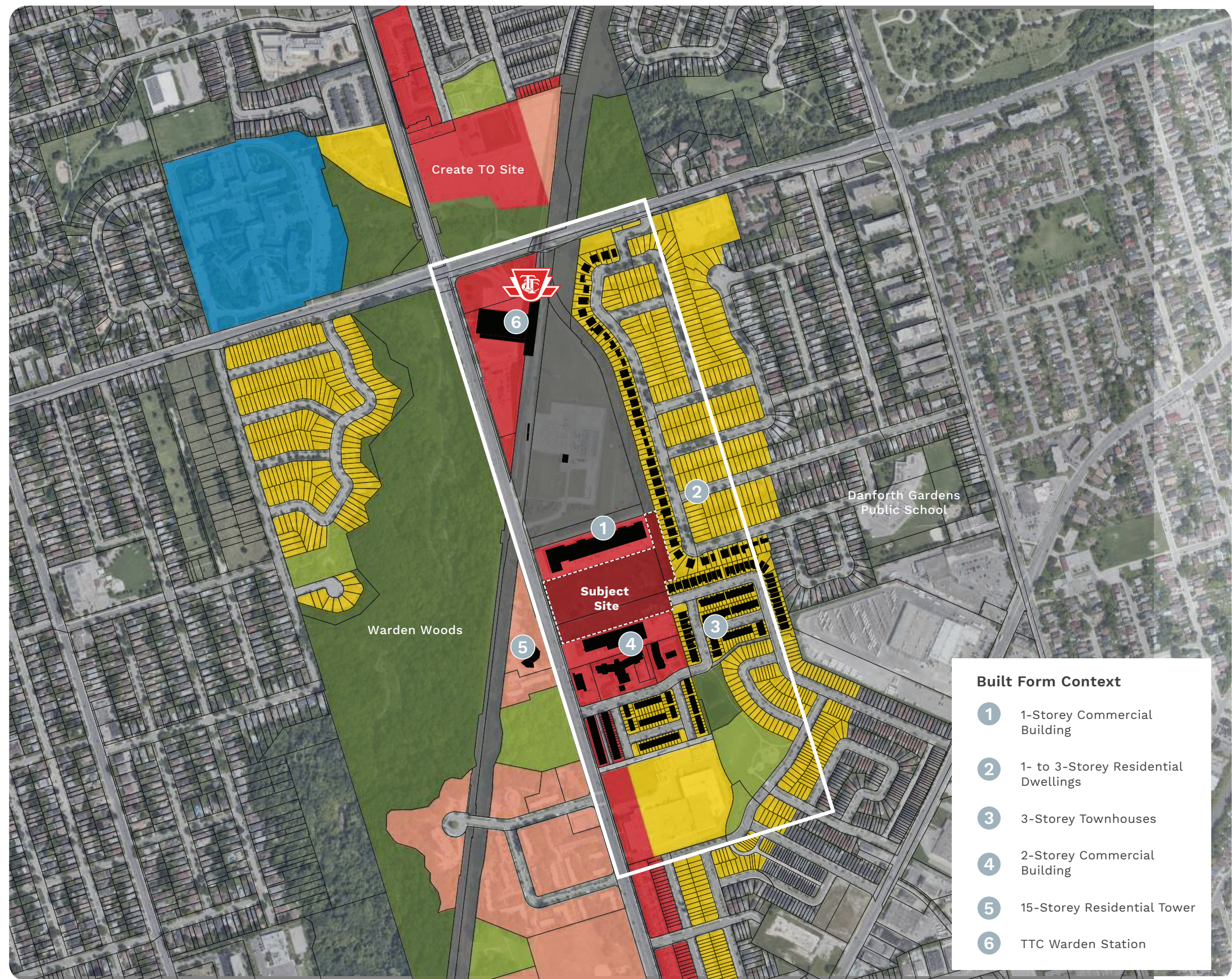


Figure 17 - Lot Use Fabric

Policy 2.4(7) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking for sites in areas such as this, which are well served by public transit, including locations in proximity to higher order transit stations such as the Warden Subway Station. Furthermore, it is our opinion that the current industrial zoning permissions, does not conform to the Official Plan and represents an underutilization of land and infrastructure.

5.2 Land Use

The proposed residential development, with grade-related retail uses along Warden Avenue, is consistent with the land use permissions of the Official Plan. An amendment to the

Scarborough Employment Districts Zoning By-law No. 24892 (Oakridge) is required, as it currently permits a variety of uses including industrial uses, offices (excluding medical and dental), educational and training facility uses, day nurseries, and recreational uses. Accordingly, the rezoning application would rezone the subject site to a commercial residential zoning from its current industrial zoning, which does not conform to the Official Plan *Mixed Use Areas* designation.

The *Mixed Use Areas* designation is one of four land use designations that are intended to accommodate most of the increased population and jobs anticipated by the Official Plan's growth strategy. The objective of the Official Plan in intensifying *Mixed Use Areas* is to ensure flexibility is provided for redevelopment opportunities and reurbanization. It is anticipated that residents will be able to live, work and shop in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and at night.

The area has evolved from a former industrial area to one that is now more residential in character, but with some larger employment uses in the area including the TTC bus yards to the southeast, Traditional Fine Foods manufacturing facility to the south on Warden (at 663 Warden Avenue) and the Providence Healthcare Facility northwest of St. Clair and Warden (at 3276 St. Clair Avenue East). The proposed development

will assist in the revitalization of the Warden Avenue Corridor with grade-related retail, while residential intensification will add population density in proximity to the Warden Subway Station and will help to support transit ridership. While the Warden Woods Secondary Plan allows for large format retail on the subject site, it is not a requirement and is not being considered in the Proposal. Rather, the approach is to include smaller scale retail animating Warden with a transition to residential toward the east.

The proposed park is appropriately located along a new public street, in a location that is consistent with the Warden Wood Urban Design Guidelines, which provides that parks are to be considered focal points for the new community and an amenity for the existing neighbouring communities. The park will have an area of 2,486 square metres, with a size that is adequate for a range of programming, including providing for the planned pedestrian and cycling connections contemplated by the Warden Woods Secondary.

As described in further detail in the review of technical studies, the proposed development will be compatible with surrounding uses in accordance with both Provincial and City policies, and not require any mitigation in relation to any industrial uses.

5.3 Height, Massing Density

As noted in Section 5.1 of this report, the subject site is an appropriate location for intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for tall buildings given the large size of the site, its proximity to the Warden Subway Station and its relative distance from low-rise properties and *Neighbourhoods*, from which the proposed heights will generally fit within a 45-degree angular plane. See **Figures 18 and 19**.



Figure 18 - Built Form Transition - Section C1-C2

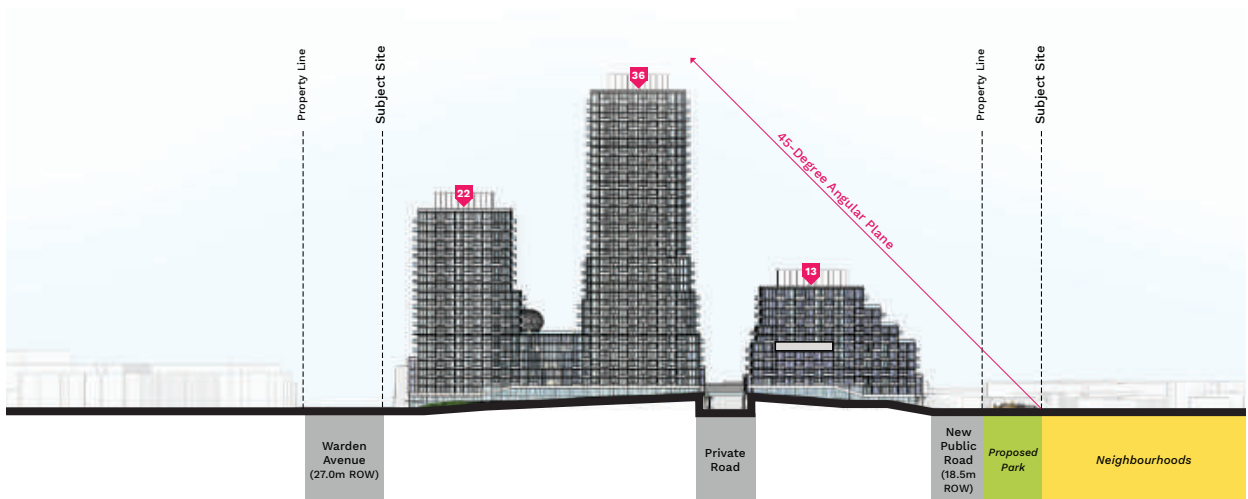


Figure 19 - Built Form Transition - Section D1-D2

The development includes variations and undulations in height and provides for complimentary and transitional heights down to the *Natural Areas* to the west and *Neighbourhoods* to the east, which the tallest buildings located centrally on the deep block. The buildings have been designed to frame the internal POPS connection to the new public park, which interfaces with the *Neighbourhoods* to the east. In this respect, heights along Warden are 19- and 22-storeys, which increased to 33- and 36-storeys central to the block, and transition down to 13-storey mid-rise forms to the east. Accordingly, and as noted above, this configuration concentrates the greatest heights within the center of the site to allow for appropriate separation from and transition to low-rise residential neighbourhoods and ensures that all building elements fall within a 45-degree angular plane measured from any lands designated *Neighbourhoods* in the Official Plan.

As illustrated in **Figure 17** above (**Block Plan**), from a block context perspective, the Proposal provides for appropriate and complementary relationship to its surrounding context. To the west, is a 15-storey residential apartment building, the TTC subway rail line and the Warden Woods Ravine and hiking trails area. The proposed heights along the Warden Avenue frontage (i.e., 19- and 22-storeys) are generally consistent with the existing heights of the apartment building to the immediate west along Warden Avenue (at 682 Warden Avenue), as well as the recently approved 19-storey CreateTO building just north of St. Clair Avenue East (at 705 Warden Avenue), which is to be constructed along the Warden frontage.

To the east, the proposed development steps down to a mid-rise height of 13-storeys to provide an appropriate transition both to the proposed new on-site park, as well as to the adjacent low-rise *Neighbourhoods* area. As noted, the built form will fit within an angular plane of 45 degrees cast from the westerly-most lot lines of the *Neighbourhood* designated lots.

To the south of the site is a low-rise self-storage facility (681 Warden), followed by a retirement home and TD Bank and a row of townhouses (all of which are designated *Mixed Use Areas* in the Official Plan). The proposed development will provide for appropriate transition by staying within a 45-degree angular plane from the *Neighbourhood* designated townhomes south of Bell Estate Road.

The self-storage facility is subject of a recent site plan application for a four-storey addition along the Warden frontage. The site plan for the self-storage facility includes a landscape buffer along its northerly lot line, which would provide for an appropriate interim condition until that site develops for an ultimate mixed use intensified development in the future. Should that occur, the proposed development will not create any issues in relation to tower separation, overlook or privacy due to the separation created by the new public street.

