

January 11, 2021

George Pantazis, Planner
Community Planning, Toronto & East York District
City of Toronto, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Dear Mr. Pantazis:

**Re: *Rezoning File No. 19 253476 STE 19 OZ
Addendum to Planning and Urban Design Rationale
6 Dawes Road, Toronto***

As you know, we are the planning consultants for 6 Dawes Danforth Inc. with respect to its property at 6 Dawes Road (the “subject site”). In November 2019, we prepared a Planning and Urban Design Rationale in support of a rezoning application to permit the redevelopment of the subject site with a mixed-use development including two buildings comprising 3 residential towers (the “initial proposal”). Since then, there have been ongoing discussions with City and agency staff, which have resulted in numerous revisions to the proposed development.

The purpose of this letter is to provide an overview of the changes to the proposal that have been incorporated into a revised development proposal for the site, in accordance with the architectural plans prepared by BDP Quadrangle being submitted to the City concurrently with this letter (the “revised proposal”).

This letter is also intended to act as an addendum to our November 2019 Planning and Urban Design Rationale report and concludes that, with the design revisions, the revised proposal continues to be appropriate from the perspectives of land use policy, built form and urban design.

The revised proposal represents an appropriate scale and form of redevelopment that is respectful of the existing and approved built form context in the area while still contributing to the evolution of the planned tall building context as contemplated by the Main Street Planning Study and to the diversification of housing options in the City. Subject to the additional comments set out herein, the findings and analysis set out in our November 2019 Planning and Urban Design Rationale report continue to be relevant and accurate.

Background

The initial proposal proposed two development parcels, an east parcel with limited frontage on Dawes Road and a west parcel fronting Main Street. The proposal provided an east-west private road along the north end of the site, with the portion fronting the east parcel to be dedicated for a future public road. The mixed-use development included three towers with heights of 40, 46 and 49 storeys, respectively (134.0 metres, 151.5 metres and 160.4 metres including the mechanical penthouses), sitting atop 6-storey podium buildings framing the street edge. A total of 1,425 residential dwelling units were proposed, resulting in a total residential gross floor area of approximately 118,418 square metres. Combined with a non-residential gross floor area of approximately 5,234 square metres, a total gross floor area of approximately 123,652 square metres is proposed, resulting in a gross density of 9.37 FSI (Floor Space Index), including floor area associate with above-grade parking (or 8.06 FSI, excluding above grade parking). The initial proposal also contemplated the integration of the Danforth GO Transit station into the west building, while a new 6-storey City-run community recreation centre was proposed at the east end of the east parcel.

The rezoning application was submitted on November 25, 2019. On January 20, 2020, Toronto and East York Community Council adopted a Preliminary Report on the application, including a recommendation that staff schedule a community consultation meeting together with the Ward Councillor. However, due to the current COVID-19 pandemic, a community consultation meeting scheduled for late March 2020 was postponed and the virtual community consultation meeting is not anticipated until February 2021.

Following the submission of the rezoning application, upon receipt of City and agency comments and ongoing discussions with City and agency staff. In particular City staff (including but not limited to Planning, Transportation, Parks and Recreation), as well as Metrolinx, have reviewed the proposal and provided comments with respect to the proposed City-run Community Centre location, integration of the Danforth GO Transit station into the proposed development and the potential partial road dedication. It is noted that City staff further reviewed the proposed development in the context of the Main Street Planning Study, which resulted in the Official Plan Amendment 478 (OPA478), that was adopted by City Council on December 17, 2019, however, OPA 478 has been appealed to the Local Planning Appeal Tribunal (LPAT) and therefore is not yet in full force and effect. Through the comments received and ongoing discussions with City staff and Metrolinx a number of revisions have been made to the proposal, which are outlined in greater detail below.