To the north is a commercial building containing a range of light office and commercial uses (689 Warden). Similar to the south side of the site, the new public street would provide for adequate separation from both the existing and current use of the site, as well as for any future mixed-use development that would ultimately be integrated through the completion of the public street boulevard.

Beyond the commercial building at 689 Warden is the Hydro Facility and Hydro line (designated *Utility Corridor* in the Official Plan), which restricts potential for new mixed-use development in the immediate proximity of the Warden Subway Station. Accordingly, the proposed development is one of very few properties in the area that can intensify and contribute transit riders.

In terms of the overall planned height context, while the 2005 Warden Woods Urban Design Guidelines contemplated buildings above 12-storeys at the location of the Warden Subway Station, those were created prior to the new Growth Plan. It is our opinion it would be more appropriate for heights at the Warden Subway Station, which could provide appropriate transition to adjacent *Neighbourhoods*, to be far in excess of 12-storeys and more in the range of over 35-storeys (similar to the approach taken at the Scarborough Junction application at St. Clair and Kennedy).

In terms of massing, the Proposal employs a tower base building typology, incorporating the recommended tower separation distances recommended by the City's Tall Building Design Guidelines. The base buildings provide for a comfortable pedestrian scale, including a combination of tower step-backs and continuous streetwalls to provide for an architecturally attractive design that emphasizes distinct elements that establish a pedestrian friendly scale along the proposed street and new POPS connection.

The base buildings range up to 6-storeys (approx. 20.0 metres), to appropriately frame the street edges with good proportion that is generally reflective of a 1:1 relationship to the adjacent right of way of the new street (which is 18.5 metres). In terms of siting, base buildings will provide for a minimum 6 metres from curb to building face along the new public street.

The tall building elements are organized as point towers so as to ensure adequate access to sky view, light and privacy. The building mass progressively decreases in size as the height increases, with less than 750 square metre floorplates generally above the 12th floor for the tall building elements.

In terms of density, it is our opinion that the proposed density of 4.6 times the area of the lot is appropriate and desirable. Firstly, as set out in Section 5.1 of this report, it is important to optimize density on the subject site from the perspective of integrating land use and transportation, given its location within a major transit station area with on-site access to the Warden Subway station and the transition provided towards Neighbourhood designated properties to the south and east, and the complementary relationship to Warden Avenue and the Warden Woods ravine area to the west.

The proposed intensification on the subject site represents one of the few remaining opportunities to optimize density in the immediate area, consistent with both good planning practice and the overarching provincial and municipal policy direction outlined in the PPS, Growth Plan and the Official Plan.

It is also noted that the Official Plan does not generally include density limitations, and it 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 bylaw 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 an appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis for density numbers alone.

5.4 Built Form Impacts

As set out below, it is our opinion that the Proposal would have acceptable built form impacts on surrounding properties, particularly on properties within the *Neighbourhoods* designation to the east and the low-rise *Mixed Use Area* designated lands to the south.

In this regard, the Official Plan development criteria in Policy 4.5(2) places particular focus on potential impacts of high-rise development on adjacent lower-scale *Neighbourhoods*. As noted, the subject site is designated *Mixed Use Areas* in its entirety. The lands to the north are designated *Mixed Use Areas* and *Utility Corridor*, to the south are *Mixed Use Areas*, and to the west are *Apartment Neighbourhoods* which include an existing tall building. The closest *Neighbourhood* designated lands are to the east as well as to the south (south of Bell Estate Road).

The proposed design incorporates a park along the easterly interface with the *Neighbourhood*, providing for separation between the proposed built form and existing low-rise properties, and provides additional access and permeability through the neighbourhood for the existing community.

As described above, the greatest proposed heights are located within the center of the subject site, furthest away from the *Neighbourhoods* designated properties and the buildings step down in height as they approach the *Neighbourhoods*. Accordingly, all proposed buildings (including base building and tower elements) will fall within 45-degree angular planes measured from the closest *Neighbourhoods* designated properties. Based on the foregoing, it is our opinion that the Proposal provides appropriate transitions down in scale and massing to the surrounding *Neighbourhoods* designated properties.

Light, View and Privacy

Light, view and privacy ("LVP") impacts are generally addressed through a combination of spatial separation, setbacks, building orientation and mitigation measures between buildings. As set out below, the Proposal complies with the applicable LVP standards and guidelines.

For base buildings, the City's Tall Building Design Guidelines recommends a minimum separation distance of 11.0 metres between main windows. For tower elements, a minimum separation distance of 25.0 metres between tower faces is recommended and a minimum tower setback of 12.5 metres from side and rear property lines measured to the external walls of the building is recommended.

The Proposal exceeds the above noted LVP standards for both base buildings and tower elements. All base buildings exceed the minimum separation distance of 11.0 metres, while tower elements also exceed the minimum recommended separation distance of 25.0 metres, and in fact, the tower separation distances range from approximately 28 metres to over 33 metres between tower faces.

As previously noted, the proposed public street will wrap the new built form, thereby creating appropriate transition and separation from future development to the north and south.

Shadow Impacts

With respect to sunlight and shadowing, Official Plan Policy 3.1.2(5) require that development be located and massed to ensure access to direct sunlight and daylight on the public realm. Policy 4.5(2)(d) requires that new development adequately limit shadowing impacts on *Neighbourhoods*. A shadow study for the entire site area has been prepared by Turner Fleischer Architects assessing the shadow impacts at the spring and fall equinoxes (March 21st/September 21st) and at the summer solstice (June 21st) between 9:18 AM and 6:18 PM.

On March/September 21st, in the early morning (at 9:18 a.m.), shadow impact from the Proposal falls on the Warden Woods ravine area, with no shadow impacts on any *Neighbourhoods*. While there is some shadow impact on the Warden Avenue public sidewalk, it is fast moving and off by 11:18 a.m.

As the day progresses, there are shadow impacts on the internal POPS area, but the design of the building provides for gaps in the mid-day period to provide opportunity for sunlight, access to sunlight, and shade throughout the day. There would be no shadow on the new public park until after 2:18 p.m., and no shadow on the *Neighbourhood* until 3:18 p.m. Given the stepping down in heights towards the east, the shadow impacts on the *Neighbourhood* to the east are adequately limited.

During the summer solstice, there will be no impact from the Proposal on Warden Woods. Shadow impact on the Warden Avenue would be limited to 9:18 and 10:18 a.m. Similar to the equinoxes, there will be shadow impact on the internal POPS, but the design has been located and massed to ensure access to direct sunlight and daylight on this space. Finally, there will be minor shadow impact on the new park and lands designated *Neighbourhoods* beginning at 4:18 p.m.

Generally, the tall buildings proposed have been situated, oriented, and massed such that their shadows are slender and fast-moving across the ground, creating limited impacts on the public realm, Neighbourhoods and open spaces near to the subject site. The proposed development has been designed to minimize undue impact on sunlight and sky views onsite or at nearby streets, parks, public and private open space, and other potentially shadow sensitive areas. The proposed point towers incorporate appropriately scaled floor plates atop base buildings that relate well to the public realm, with adequate setbacks and separation distances between towers. Additionally, locating most of the proposed towers west of the new public park minimizes shadow impacts on this open space, affording the park sunlight for most of the day on both the spring/fall equinoxes and the summer solstice. For these reasons, the shadow impact cast by the proposed towers is considered to be adequately limited and allows for access to direct sunlight and daylight on the public realm.

Wind Impacts

A Qualitative Pedestrian Wind Assessment was prepared by SLR (dated June 28, 2021) to predict wind conditions, and to assess these conditions through computational fluid dynamics modeling techniques. The report concludes the following:

- The wind safety criterion is expected to be met at all areas on and surrounding the project in both the Existing and Proposed Configurations.
- Wind conditions at the numerous entrances and exits to the proposed development are expected to be suitable for the intended usage year-round.
- In the Proposed Configuration, wind conditions at the northwest corner of Tower E and at the southwest corner of Tower F are predicted to be uncomfortable in the winter. The following wind mitigation measures are recommended for these corners:
 - The inclusion of large wrap-around canopies, with a minimum protrusion of 3 m from the building facade.
 - Keeping entrances and exits at least 5 m away from these corners, to keep the doors away from the stronger wind flows.
 - Vertical wind screens and/or dense marcescent landscaping should be planted in these areas to improve wind conditions. Such features should be a minimum 2.2 m tall to be effective.
- At the park and on the outdoor amenity space on Level 2, wind conditions are expected to be suitable for sitting or standing during the summer season. Windier conditions are anticipated in the winter on the Level 2 space; mitigation measures are recommended:
 - Wind screens, dense landscaping, trellises, etc. throughout the space to provide local wind shelter from the strong easterly and westerly wind flows.
- On the sidewalks surrounding the project, wind conditions are generally expected to be suitable for the intended usage in both the Existing and Proposed Configurations.

5.5 Urban Design

From an urban design perspective, the Proposal will improve a substantial block of underutilized land, taking advantage of the adjacent high-order transit station and increasing the permeability of the subject site for pedestrians and cyclists. The introduction of a new public road, an enhanced public realm and pedestrian experience will be established throughout the entire block structure as part of the Proposal and inform future adjacent redevelopment opportunities on the properties to the south and north.

The proposal meets the objectives of the Warden Woods Urban Design Guidelines in the following manner:

1. It is a transit supportive development with a coherent and pedestrian friendly public street and walkway system;
2. The design approach is complementary to and celebrates the natural features to in the area;
3. Replaces a vacant and underutilized site with a vibrant community including a mix of uses and activities;
4. Introduces high quality architecture, streetscapes, parks and open spaces, and distinct places and features; and
5. Provides new connections and a new park that will contribute positively to the existing neighbouring communities.

City of Toronto Official Plan – Public Realm, Built Form & Urban Design Policies

In our opinion, from an urban design perspective, the proposed development is appropriate and

desirable in that it conforms with the applicable built form and urban design policies of the Official Plan. In particular, the design of the proposed development meets the intent of Policies 3.1.1(5), 3.1.1(6), 3.1.1(16), 3.1.1(18), 3.1.1(19), 3.1.1(20), 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.2(6), 3.1.3(1), 3.1.3(2) and 4.5(2) in that:

- Proposed new public road provides convenient access and new safe connections;

- Proposed new public road promotes street oriented development with buildings fronting onto streets and open space edges and incorporate a Complete Streets approach by including space for a variety of uses and users, such as cycling lanes and infrastructure, coordinated landscaping and street furnishings within pedestrian zones, and layby parking opportunities;
- The Warden streetscape will be significantly enhanced with new pedestrian amenities as well as large tree plantings to complement and celebrate the Warden Woods natural area to the west;
- Base buildings are contiguous and located parallel to existing and new public roads, framing the edges of streets with good proportion, with articulated facades to provide a comfortable pedestrian scale;
- Tower elements above base buildings are set back and spaced apart from one another to ensure adequate access to sky view from the surrounding public realm and internal outdoor amenity and POPS link;
- Entrances to residential lobbies, retail spaces and community uses are clearly visible and identifiable from the public and/or private sidewalks;
- Active ground floor uses (i.e. retail space, grade-related live/work units and community amenity space) along the Warden Avenue frontage, transitioning to a residential character towards the east;
- Spaces for loading and servicing activities have been located internally within the base buildings, screening such uses from public view and minimizing their interaction with pedestrians at grade;
- Vehicular parking has been strategically located below grade or internal to the building and not visible from the public realm;
- Indoor and outdoor amenity spaces associated with each proposed tower are provided throughout the subject site, including new outdoor amenity spaces complementing the connecting POPS link area, connecting Warden Avenue to the new public park;
- The redevelopment of the subject site contributes to the revitalization of an underutilized site in proximity to public transit;

- Proposed towers are located and massed in order to adequately limit shadow impacts on adjacent Neighbourhoods and the proposed new public park; and
- A wide variety of uses are proposed, providing access to community amenity space and a childcare centre.