Description of Revised Proposal

There have been a number of changes to the proposed development to address the comments received and the ongoing discussions with staff. In this regard, the two most significant revisions to the proposal are attributed to comments received regarding the feasibility of the potential for a City-run community centre on the site, as well as Metrolinx's desire to integrate the Danforth GO Transit station into the podium of the west building. Accordingly, the revised proposal no longer proposes a City-run community centre on the east parcel, as it was not supported by City staff for design and proximity to the rail corridor matters. In its place is a 19-storey residential rental building, inclusive of the 6-storey podium that it sits atop. Further, the revised proposal, introduces a self-storage use into the East Block parcel as an appropriate non-residential use given the building's proximity to the rail corridor, as well as modifications to the proposed height and built form to appropriately respond to the Main Street Planning Study and redistribute density on the subject site. In addition, further to the ongoing discussions with Metrolinx, the design no longer integrates the Danforth GO Transit station into the podium on the West Block parcel. Accordingly, the lands fronting Main Street, municipally known as 213 Main Street, which are owned by Metrolinx, do not form part of the proposed development at this time. As a result, the site area is now approximately 11,978 square metres (previously approximately 13,195.5 square metres in size).

The revised proposal now includes two buildings with 4 residential towers with heights of 44, 46, 37 and 19 storeys (Towers 1, 2, 3 and 4 respectively moving from west to east) and podium buildings of 6 storeys. In comparison to the initial proposal, with the exception of the new 19-storey building on the east parcel, Tower 1 has reduced from 49 storeys to 44 storeys, while Tower 2 remains at 46 storeys, and Tower 3 has also reduced from 40 storeys to 37 storeys.

A total of 1,467 residential dwelling units, of which 193 units are rental units, resulting in a total residential gross floor area of approximately 91,928 square metres. Combined with the non-residential gross floor area of approximately 5,537 square metres, a total gross floor area of approximately 97,465 square metres is proposed, resulting in a gross density of 8.14 FSI (Floor Space Index), including floor area associate with above-grade parking (or 7.67 FSI, excluding above grade parking).

Site Organization

The redevelopment of the Subject Site continues to be organized by key structural elements, including:

- Two development parcels, a West Block and an East Block;
- An east-west road connection providing access to the parcels from Dawes Road; and
- A privately owned, publicly-accessible open space (POPS) bisecting the two development parcels;

East-West Road Connection

The revised proposal maintains the proposed new east-west connection along the north edge of the site with some modifications in response to the comments and ongoing discussions with staff.

The new proposal continues to contemplate the dedication of the eastern portion of the new east-west connection for the provision of a future new public road that will connect Dawes Road to a potential mid-block public road extending north to Danforth Avenue, which is generally consistent with the potential road network envisioned by the Main Street Planning Study. The land to be dedicated is approximately 160 metres in length and a minimum right of way width of approximately 10.75 metres including a 6.0 metres of pavement to accommodate two-way traffic and a 4.1-metre wide boulevard south of the roadway that is comprised with a 2.1-metre sidewalk and 2.0 metres for landscaping. It is noted that this portion will be constructed to a final condition (including the required services under the 6.0-metre roadway), however, in the interim, until such time that the required additional dedication of the lands to the north from the adjacent owners is provided to secure the full width of the east-west segment of planned public road, the road connection will initially serve as a private site access driveway and private walkway for the subject site.

The private road/driveway on the west portion extending from the new future public road now connects to a turnaround area within the West Block which is part of the design changes in the revised proposal. With approximately 182 metres in length, the private road/driveway accommodates an approximate 6-metre wide roadway and a walkway along the north side of the site.