Assessment of the Proposal in the Context of the Warden Woods UDG

In accordance with Section 1 (Public Realm) of the Warden Woods UDG, the proposal provides for a public realm that is designed integrated and connect with the surrounding communities. The new streetscape enhancements along with new parks and open spaces, framed with high quality built form, will create pedestrian friendly and transit supportive environment that will promote public safety and a sense of community identity.

The proposed park is centrally located to be a focal point both for new residents as well as an amenity for the existing neighbouring community. The park will also have easy access from Warden Avenue by way of a generous landscaped POPS through the site. The park will be visually and physically integrated with adjacent open spaces and adjacent buildings will have adequate fenestration and articulated architectural design to enhance the quality of the open space and to promote pedestrian safety throughout the park.

The new street will be designed as a pedestrian oriented street with an urban character with a reduced right of way of under 20 metres (i.e. ultimate 18.5 metres), as contemplated in Section 1.2.

In accordance with Section 1.3, the Proposal will establish the north-south green pedestrian corridor generally along the former CN rail spur, which is now part of the site. While a street connection is conceptually shown from Warden along the south end of the subject site extending east, the Secondary Plan emphasizes this linkage as a pedestrian connection. With this green connection linkage being implemented, a pedestrian can now access from Danforth Road to the north of the subject site, just south of the Hydro Corridor and Warden Subway Station.

Building entrances will be accessible from the public sidewalks or walkways and on-street parking in accordance with Section 1.5. All outdoor spaces will be designed based on CPTED principles. In accordance with Section 1.6, the design provides for view corridors toward the public park, with special architectural and streetscape treatments at key entranceways or gateways, such as the location of the subject site.

While the height ranges in the in Section 2.1 provide for generally mid-rise development (up to eight-storeys) along Warden between the hydro facility to the north and Danforth Road, that area has developed over the past decade with low rise development only. With the changes in policies relating to intensification proximate to transit, it is our opinion that the proposed higher density of development is appropriate and that it complements and is compatible with its surroundings. The design incorporates heights along Warden similar to the height established with the 19-storey building on the Create TO site to the north, with taller buildings concentrated to the centre of the property so as to limit impacts both on Warden and to the neighbourhood area to the east.

The Proposal is generally consistent with the recommended building setbacks of between 3-5 metres along the new public street, providing for a high-quality pedestrian environment but still animating the street with buildings located along the street. While the buildings along Warden are less than the recommended 70% of the street frontage, the proposal includes an inviting and generous streetscape and open space area with large tree plantings to meet the intent of a pedestrian friendly environment.

Tall Building Design Guidelines

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 1.2 – Master Plan for Larger Sites: Coordinate the development of larger sites with potential for multiple tall buildings, new internal streets, or parks through a Master Plan.

- A Master Plan has been prepared by Turner Fleischer for the site as a whole, and appropriately organizes the multiple new buildings, public streets, pedestrian connections, and open spaces envisioned for the subject site.

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 development concentrates heights so as to provide transition to Neighbourhoods to the east and south as well as provide a complementary and compatible relationship to Warden Avenue and the immediately abutting Mixed Use Areas designated properties. Specifically, the buildings fit within a 45 degree angular plane from adjacent Neighbourhoods and the buildings do not create any constraints for future development of adjacent sites.

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 buildings have been designed to provide for a stepping transition of floorplates in order to provide for adequately limit shadow impacts on streets, parks and Neighbourhoods.

Guideline 2.1 – Building Placement: Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site. On corner sites, respond to the setback pattern and alignment of neighbouring buildings on both streets.

- The Proposal frames the existing and new public streets, including new enhanced streetscapes, complemented by a new POPS connection and high quality landscaped open space on site.

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 tall buildings will all have direct and visible access to the new public street.

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.

- All loading and parking will be located below grade or internal to the building and not visible to the public realm.

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

- The Proposal will provide for both outdoor amenity and new POPS space throughout the central open space link. This provides for a substantial design element connecting Warden to the new public park and the existing community.

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

- The base buildings have been designed to fit within a 45-degree angular plane to the Neighbourhood to the east, as well as to provide for good proportion along the public street. The building will be well-articulated, with physical and visual “breaks” in the massing. The building will include step backs and variation in the façade.

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

- The Warden frontage will include new retail uses, with a transition to residential uses to the east to complement the residential character of the area to the east.

Guideline 3.1.3 – First Floor Height: Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.

- The first floor heights are a minimum of 4.5 metres.

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 design includes well-articulated base buildings that contribute to the pedestrian realm and scale. It will be compatible with and complementary to both the existing and future development in the area.

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

- Floorplates range in size, with taller elements above 12-storeys being less than 750 square metres in size.

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.

- The Proposal has been designed to emphasize the base elements as the primary defining element, with the taller elements being designed to be slender and concentrated in such a way as to provide appropriate transition and mitigate impacts on adjacent low-rise areas. The park has been situated adjacent to the lower 13-storey mid-rise portion of the proposal to provide for adequate sunlight and reduce visual impact.

Guideline 3.2.3 – Tower Separation: Set back tall building towers 12.5 metres or more from the side and rear property lines 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 proposed towers meet the recommended setbacks, being at least 12.5 metres from the centreline of the new public street, and all towers being separated by between 28 and 33 metres. In addition, the separation from the towers to the easterly mid-rise 13 store Buildings A and B, are between 23 and 26 metres.

Guideline 3.2.4 – Tower Orientation and Articulation: Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.

- The design includes well-articulated base and taller building elements, which undulate in height to promote design excellence and to mitigate shadow impacts.

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

- The streetscape and landscape design is of a high quality and provides for a substantial public and private amenity for the existing and future residents of the area.

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.

- The buildings will be setback at grade to accommodate pedestrian movement, streetscape elements and activities related to the uses at grade. Along Warden, buildings will be setback 5.4 metres; along the new public road, buildings will be setback approximately 6.0 metres.

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.

- The conclusions of the Pedestrian Level Wind Study indicate that the wind effects will be acceptable. The details of these conclusions are set out in Section 5.4 above.

A hand in a suit sleeve holds a smartphone horizontally. Overlaid on the phone and background is a semi-transparent data chart featuring a bar graph and a line graph with an upward-pointing arrow. A large white circle containing the number 6 is positioned on the left side of the phone.

6

Supporting Technical Studies

6.1 Compatibility & Mitigation Study

A Compatibility / Mitigation Study was prepared by SLR Consulting (Canada) Ltd. in support of the application. The assessment includes potential environmental impact from industrial noise and vibration and transportation-related noise and vibration (road, rail, and air traffic). In preparation of the assessment, SLR reviewed surrounding industrial land uses and major facilities in the area with respect to guidelines including, but not limited to: MECP guidelines and publications, the City Noise By-law, the PPS, and the City of Toronto's Terms of Reference for Compatibility / Mitigation Studies.

This report identifies existing and potential land use compatibility issues and identifies and evaluates options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses, including residential uses, and nearby Employment Areas and/or major facilities. The report concludes that there are no significant surrounding sources of stationary noise that are anticipated to affect the project. Accordingly, no mitigation measures are required for the proposed development. In terms of industrial facilities, no adverse impacts are anticipated, and the requirements of MECP Guideline D-6 are met. In terms of transportation sources, with the inclusion of warning clauses, adverse noise impacts are not anticipated. The recommended measures intended to eliminate or mitigate negative impacts and adverse effects are also provided, and are summarized below:

- Warning clauses to be registered on Title and/or included in the Agreement of Purchase and Sale or Lease for units in Towers E and F (except west facades of the first few floors) related to the provision for adding central air conditioning to ensure that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.
- Warning clauses to be registered on Title and/or included in the Agreement of Purchase and Sale or Lease for the units in first few floors of the west façade of Towers E and F related to the supply central air conditioning to ensure that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.

With respect to vibration, the report concludes that:

- Vibration levels from TTC subway activities are expected to meet the 0.10 mm/s RMS criterion in the proposed development.
- Adverse vibration impacts from industrial facilities are not anticipated at the project. The requirements of MECP Guideline D-6 are met.

6.2 Transportation

An Urban Transportation Considerations Report was prepared by BA Group in support of the application. The report includes an assessment of the following:

- A review of the transportation impacts and requirements of the proposed mixed-use development;
- A description of the existing transportation within the Site context including the area road network, transit system, and other active travel options; and
- An assessment of the adequacy of the proposed parking supply and bicycle parking provided for the proposed mixed-use development.

The following provides an overview of the findings of their assessment:

- The site is well serviced by public transit routes operated by the Toronto Transit Commission (TTC), including several routes operating directly adjacent to the Site along the Warden Avenue and St Clair Avenue East corridors. The Site is also equidistant to two (2) higher order TTC subway stations; Warden Station located approximately 500 metres north with access to Bloor-Danforth Line 2, and Kennedy Station located approximately 5.7 Kilometres north with access to Bloor-Danforth Line 2 and Scarborough 3.
- The site is also located within 3.7 kilometres of the Scarborough GO Station. Two (2) regional rail routes – the Lakeshore East and Stouffville GO lines, serve the Scarborough GO Station. These lines have direct access to Union Station in the south.