Privately-Owned Publicly Accessible Open Space (POPS)

The revised design maintains the proposed POPS. The POPS is a trapezoidal shape that is approximately 34.7 metres along the street frontage, narrowing to approximately 23.0 metres abutting the rail corridor. The POPS will be approximately 25 metres deep, resulting in a size of approximately 729 square metres. As noted in our November 2019 Planning Rationale and Urban Design

report, it is anticipated that the POPS will provide seating and landscaped areas and is anticipated to complement the planned central park being considered through the City's study. Given its location mid-block, it will be visible at the southern terminus of a planned public street through the study area. This space, in addition to providing streetscaping opportunities along the new public road and private road/driveway will result in a in a highly animated and comfortable pedestrian environment that will also provide improved connections through the site and to the surrounding area. It is anticipated that 4 on-street parking spaces, including 2 visitor parking spaces and 2 car share spaces associated with the west block will be provided in front of the POPS along the proposed private road/driveway.

Rail Corridor Setback

As noted in our November 2019 Planning and Urban Design Rationale report and the Rail Safety and Development Viability Report prepared by Hatch Ltd., the incorporation of the crash wall, along with other consideration, allows for a reduction in the rail corridor setback from 30 metres to 25 metres measured from the mutual property line to the sensitive uses proposed nearest to the rail corridor, which can be applied as a combination of horizontal and vertical setbacks. In response to the comments received, the setback is now achieved at the East and West Block, through the design of a 25-metre high podium containing non-sensitive uses within a horizontal setback of 5 metres from the property line.

The revised proposal continues to locate the proposed non-sensitive uses within the setback on the south portion of the podium buildings and will include an above-grade parking structure, mechanical and servicing rooms, and introduces non-residential uses within the East Block. The sensitive uses such as residential uses continue to be located on the north side of and above the podium buildings, which are outside the horizontal-vertical setback area.

West Block

The west block is comprised of a residential building consisting of two residential towers now at 44 and 46 storeys. The 36- and 38-storey tower elements sit atop a 6-storey shared podium and are adjoined by a 2-storey element connecting the two towers above the podium building.

Tower 1 will have an overall height of 142.5 metres to the top of the 44-storey roof (149.9 metres to the top of the mechanical penthouse) and is located at the west end of the podium, Tower 2 will have an overall height of 148.4 metres to the top of the 46-storey roof (155.8 metres to the top of the mechanical penthouse) and is located at the east end, while the podium building itself will have a height of 25.2 metres at the west end and an overall height of 20.2 metres at the east end.

However, it should be noted that from the street level at Main Street (i.e., the west end), Tower 1 will be 143.2 metres tall (including mechanical penthouse), Tower 2 will be 149.1 metres tall (including mechanical penthouse) and the podium building will have a height of 17.9 metres.

The building has a total residential gross floor area of approximately 66,840 square metres with a total of 933 units. As noted above, further to the ongoing discussions with staff and Metrolinx, the previously integrated Danforth GO Transit station is no longer part of the revised proposal and therefore, the lands to the west and south of the site, associated with the station remain under the ownership of Metrolinx and are not part of the subject site boundary. With this change in the design, the private road/driveway extending from the new public road no longer provides right-in/right-out access from/to Main Street and now connects to an internal turnaround area providing vehicular access from a driveway entrance off the private road/driveway to Towers 1 and 2.

As described above, due to the grade change between Main Street and Dawes Road, street level at Main Street is located above the ground floor of the building (approximately between the 2nd and 3rd level). As such the northwest portion of the West Block provides pedestrian access from the ground level of the building to a landscaped open space provided at the street level (on Level 2) in the form of landscaped ramps and stairs which will allow for a future pedestrian link to Main Street.

On the ground floor, the main lobby entrance to Tower 1 is accessed from the private road/driveway turnaround area. The north portion of the building provides a landscaped ramp area which connects to the street level landscaped area on level 2. The remainder of the ground floor to the west is comprised of service rooms and an internalized shared loading area (providing Type 'G' loading space). The main lobby entrance to Tower 2 is located at the northeast corner of the building and is accessed from both the private driveway/road and the turnaround driveway area. In addition to the lobby area and service rooms, a total of 232 square metres of indoor amenity spaces are provided on the ground floor in two separate areas at the southeast corner of the building fronting onto the POPS and along the private driveway/road. The remainder of the ground floor to the east is comprised mainly of service rooms, bicycle storage rooms, and an internalized shared loading area (providing a Type 'C' loading space). The internalized parking and loading also accommodates 2 visitor parking spaces and 2 car share spaces, a Type 'C' loading space, and three fully automated car parking lifts (instead of a conventional ramp) leading up to the above grade parking. Bicycle parking spaces are provided on the ground floor and are located in the turnaround space.