- A number of planned transit improvements, such as GO RER, the planned Ontario Line, Scarborough Subway Extension, and the Eglinton Crosstown LRT will enhance the transit reach and quality of service afforded to the site.
- Trip generation rates were established for the proposed residential units based on a review of proxy data for residential developments with similar traffic contexts and a review of ITE Trip Generation Manual 10th Edition for multifamily high-rise housing (Land Use Code 222).
- The proposed development is anticipated to generate in the order of 310 two-way vehicle trips in both the weekday morning and afternoon peak hours.
- It is assumed that the small retail use (approximately 1,000 sqm GFA) located on site will not generate significant peak hour vehicle activity. A large majority of retail-related trips will occur from within the site itself. For this reason, specific traffic allowances for the retail use have not been added at this time.
- The proposed residential trip generation rates are a minimum of 33% lower when compared to the ITE rates for high-rise buildings and hence the Toronto Green Standard (TGS) requirement AQ 1.1 is satisfied.
- It is expected that the proposed development will generate in the order of 805 and 720 two-way person trips in the morning and afternoon peak hours, respectively.
- Transit travel and active modes of travel can be adequately supported by existing infrastructure outside the boundaries of the site. Within the site, walkways and bicycle facilities will be provided for a high-quality active travel experience.
- Under all scenarios, all signalized intersections can operate within their theoretical capacity during the weekday morning and afternoon peak hours.
- Signal timing optimizations were made at the intersections of St Clair Avenue East, Danforth Road and Danforth Avenue to ensure smooth traffic operations in future. At the intersection of St Clair Avenue East, the cycle length was raised to 120 seconds in the afternoon peak hour, to match the cycle length of the morning peak hour.
- Most unsignalized intersections within the study area operate satisfactorily at LOS D or better in future scenarios with the redevelopment of the Site as planned.
- In the weekday afternoon peak hour, the westbound movement at Bamblett Drive, as well as the eastbound and westbound movements at Burnhill Road / Mack Avenue will operate at LOS F and delays of just over 60 seconds under future total traffic conditions. It is noteworthy that the site-related impact at these movements is modest, in the order of +XX% relative to future background traffic conditions. It is recommended that traffic operations continue to be monitored at these intersections, however, no further improvements or mitigation measures are recommended at this time.
- Overall, with minor adjustments to signal timings, the existing road network and infrastructure can adequately support the proposed development as planned.

6.3 Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report ('FSSR') was prepared by Counterpoint Engineering in support of the applications. The purpose of the report is to complete a concept design of new public infrastructure within the proposed development limits; and provide a high-level summary of on-site infrastructure requirements, at the block level and for the public roads, prior to the detailed design which would typically occur as part of a plan of subdivision application.

The key points are summarized as follows:

Stormwater Management

- **Water Balance** – The maximum allowable annual runoff volume from any development site is 50% of the total average annual rainfall depth.
- **Quality Treatment** – The target of 80% TSS removal will be achieved. Each block/connection will have an oil/grit separator unit prior to connecting to the proposed minor system. In addition, another oil/grit separator quality control unit will be implemented at the site outlet to Warden Avenue, in order to achieve the minimum 80%TSS removal quality control criteria for the right of way areas.
- **Quantity Control (City)** - The allowable release rate to storm sewer system, from flows generated from the development site during the 2-year design storm event is the 2-year storm at a 0.5 runoff coefficient which was calculated as 0.322/s. The internal public roads have sufficient capacity to convey safely overland flows up to the 100-year return event storms.

Sanitary Servicing

New public sewers have been designed to convey generated flows from the development areas, connecting into the sanitary sewer system in Warden Avenue.

- The subject site will generate a residential equivalent population of 2,680, resulting in a peak flow generated from the site of 32.92 L/s.
- For the purpose of this report we have assumed groundwater can be discharged to the sanitary system.
- Upgrades to a section of sanitary sewer in Warden Avenue is required to meet the City's required level of service for extreme wet weather flow conditions.

Water Servicing

- New public watermain has been designed to provide domestic and fire protection service for development areas, connecting into the existing 600mm diameter watermain in Warden Avenue.
- A hydrant flow test demonstrates that the existing municipal system can support the proposed development.

6.4 Community Services and Facilities

A Community Services and Facilities was prepared by Bousfields Inc. (included as **Appendix A**) to provide an overview of key publicly funded services and facilities available to future residents of the subject site, on both a broad and local scale. A summary of the study's findings is provided below:

- Between 2011 and 2016, the population of the Demographic Study Area increased by approximately 1,600 residents (a 4.2 percent increase);
- In terms of age composition, the Demographic Study Area had a slightly lower proportion of Working Age residents than City as a whole;
- In both 2011 and 2016, the Study Area had slightly larger average household sizes compared to the City at large;

- The Demographic Study Area had a higher proportion of single-detached dwellings (37 percent) as compared to the City as a whole (24 percent);
- In 2016, the Study Area had a lower proportion of higher income residents earning over \$80,000 and a higher proportion of residents earning less than \$20,000 compared to the City as a whole.
- In 2016, the Study Area had a higher proportion of the population who identified as visible minorities (68 percent) than the City as a whole (51 percent);
- Finally, a higher proportion of the Study Area population reported a non-official language as their mother tongue in both 2011 and 2016 compared to the City as a whole.
- There have been few new nearby development applications within the Study Area.
- The Community Services and Facilities Study demonstrates that the Study Area is well served by several community services and facilities that may accommodate the proposed development, including, but not limited to, 3 community centres, 8 human service organizations, 3 libraries, and 18 child-care centres. Notwithstanding the convenient access to facilities and the wide variety of programming offered at these facilities (prior to the issuance of the emergency orders), it is unclear how the facilities are currently coping with respect to capacity and vacancies and the strain these facilities are facing as they begin to reopen while following public health guidelines.
- We also note that data provided by the Toronto District School Board (TDSB) demonstrates some capacity to accommodate additional elementary and secondary students.



Conclusion

For the reasons set out in this report, it is our opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and subdivision applications are appropriate and desirable.

The Proposal implements a new park and public street, contributing to establishing new connections between Warden Avenue, Warden Woods, Warden Subway Station and the existing residential community to the south and east. The Proposal provides for an appropriate use and built form that will optimize land proximate to higher order transit in a manner that does not create impacts on adjacent Neighbourhoods or parks. The Proposal implements new connections contemplated by the Warden Woods Secondary Plan and provides for a scale that is appropriate in its planned context. The new public street and public park establish a base framework for the future redevelopment of the adjacent Mixed Use Area properties to the north and south. The design incorporates appropriate separation and step-backs that will complement and not constrain any adjacent development potential.

From a land use perspective, the Proposal will contribute to the achievement of numerous policy directions supporting intensification and infill on underutilized sites within the built-up urban area, particularly in locations which are well served by municipal infrastructure, including existing public transit infrastructure and significant future transit investment. In this regard, the subject site would be considered a strategic growth area as defined by the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), which are to be the focus for accommodating intensification and higher density mixed uses in a more compact built form. Specifically, the subject site is located within a major transit station area with on-site direct access to the Warden Subway Station on Line 2 of the TTC Subway system.

From a planning policy perspective, the proposed amendments serve as an update to the Warden Secondary Plan (adopted in 2005 and approved by the OMB in 2009), permitting transit-supportive development on the subject site, which is one of very few remaining opportunities to intensify around Warden Station.

While the Secondary Plan provides that mixed-use development with mid-range densities and heights will be permitted and encouraged on the arterial road frontage of Warden Avenue, the Secondary Plan is outdated, and the proposed development will provide a transit-supportive development that optimizes the use of the site in proximity to the Warden Subway Station in accordance with the current Provincial policy. The proposal accomplishes this in a manner that is complementary to and compatible with its surroundings in accordance with the Official Plan.

From a built form and urban design perspective, the Proposal has been carefully organized, sited and massed in a manner that that will improve a substantial block of underutilized land and increase the permeability and connectivity of the subject site. The introduction of a new park, new public road, and enhanced public realm will contribute significantly to the pedestrian experience for the existing and future residents. The Proposal will establish an appropriate framework to inform future adjacent redevelopment opportunities. Height and massing has been concentrated central to the site to provide transition to adjacent Neighbourhoods to the east and south, and complement Warden Avenue and the Warden Woods natural area to the west. In our opinion, the Proposal is appropriate and desirable in that it conforms with the applicable built form and urban design policies of the Official Plan and it is in keeping with the applicable performance standards set out in the City's Tall Building Design Guidelines.

The proposed development would also result in a number of benefits, both on-site and within the community, including:

- making efficient use of an underutilized parcel which is currently vacant and well-served by urban infrastructure, particularly transit service;
- reurbanizing this segment of Warden Avenue by introducing street-related buildings and improving the pedestrian environment;
- providing transit ridership for the existing Warden Subway Station;
- adding additional park and open space to the community;
- providing a mix of residential unit types; and

assisting in contributing to the minimum targets for intensification in proximity to Major Transit Stations. The proposal represents one of few remaining opportunities to achieve additional density in proximity to the Warden Subway Station.

Based on the foregoing, we conclude that the proposed development represents good planning and urban design. The intensification of the subject site with a transit-oriented mixed-use development would contribute to the achievement of numerous policy objectives articulated in the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), and the City of Toronto Official Plan, all of which promote intensification on underutilized sites within built-up areas particularly in locations that are well served by existing and planned municipal infrastructure. For the reasons outlined in this report, we recommend approval of the requested Official Plan and Zoning By-law Amendment Applications as well as the proposed subdivision application.

Appendix A

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**Community
Services &
Facilities
Study**

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1

Introduction

1.1 Overview

This Community Services and Facilities ("CS&F") Study was prepared by Bousfields Inc. to provide a review of the key community services and facilities that are available to residents in the vicinity of the subject site at 683-685 Warden Avenue in the City of Toronto (the "Subject Site"). Services include publicly funded schools, childcare facilities, public libraries, parks, community recreation centres, and human services.

The purpose of this Study is to identify the range of existing community service and facility resources which are available within an identified Study Area, as outlined in Section 1.2 below, in order to:

- evaluate the ability of these service and facility resources to accommodate growth,
- identify existing priorities within the Study Area, and;
- determine the demands for new services resulting from the development proposal.

1.2 Development Proposal

The proposed applications seeks to amend the City of Toronto Official Plan and the applicable Zoning By-laws in order to facilitate the redevelopment of the Subject Site, into a vibrant, transit-oriented, mixed-use community that is located in proximity to the Warden Subway Station on Line 2 of the TTC. The proposal will provide for a new 0.24-hectare public park, as well as a new public street network, and six new residential buildings.

The proposed building heights will range from 13 to 36 storeys, and will contribute a total of 1,538 dwelling units along with a new 2,486 square metre public park and new public street. Overall, the Proposal will include 117,858 square metres of total gross floor area ("GFA"), comprised of 116,858 square metres of residential GFA, and 1,001 square metres of retail GFA, resulting in an overall floor space index of 4.48 times the area of the lot.

1.3 Study Area

The Study Area, as provided by staff in the City's Strategic Initiatives, Policy & Analysis ("SIPA") section, includes the lands bounded by Eglinton Avenue East to the north; the Rail Corridor to the south; Kennedy Road to the east; and Victoria Park Avenue to the west (see **Figure A1**). This Study Area includes the **Clairlea-Birchmount (#120) and Oakridge (#121) Neighbourhoods**, as defined by the City of Toronto's Neighbourhood Profiles, and is considered an approximation of the general distance residents may be willing to travel for these services.

As specified in the Terms of Reference for this CS&F Study, the demographic section analysis (Section 2.0) of this report is based on the **Clairlea-Birchmount (#120) and Oakridge (#121) Neighbourhoods** (see **Figure A2**). The remainder of the sections of this CS&F Study is based on the entire Study Area.



Figure A1 - Study Area

1.4 Methodology

This CS&F Study includes an inventory of key publicly funded services and facilities in the Study Area including schools, child care facilities, community centres, parks and libraries, as well as details on other organizations that provide services to the public including human (social) services. This information has been collected from a variety of sources including the City of Toronto's website and other online resources. Data on enrolment, capacity, service boundaries and types of programs has been included where available. Direct outreach to representatives of key sectors, including schools and child care facilities, has been completed to the best of our ability in order to ensure up-to-date and accurate information. However, given the timing of this application submission, and in light of closures due to COVID-19 many child care facilities and human service organizations are closed or operating in a limited capacity and could not be reached to verify information found online. As such, information has been provided in as complete a form as possible, and gaps in information have been noted.

As noted, the demographic profile in Section 2.0 is based on combined statistics from the Neighbourhood Profiles for the **Clairlea-Birchmount (#120) and Oakridge (#121) Neighbourhoods**, as prepared by the City of Toronto's Social Development, Finance & Administration department. This profile includes data from the 2011 Census and 2016 Census, and the 2011 National Household Survey ("NHS") as provided by Statistics Canada.

2

Demographic Profile Area

2.1 Clairlea-Birchmount (#120) and Oakridge (#121) Neighbourhoods

The Subject Site is located in the Clairlea-Birchmount Neighbourhood as defined by the City of Toronto (see **Figure A2**). As directed by SIPA Staff, the following demographic profile presents combined data from the Clairlea-Birchmount and Oakridge Neighbourhoods (the "Demographic Study Area), as well as data for the broader City of Toronto. This data is sourced from the Neighbourhood Profiles for each of these neighbourhoods, as prepared by the City of Toronto using data from the 2011 and 2016 Census and the 2011 NHS.

2.2 Population

Table A1 provides an overview of the population and age distribution of the Demographic Study Area and of the City of Toronto in 2011 and 2016. Between 2011 and 2016, the population of the Demographic Study Area increased by approximately 1,600 residents, which represents a 4.2 percent increase. Comparatively, the population of the City of Toronto increased by 4.5 percent between 2011 and 2016.

In terms of age distribution, in 2016, the Demographic Study Area and the City of Toronto had a relatively similar proportion of Youth (13% and 12%, respectively), Working Age (44% and 45%, respectively) and Pre-Retirement residents (12% and 12%, respectively).

Within the Demographic Study Area, the proportion of Working Age persons appears to have slightly decreased between 2011 and 2016, whereas the proportion of all other age groups have remained consistent between 2011 and 2016.

Table A1 - Population and Age Distribution

Age Group	Total Demographic (2011)		Total Demographic (2016)		City of Toronto (2011)		City of Toronto (2016)	
	#	%	#	%	#	%	#	%
Children (0-14)	7,110	19%	7,400	19%	400,860	15%	398,135	15%
Youth (15-24)	4,810	13%	5,145	13%	333,510	13%	340,270	12%
Working Age (25-54)	17,655	46%	17,735	44%	1,199,760	46%	1,229,555	45%
Pre-Retirement (55-64)	4,060	11%	4,925	12%	303,500	12%	336,670	12%
Seniors (65 +)	4,630	12%	4,660	12%	377,440	14%	426,945	16%
Total	38,265	100%	39,865	100%	2,615,070	100%	2,731,575	100%



Figure A2 - Neighbourhood Map

2.3 Housing & Family Size

Table A2 illustrates the family size and composition of the Demographic Study Area. In 2011 and 2016, the majority of families within the Demographic Study Area were comprised of 2 people.

Between 2011 and 2016, the proportion of various family sizes within of the Demographic Study Area remained relatively stable, with a slight decrease in the number of 2 person families

In 2011 and 2016, compared to the City as a whole, the Demographic Study Area had a higher proportion of couples with children.

Table A2 - Family Size Composition

Category	Demographic Study Area (2011)		Demographic Study Area (2016)		City of Toronto (2016)	
	#	%	#	%	#	%
Total Number of Census Families	10,120	100%	10,725	100%	718,755	100%
Couples with children	5,045	50%	5,505	51%	316,070	44%
Couples with no children	2,750	27%	2,765	26%	250,085	35%
Lone parent families	2,325	23%	2,455	23%	152,600	21%
2 people	4,160	41%	4,215	39%	344,110	48%
3 people	2,685	27%	2,855	27%	174,600	24%
4 people	2,300	23%	2,525	24%	143,250	20%
5 or more people	980	10%	1,120	10%	56,795	8%

As illustrated in **Table A3**, the majority of dwellings within the Demographic Study Area in 2011 and 2016 were located in apartment buildings (5+ storeys) (41%) and single-detached dwellings (28% and 37%, respectively). Compared to the City as a whole, the Demographic Study Area has a higher proportion of single-detached dwellings.

Between 2011 and 2016, the proportion of single-detached dwelling structures within the Demographic Study Area increased fairly significantly, while all other dwelling categories remained relatively stable.

Table A3 - Private Dwelling Structure by Type and Proportion

Dwelling Category	Demographic Study Area (2011)	Demographic Study Area (2016)	City of Toronto (2016)
	%	%	%
Single-detached house	28%	37%	24%
Semi-detached house	8%	7%	6%
Row house	7%	7.5%	6%
Duplex	7%	7%	4%
Apartment building, <5 storeys	10%	9%	15%
Apartment building, 5+ storeys	41%	41%	44%

In 2016, based on the total population of the Demographic Study Area (39,865) divided by the number of private households (15,115), the average household size in the Demographic Study Area was approximately **2.71** persons per household. This is higher than the average household size of 2.42 for the City at large.

2.4 Household Income

Table A4 includes the percentage of private households in the Demographic Study Area within each income bracket. For these purposes, "household" refers to a person or group of persons who occupy the same dwelling. It may consist of a family with or without other non-family members.

According to this data, in 2016 the proportion of the population in the Demographic Study Area earning between \$20,000-\$49,999 was higher than the City-wide value (32% compared to 25%). Similarly, the proportion of persons earning \$80,000 and over in the Demographic Study was lower than the City-wide value (31% versus 41%). Finally, the median household income of the Demographic Study Area was lower than the City-wide value in 2016.

Table A4 - Household Income

Income Level	Demographic Study Area (2006)	Demographic Study Area (2016)	City of Toronto (2016)
	%	%	%
Under \$10,000	9%	5%	5%
\$10,000 - \$19,999	16%	12%	8%
\$20,000 - \$49,999	36%	32%	25%
\$50,000 - \$79,999	20%	20%	21%
\$80,000 and over	19%	31%	41%
Median Household Income	\$41,714	\$54,141	\$65,829

Table A5 illustrates the participation rate, the employment rate and the unemployment rate of residents 15 years or older. In 2016, the Demographic Study Area had slightly lower participation and employment rates as compared to the City as whole.

Table A5 - Labour Force Status (2016 Census)

Status	Demographic Study Area	City of Toronto
	%	%
Participation Rate	61.3%	64.7%
Employment Rate	54.2%	59.3%
Unemployment Rate	11.7%	8.2%

Table 65 illustrates educational attainment of persons living within the Study Area. In 2016, the

Demographic Study Area had higher proportions of persons who obtained secondary school education and College education, and lower proportions of persons with Bachelor's degree or above as compared to the City as whole.

Table A6 - Educational Attainment (2016 Census)

Educational Attainment	Demographic Study Area	City of Toronto
	%	%
No certificate, diploma or degree	13%	10%
Secondary (high) school	26%	20%
Apprenticeship or trades	5%	4%
College, CEGEP, other	20%	18%
University certificate or diploma below bachelor level	3%	3%
Bachelor's degree	21%	28%
University above bachelor level	14%	16%

2.5 Immigration and Diversity

As illustrated in **Table A7**, in 2016 the Demographic Study Area had a higher proportion of the population who identified as visible minorities (68%) than the City as a whole (51%). The population that was born in Canada was lower (45%) than the City as a whole at (49%)., while the number of neighbourhood residents who identified as first generation residents was also higher (56%), compared to the City as a whole (51%).

Table A7 - Visible Minorities & Period of Immigration (2016 Census)

Measure	Demographic Study Area	City of Toronto
	%	%
Visible Minority as a percentage of the population	68%	51%
Born in Canada	45%	49%
1 st Generation Residents	56%	51%
Immigrants		
Arrived before 2001	26%	28%
Arrived between 2001-2005	9%	6%
Arrived between 2006 to 2016	19%	13%
Non-permanent Residents	3%	3%

2.6 Mother Tongue

Mother Tongue refers to the first language learned at home in childhood and still understood by the individual at the time of the Census. As illustrated in **Table A8**, in both 2011 and 2016 the Demographic Study Area had a lower proportion of the population with English as their mother tongue than the City as a whole (48% versus 53%). Accordingly, a higher proportion of residents in the Study Area reported a non-official language as their mother tongue (52% compared to 46% in 2016).

In 2011, the top 5 non-official language mother tongues in the Demographic Study Area were Bengali, Tagalog, Urdu, Cantonese, Chinese. In 2016, this remained largely the same, with the addition of Persian in the top five languages.

Table A8 - Mother Tongue

	Demographic Study Area (2011)	Demographic Study Area (2016)	City of Toronto (2016)
English	48%	48%	53%
French	2%	1%	1%
Non Official Language	51%	52%	46%



3

Nearby Development Activity

3.1 Nearby Development Applications

There have been few new nearby development applications within the Study Area. Table A9 below provides a list of applications which have been proposed, approved, or constructed since the adoption of the Warden Woods Community Secondary Plan and completion of the Warden Corridor Land Use Planning Study. The two aforementioned studies are described in detail in the Planning Rationale Report:

Table A9 - Constructed and Approved Developments within the Study Area

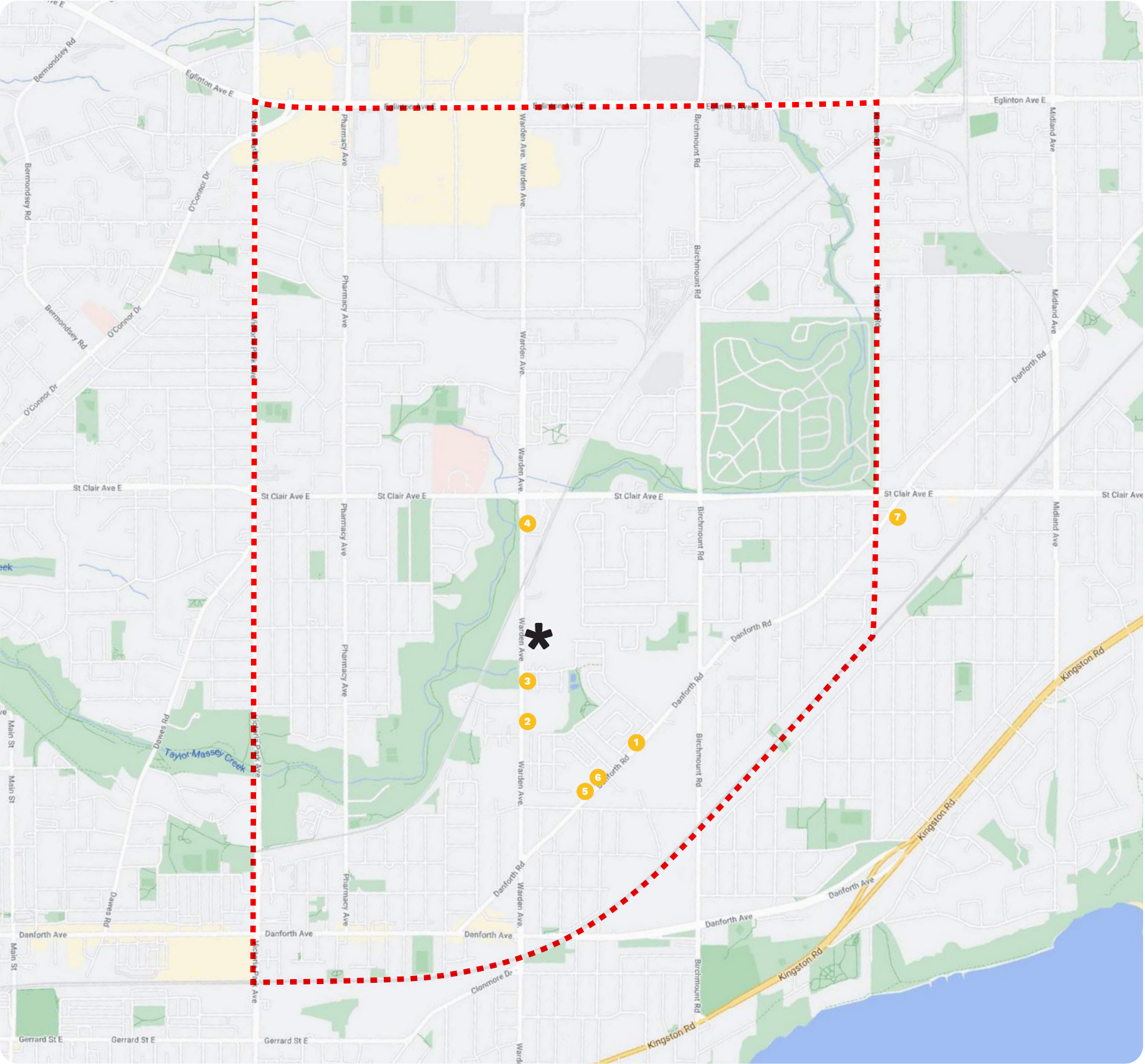
Address	Status	Type/Tenure	GFA	Units	PPU	S.37
<i>Built or Approved</i>						
350 Danforth Rd	Built By-law 8-2006 (OMB)	Residential / Ownership	0.20x	446 dwelling units (50 single-, 128 semi-, 218 street towns, 50 lane towns)	N/A	N/A
651 Warden Ave	Built By-law No. 347-2006	Residential / Ownership	Refer to ZBA	152 dwelling units (68 semi-, 84 towns)	N/A	N/A
671 Warden Ave	Built By-law No. 153-2006	Residential / Ownership	Refer to ZBA	115 dwelling units (incl. 64 freehold towns)	N/A	N/A
705 Warden Ave	Council Adopted (6, 18 and 19 storeys)	Affordable / Market / Rental	60,000 sq.m.	Up to 350 (market); 250 (affordable)	~1,626	N/A
<i>Proposed</i>						
250 Danforth Rd	OMB Appeal (10-storey)	Residential / Ownership	25,254 sq.m.	266 total (178 dwelling units, 66 stacked towns, 18 towns, 4 semi-)	~720	N/A
300 Danforth Rd	OMB Appeal (stacked towns and 12-storey building)	Mixed-Use / Ownership	21,143 sq.m.	241 1-bed: 111 2-bed: 4 126 3-bed: 4	~720	N/A

Given that 350 Danforth Road, and 651 and 671 Warden Avenue were constructed before the 2011 and 2016 census', we have not calculated a project pupil yield, as these pupils would likely have been reported in the two census'.

The following applications are located in proximity to, but just outside of, the Study Area:

Table A10 - Proposed Developments adjacent to the Study Area

Address	Application Details	Status	PPU
<i>Scarborough Junction – Proposed/Under Review</i>			
641-663 Danforth Road	Mixed-use development proposed within a new draft plan of subdivision comprised of ten new development blocks and a new 1.87 hectare public park; buildings with heights ranging from 12- to 48-storeys; 6,619 dwelling units; 510,105 square metres of gross floor area ("GFA"), including 489,623 square metres of residential GFA. 15,321 square metres of retail GFA and 4,624 square metres of community GFA; and an overall density of 4.88 times the area of the lot.	OPA, ZBA (General Employment to Mixed-Use), DPOS - Proposed	~17,937
3585 and 3595 St. Clair Avenue East –		OPA and ZBA #1 (Apartment Neighbourhoods to Mixed-Use), DPOS	
411 and 415 Kennedy Road and 636-646 Danforth Road		ZBA	



Community Services and Facilities Map

Study Area

Subject Site

Surrounding Developments

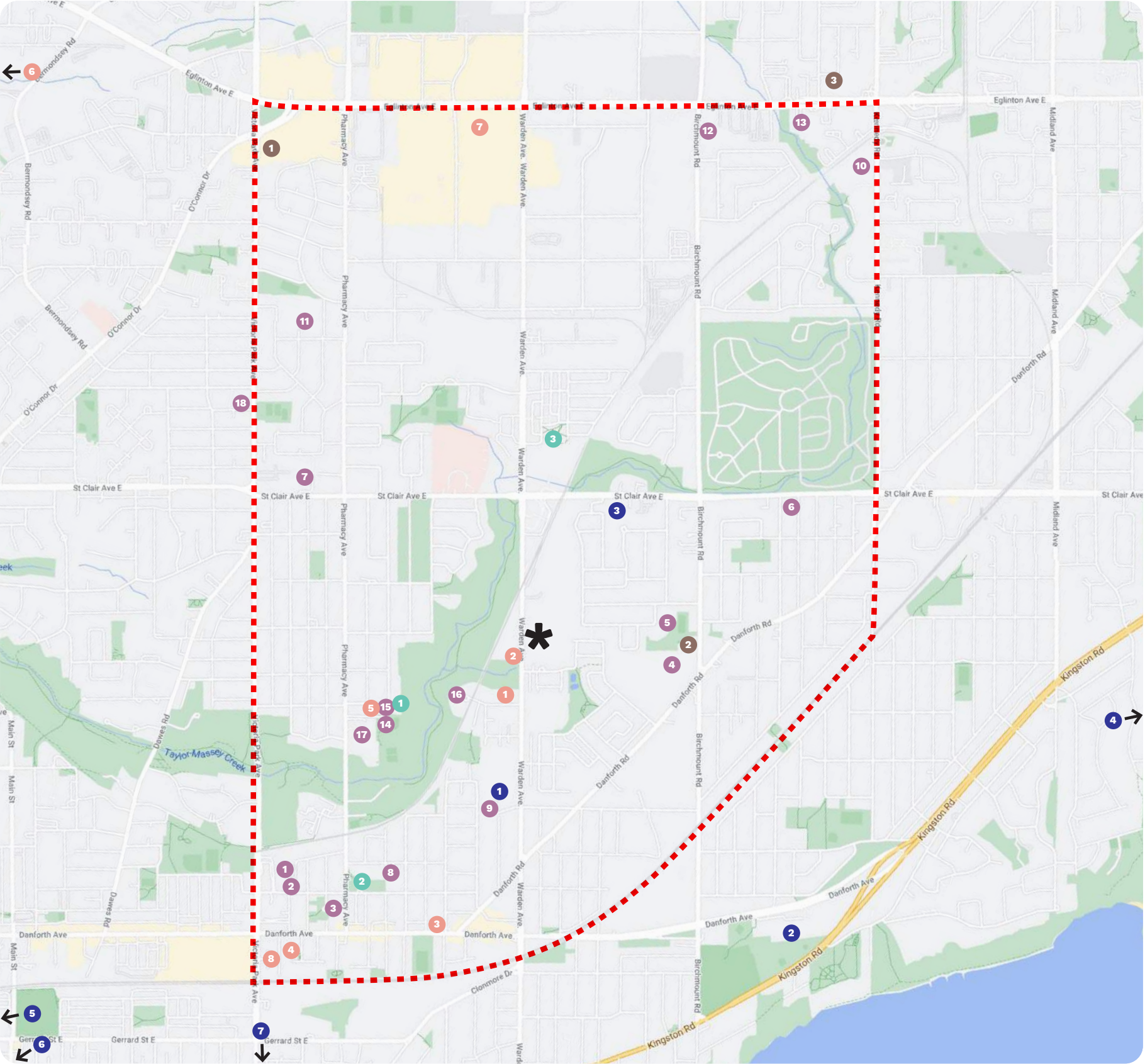
1. 350 Danforth Rd
2. 651 Warden Ave
3. 671 Warden Ave
4. 705 Warden Ave
5. 250 Danforth Rd
6. 300 Danforth Rd
7. 641-663 Danforth Road

Figure A3 - Nearby Development Applications



4

Community Services and Facilities



Community Services and Facilities Map

Study Area

Subject Site

Schools

- 1. Taylor Creek Public School (JK-GR8)
- 2. Birchmount Park Collegiate Institute (GR9-12)
- 3. St. Joachim (Jk-8)
- 4. St. John Henry Newman
- 5. St. Patrick Catholic
- 6. Notre Dame Catholic Secondary School
- 7. Neil McNeil High School

Child Care Services

- 1. Denton Place Centres for Early Learning Inc.
- 2. Cambridge Place Centre For Early Learning
- 3. St. Dunstan After School Recreation and Care
- 4. Follow The Child
- 5. Danforth Gardens Playcare
- 6. Hilltop Daycare Centre
- 7. Our Lady of Fatima YMCA
- 8. Oakridge Junior Playcare
- 9. Taylor Creek Early Learning & Child Care Centre
- 10. Birds and Bees Day Care Centre
- 11. Clairlea
- 12. Isabella Walton Child Care (Scarborough) Inc.
- 13. Kenlinton Child Care Centre Facility
- 14. Boys And Girls Club of West Scarborough
- 15. Play Care Program/West Scarborough Neighbourhood Centre
- 16. Woodland Nursery School
- 17. Dian Childcare Centre Inc.
- 18. Tiago Avenue Community Child Care

Recreation

- 1. West Scarborough Neighbourhood Centre
- 2. Oakridge Community Recreation Centre
- 3. Warden Hilltop Community Centre

Libraries

- 1. Eglinton Square
- 2. Albert Campbell
- 3. Kennedy Eglinton

Human Services

- 1. Warden Woods Community Centre
- 2. Warden Avenue Food Bank
- 3. Feed Scarborough
- 4. Access Alliance Multicultural Health and Community Services
- 5. West Scarborough Neighbourhood Community Centre
- 6. Réseau Des Chercheures Africaines
- 7. Ontario Ministry of the Attorney General, Court Services
- 8. Aboriginal Housing Support Centre

Figure A4 - Community Services and Facilities Map

The following section of the CSF Study provides an inventory of the facilities and service agencies within or directly adjacent to the Study Area. These facilities are anticipated to be available to current and future residents of the Subject Site and potential future surrounding area developments. Descriptions of the type of services and programs offered at different organizations or facilities are also provided.

A map identifying the location of each CS&F detailed in the following subsections is provided at the end of this Section (see **Figure A4**).

4.1 Schools

Tables A11 and A12 outline the capacities, enrolments and utilization rates for schools within the catchment areas for both the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB). Contact with the School Boards was made in April 2021, with information received on May 31st, 2021 (TDSB) and June 3, 2021 (TCDSB). In addition to the existing school enrollments and capacities, staff provided the yield factor/ pupil yield figures for the development based proposed residential unit counts. It is important to note that the pupil yields may vary from projected numbers due to factors such as affordability, tenancy, unit size and availability/proximity to community amenities. These factors can influence families' choices to move into a specific area or unit type. Monitoring of these numbers will be important as specific details of the proposed development are finalized and as other developments in the area are built.

As illustrated in **Table A11**, Taylor Creek Public School (Junior Kindergarten to Grade 8) is the only public elementary school currently serving the subject site. According to enrolment data from TDSB, the school is currently undersubscribed, with a utilization rate of 85% and can likely accommodate additional students. In terms of public secondary schools, Birchmount Park Collegiate Institute is also undersubscribed with a utilization rate of 79%, and can likely accommodate additional students.

Table A11 - Existing School Enrollments and Capacities (TDSB)

Assigned Schools	Capacity	Enrolment	Utilization Rate
<i>Public Elementary Schools</i>			
Taylor Creek Public School (JK-Grade 8)644 Warden Avenue	499	422	85%
<i>Public Secondary School</i>			
Birchmount Park Collegiate Institute (Grades 9-12)3663 Danforth Avenue	1107	872	79%

As illustrated in **Table A12**, the elementary school servicing the subject site is currently operating below capacity, with a 76.0% utilization rate, and may be able to accommodate additional students. The majority of secondary schools are operating above capacity and may not be able to accommodate students. The exception to this is St. Patrick Catholic Secondary School, which is operating at a utilization rate of 69.1%.

Table A12 - Existing School Enrollments and Capacities (TCDSB)

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
<i>Catholic Elementary School</i>				
St. Joachim (Jk-8) 3395 St. Clair Avenue E	392	298	76.0%	0
<i>Mixed Gender Catholic Secondary Schools</i>				
St. John Henry Newman (9-12, Mixed Gender) 100 Brimley Road South	729	991	135.9%	20
St. Patrick Catholic (9-12, Mixed Gender) 49 Felstead Avenue	1,152	796	69.1%	0
<i>Single Gender Catholic Secondary School</i>				
Notre Dame (9-12, Female Gender) 12 Malvern Avenue	441	688	156.0%	0
Neil McNeil (9-12, Male Gender) 127 Victoria Park Avenue	648	855	131.9%	6
Subtotal - Catholic Secondary School	2,970	3,330	112.1%	26

4.1.1 Pupil Yield

Pupil yield of the proposed development – TDSB

- Elementary: 169 students (figure supplied by TDSB)
- Secondary: 77 students (figure supplied by TDSB)

According to these pupil yields, there is currently limited capacity at the locally assigned elementary and secondary schools to accommodate students anticipated from this development. The 169 and 77 students projected students may be partly accommodate at the above-mentioned schools, as they are currently underutilized, with approximately 77 and 235 vacant spaces, respectively.

Pupil yield of the proposed development – TCDSB

- Elementary: 37 (figure supplied by TCDSB)
- Secondary: 64 (figure supplied by TCDSB)

Based on the pupil yield figures provided by TCDSB, the thirty seven (37) projected Catholic elementary school students generated from the Proposal could likely be accommodated at St. Joachim, as it is currently operating below capacity with approximately 94 vacant spaces. The sixty four (64) projected Catholic secondary school students could likely only be accommodated at St. Patrick Catholic (9-12, Mixed Gender) as it is currently underutilized, with approximately 356 vacant spaces.

As for the single gender secondary schools, both schools do not have capacity to accommodate additional students as they are currently overutilized. It should be noted, however, that secondary students residing in Toronto are not limited by a catchment area and they can attend any TCDSB school within the school board.

We note that it is not possible to identify the exact school potential students from the Proposal will attend. This level of detail will occur later in the application approval process, when the TDSB and TCDSB determine where prospective students will attend school. At this time, it appears that there are some capacity constraints for TCDSB and TDSB in the area.

4.2 Child Care Services

Table A13 provides a listing of City of Toronto child care services within the Study Area, including enrolment and reported vacancy. There is a total of 18 child care facilities within the Study Area, 12 of which provide subsidized spaces if available. Child care centres were contacted directly by phone and/or email in May 2021 in order to determine current vacancies; however, most centres were closed and thus unable to provide information on vacancies. Otherwise, the City of Toronto's Child Care & Before-After School Program Locator was consulted. The vacancies outlined in this report should be considered approximate and used as a general indicator of how much capacity exists in the Study Area, not an exact representation.

Table A13 - Child Care Services

Facility		Enrolment/Reported Vacant						
	Fee Subsidy Available		Infant	Toddler	Pre-school)	Kindergarten	School Age	Total
Denton Place Centres for Early Learning Inc.	Y	Capacity	10	20	40		30	100
30 Denton Avenue		Vacancy	4	9	16		0	29
Cambridge Place Centre For Early Learning	Y	Capacity	10	15	48	20		93
30 Denton Avenue		Vacancy	2	9	23	4		38
St. Dunstan After School Recreation and Care*	Y	Capacity						0
14 Pharmacy Avenue		Vacancy						0
Follow The Child	Y	Capacity		10	16	13	15	54
462 Birchmount Road, Unit 20		Vacancy		3	8	0	0	11
Danforth Gardens Playcare*	Y	Capacity				26	30	56
20 Santamonica Blvd.		Vacancy						0
Hilltop Daycare Centre	Y	Capacity	10	15	16	16	15	72
160 North Bonnington Avenue		Vacancy						0
Our Lady of Fatima YMCA	Y	Capacity				39	60	99
3176 St. Clair Avenue East		Vacancy				0		0
Oakridge Junior Playcare *	Y	Capacity				13	30	43
110 Byng Avenue		Vacancy					0	0
Taylor Creek Early Learning & Child Care Centre	Y	Capacity	10	10	16	26	30	92
644 Warden Avenue		Vacancy	0	0	0	0	0	0
Birds and Bees Day Care Centre	Y	Capacity		15	40		30	85
720 Kennedy Road		Vacancy		9	4		24	37
Clairlea	Y	Capacity				26	45	71
25 Rosalind Crescent		Vacancy				26	45	71
Isabella Walton Child Care (Scarborough) Inc.	Y	Capacity	10	10	32			52
835 Birchmount Road		Vacancy	0	0	0			0

Facility		Enrolment/Reported Vacant						
	Fee Subsidy Available		Infant	Toddler	Pre-school)	Kindergarten	School Age	Total
Kenlinton Child Care Centre Facility	Y	Capacity			16	16	30	62
2283 Eglinton Avenue East		Vacancy						0
Boys And Girls Club of West Scarborough	Y	Capacity						0
313 Pharmacy Avenue		Vacancy						0
Play Care Program/ West Scarborough Neighbourhood Centre*	Y	Capacity					40	40
313 Pharmacy Avenue		Vacancy					0	0
Woodland Nursery School (Warden Woods Community Centre)	Y	Capacity		10	16			26
1 Firvalley Crt		Vacancy						0
Dian Childcare Centre Inc.	Y	Capacity		10	16			26
283 Pharmacy Avenue		Vacancy		0	0			0
Tiago Avenue Community Child Care	Y	Capacity			21		30	51
145 Tiago Avenue		Vacancy					0	0
* Childcare facility could not be reached, so zero vacant spaces assumed.		Total Capacity	50	115	277	195	385	1,022
		Total Vacancy	6	30	51	30	69	186

Table A14 - Approximate Childcare Vacancy Rate in the Study Area

Age group	Approximate Number of spaces Available	Percentage
Infant spaces	6	3.2%
Toddler spaces	30	16.1%
Pre-school spaces	51	27.4%
Full-time Kindergarten spaces	30	16.1%
School-age children spaces	69	37.1%
Total	186	100%

As of May 2021, there were approximately 186 child care spaces available in the Study Area. A total of 5 centres reported vacancies on the City of Toronto's Child Care & Before-After School Program Locator. This suggests that there may be capacity to accommodate the projected number of children needing child care spaces as a result of this proposal.

4.2.1– PROJECTED CHILD CARE YIELD

It is estimated that the proposed 1,538 residential units will generate a demand for 250 child care spaces. This is based on a residential population increase of 4,168 people (1,538 units multiplied by the average household size of 2.71), of which 791 percent would be "Children" as shown in the 2016 Demographic Study Area profile (i.e. 19%) provided in Section 2 ("Children" are aged 0-14). The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA - 63.1 percent (500). A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre (250). This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

Compared with **Table A13** above, the projected number of children generated from the Proposal who will require children care (250 children) may not be accommodated by the existing facilities within the Study Area, depending on age and care requirements. However, this analysis is based solely on information from the City of Toronto's Child Care & Before-After School Program Locator, as contact with most of the child care providers could not be made at the time of this submission. As the number of available child care spaces, and/ or the capacities of the centres reported in this CS&F may change by the time the Proposal has been approved and constructed. Further, there may be additional home-based child care services offered in the Study Area that would not be captured by this analysis.

4.3 Public Libraries

There are three public library branches within the Study Area. A brief description of the services and programs offered is provided below.

Eglinton Square

The Eglinton Square library is located approximately 3.4 kilometres northwest of the subject site, at the Eglinton Square Shopping Centre at 1 Eglinton Square. This Branch is open Monday through Saturday and has seating for 115 visitors. This branch features 11 computer workstations that are connected to the internet and include Microsoft Office, wi-fi, and equipment for persons with disabilities. Collections include:

- Audiobooks on CD
- Large Print collection

This branch includes two meeting rooms; Program Room and Meeting Room 1, which seat 55 and 20 people 'lecture style' and 28 and 16 people 'classroom style', respectively.

Albert Campbell

The Albert Campbell library is located approximately 1.5 kilometres to the east of the subject site, at 496 Birchmount Road. This branch is currently closed for renovations. A temporary pop-up location is located in the Birchmount Plaza for returns and holds pick up. All other services are unavailable at this time.

During the closure, the library provides service in a 1,300 square foot space in the Birchmount Plaza. Hours of operation are from Tuesday to Saturday, with varied hours. Services include:

- A place to pick up holds
- A place to return library materials
- Photocopying and scanning service
- Mobile printing only - print from home or your personal mobile device

Kennedy/Eglinton

The Kennedy Eglinton library is located approximately 4.0 kilometres northeast of the subject site, at the Liberty Square Plaza at 2380 Eglinton Avenue East. This Branch is open Monday through Saturday and has seating for 50 visitors. This branch features 14 computer workstations that are connected to the internet and include Microsoft Office, wi-fi, and equipment for persons with disabilities. Collections include:

- Audiobooks on CD
- Large Print collection

The branch features 24 hours book-drop, bookable study room, a Teen Zone and a Youth Hub. This branch includes two meeting rooms; Meeting Room 1 and 2, which seat 36 and 15 people 'lecture style'. Meeting Room one maintains an LCD Projector.

According to the TPL Facilities Master Plan (2019), which provides an assessment of existing library facilities to guide capital planning decisions as part of the capital budget and planning process, the Albert Campbell was identified for larger improvements and is currently closed for renovations. The remaining two branches in the Study Area were not identified as a priority for larger improvements in the TPL Facilities Master Plan.

4.4 Recreation

There are three publicly funded recreation centres operated by the City of Toronto's Parks and Recreation Division in vicinity to the Study Area. A description of these centres and the services programs offered (or planned to be offered) are listed in **Table A15**.

Table A15 - Recreation Centres within the Study Area

Location	Facilities	Services/Programs
West Scarborough Neighbourhood Centre 313 Pharmacy Avenue	<ul style="list-style-type: none"> • Computer/Training Room • Gymnasium • Kitchen • Lounge • Multipurpose Room • Outdoor Bocce Court 	<ul style="list-style-type: none"> • Aquatics • Boys and Girls Club • EarlyON Centres • Employment Programs • Seniors Clubs • Youth Justice Programs
Oakridge Community Recreation Centre 63 Pharmacy Avenue	<ul style="list-style-type: none"> • Craft Room • Fitness/Weight Room • Gallery • Kitchen • Preschool 	<ul style="list-style-type: none"> • Youth Specific Programming • Indoor Pools
Warden Hilltop Community Centre 25 Mendelssohn Street	<ul style="list-style-type: none"> • Amphitheater • Craft Room • Dance Studio • Fitness/Weight Room • Gymnasium • Kitchen • Multipurpose Room • Parking Lot • Playground • Preschool • Splash Pad 	<ul style="list-style-type: none"> • Camps • Sports

4.5 Human Services

Based on information and mapping available through the United Way and City of Toronto, there are at least 8 human service organizations operating within the Study Area; however, it is anticipated that the actual number of service organizations within the Study Area is greater. **Table A16** outlines the name, location, type of service provided by each of the organizations identified in our review.

Table 16 – Human Service Organizations

Organization	Service Description
Warden Woods Community Centre 74 Firvalley Court	Provides Covid-19 Priority Topics – Evictions assistance, foodbanks and referrals, housing, community mental health services, mental health for seniors, LGBTQ+ services.
Warden Avenue Food Bank 682 Warden Avenue	Member of the Daily Bread Food Bank.
Feed Scarborough 3330 Danforth Avenue	Member of the Daily Bread Food Bank.
Access Alliance Multicultural Health and Community Services 3079 Danforth Avenue	This Centre provides community and health promotion services, a community resource centre, primary care services, senior services, settlement services and youth services. They also provide community meals, child/family services for pregnant and postnatal women.
West Scarborough Neighbourhood Community Centre 313 Pharmacy Avenue	This centre provides social and recreational programs; after school drop in, summer day program for children 6-12 years, homework clubs, computer clubs, leadership training and literacy.
RÉSEAU DES CHERCHEURES AFRICAINES 2140 Eglinton Avenue East	This centre provides career guidance and management, awareness and prevention, family law, cultural workshops and a café for women. This centre is eligible for Francophone African newcome women between the ages of 14-80 years.
Ontario Ministry of the Attorney General, Court Services 1911 Eglinton Avenue East	The Centre provides legal information on immigration and refugee issues, work permits, student permits, permanent resident applications, and other issues. It also offers transitional housing for refugee claimant women and children as well as help with the refugee process.
Aboriginal Housing Support Centre 3087 Danforth Avenue	Assists in applying for social housing and housing support. Also helps resolve landlord/tenant disputes, counselling, workshops and support groups of interest to Aboriginal tenants, information and referral to general services.



Conclusion

This Community Services and Facilities Study captures key publicly funded services and facilities available to future residents of the subject site, on both a broad and local scale. A summary of the findings of the Study is provided below.

Neighbourhood Demographics

The Demographic Study Area (representing the Clairlea-Birchmount and Oakridge neighbourhoods) is increasing in population more than slowly than the City as a whole. Between 2011 and 2016, the population of the Demographic Study Area increased slightly by approximately 1,600 residents, which represents a 4.2 percent increase in population. Comparatively, the population of the City of Toronto increased by 4.5 percent between 2011 and 2016. In terms of age composition, the Study Area had a slightly lower proportion of Working Age residents than City as a whole. Between 2011 and 2016 the age distribution within the Study Area remained consistent, with a small increase in the proportion of Working Age and Senior residents and small decrease for all other age groups.

In 2011 and 2016, the majority of families within the Demographic Study Area were comprised of 2 people. Between 2011 and 2016, the proportion of various family sizes within of the Demographic Study Area remained relatively stable, with a slight decrease in the number of 2 person families. In 2011 and 2016, compared to the City as a whole, the Demographic Study Area had a higher proportion of couples with children. In 2016, based on the total population of the Demographic Study Area (39,865) divided by the number of private households (15,115), the average household size in the Demographic Study Area was approximately 2.71 persons per household. This is higher than the average household size of 2.42 for the City at large.

In terms of dwelling types, the majority of dwellings within the Demographic Study Area in 2011 and 2016 were located in apartment buildings (5+ storeys) (41% and 37%, respectively). Compared to the City as a whole, the Demographic Study Area has a higher proportion of single-detached dwellings.

With respect to household income, in 2016 the Study Area had a lower proportion of residents earning over \$80,000 and a higher proportion of residents earning less than \$20,000 as compared to the City as a whole. Within the Study Area, the proportion of residents earning \$80,000 or more increased from 19 percent to 31 percent from 2011 to 2016. The median household income of the Demographic Study Area was lower than the City-wide value in 2016. Also, in 2016 the Demographic Study Area had slightly lower participation and employment rates as compared to the City as whole.

In review of educational attainment, in 2016 the Demographic Study Area had higher proportions of persons who obtained secondary school education and College education, and lower proportions of persons with Bachelor's degree or above as compared to the City as whole.

In 2016 the Study Area had a higher proportion of the population who identified as visible minorities (68 percent) than the City as a whole (51 percent). The population that was born in Canada was lower (45%) than the City as a whole at (49%)., while the number of neighbourhood residents who identified as first generation residents was also higher (56%), compared to the City as a whole (51%).

Finally, a higher proportion of the Study Area population reported a non-official language as their mother tongue in both 2011 and 2016 compared to the City as a whole, with the top non-official mother tongue languages being Bengali, Tagalog, Urdu, Cantonese, Chinese and Persian.

Nearby Development Activity

There have been few new development applications within the Study Area. The population yield anticipated from the developments identified in Section 3.1 is approximately 3,066 persons, excluding the subject site. Some of the applications (particularly 350 Danforth Road, and 651 and 671 Warden Avenue) were constructed before the 2011 and 2016 census', therefore, we have not calculated these in the estimated Study Area pupil yield, as these pupils would likely have been reported in the two census'.

Community Services and Facilities

In terms of school accommodation, the TDSB elementary school in the catchment area maintains limited capacity, with 77 vacant spaces, to accommodate the projected 169 elementary students, with a current utilization rate of 85 percent. In terms of public secondary school, Birchmount Park Collegiate Institute is underutilized with a utilization rate of 79 percent and can accommodate the projected 77 students.

Based on the pupil yield figures provided by TCDSB, the thirty seven (37) projected Catholic elementary school students generated from the Proposal could likely be accommodated at St. Joachim, as it is currently operating below capacity with approximately 94 vacant spaces. The sixty four (64) projected Catholic secondary school students could likely only be accommodated at St. Patrick Catholic (9-12, Mixed Gender) as it is currently underutilized, with approximately 356 vacant spaces. As for the single gender secondary schools, both schools do not have capacity to accommodate additional students as they are currently overutilized. It should be noted, however, that secondary students residing in Toronto are not limited by a catchment area and they can attend any TCDSB school within the school board. It is noted that conclusions regarding local school capacities are based on the data provided by TDSB and TCDSB staff. The school boards will determine at a later date if students from the proposed development will/can attend the schools listed in this report.

There is a total of 18 childcare facilities within the Study Area, 12 of which provide subsidized spaces when available. This development is expected to produce an estimated childcare space for 250 children. The estimated number of childcare spaces may not be accommodated by the existing facilities within the Study Area, depending on age and care requirements. It is noted that the above analysis is based on limited contact with the childcare providers. Further, the number of available childcare spaces, and/or the capacities of the centres, that have been reported in this CS&F may change by the time the development has been approved and constructed. In addition, there may be additional home-based childcare services offered in the area that would not be captured by this analysis.

There are three public libraries within close proximity to the Study Area. One of the branches (Albert Campbell) was identified in the TPL Facilities Master Plan for larger improvements and is currently closed for renovations. The remaining two branches are operating in fair state, offer computer workstations and large print collections, and offer several recurring programs and classes.

The Study Area contains three public recreation centres, which offer a variety of athletics and general interest programming for residents of all ages. There are at least 8 human service operators providing service to residents within the Study Area; these organizations offer a mix of family support resources, health services, employment support, and youth services.

Conclusion

In conclusion, the Community Services and Facilities Study demonstrates that the Study Area is well served by a number of services and facilities that may accommodate the proposed development, including, but not limited to, 3 community centres, 8 human service organizations, 3 libraries, and 18 child-care centres. Notwithstanding the convenient access to facilities and the wide variety of programming offered at these facilities (prior to the issuance of the emergency orders), it is unclear how the facilities are currently coping with respect to capacity and vacancies and the strain these facilities are facing as they begin to reopen while following public health guidelines. We anticipate that the COVID-19 related restrictions will no longer be in place by the time prospective residents of the proposed development move in and begin to use Study Area community services and facilities. We also note that data provided by the Toronto District School Board (TDSB) demonstrates some capacity to accommodate additional elementary and secondary students; data provided by the Toronto Catholic District School Board (TCDSB) indicates some capacity constraints.

Overall, it is our opinion that the proposed development is not expected to significantly impact the demand on community services and facilities in the Study Area. There is an acceptable range of services and facilities that currently exist within the Study Area.