The 2nd floor of the podium building, is comprised of 40 parking spaces generally on the south end of the building, lockers, bicycle storages, a secondary lobby entrance to Tower 1 and 218 square metres of indoor amenity space on the west end of the building. As noted above, the elevated pedestrian connection from the ground level will provide a link to an open space on the northwest corner of the building at the 2nd floor which can provide a future pedestrian connection to Main Street. The balance of the podium building above the 2nd level (Levels 3 through 5) are comprised of residential units on the north side, with vehicular parking spaces generally on the south side of the podium building. A 448 square metres of double-height indoor amenity space is located on southwest corner of the building on the 3rd and 5th floor. The podium building will accommodate total of 61 residential units, Levels 3 to 5 each contains 16 units and level 6 contains 13 units on the north site of the building. A 957 square metres of an indoor amenity space on the south side of the building is located on the Level 6 contiguous to a 618 square metres of an outdoor amenity space.

In total 200 parking spaces are provided for residents and visitors in 5 levels of above grade parking spaces in the south and east portion of the podium building. In addition to the 2 visitor parking spaces and 2 car share spaces on the ground floor, levels 2 to 5 each contains 40 parking spaces. It is noted 2 visitor parking spaces and 2 car share spaces associated with the 2 towers in the west block are located in front of the POPS along the proposed private road/driveway.

Above the podium building, the adjoining 2-storey element on Levels 7-8 connecting the two towers is approximately setback 4.3 metres from the podium along the north side, approximately 4.6 metres along the south side. The adjoining two-storey element contains total of 60 residential units.

The tower elements above the podium, have a separation distance of approximately 27.9 metres. Residential units are proposed on all levels. A 415 square metre outdoor rooftop amenity space, contiguous with a 139 square metre indoor amenity space, is provided on level 9 located between the two towers. The tower elements are slender, bow-tie-shaped, and oriented in an east-west direction with general dimensions of 20 metres by 37.5 metres, resulting in floor plate sizes of 750 square metres (approximately 67 square metres reduction in size from the previous scheme).

East Block

The East Block is comprised of a 37-storey and 19-storey mixed-use building consisting of a 31-storey western tower element and 14-storey eastern tower elements (Towers 3 and 4), both atop a 6-storey shared podium.

Tower 4 will have an overall height of 64.4 metres to the top of 19 storey roof (71.8 metres to the top of the mechanical penthouse) and is located at the east end of the podium, Tower 3 will have an overall height of 118.7 metres to the top of the 37 storey roof (126.2 metres to the top of the mechanical penthouse) and is located at the west end, while the 6-storey podium building itself will have a height of 24.1 metres.

The building has a total gross floor area of approximately 24,864 square metres (25,488.7 square metres of residential gross floor area and 5,537 square metres of non-residential gross floor area) with total of 534 units including 193 rental units located in the podium and in Tower 4.

On the ground floor, the lobby entrance to the rental building (Tower 4) and the balance of the building is setback approximately 2.0 metres from the new public road, except for the lobby entrance to Tower 3 to the west of the building which is approximately 4 metres. The east end of the building is located towards the eastern end of the site to take advantage of the Dawes Road Street frontage. In this regard, the east end of the podium building aligns with the geometry of the terminus of Dawes providing a visual anchor when looking south towards to current Dawes Road terminus. The amenity/lobby entrance to Tower 4 provides direct access from the proposed new public street from the northeast corner of the building. 70 square metres of indoor amenity space is proposed at the northeast end of the building with a potential future shared outdoor amenity space of approximately 500 square metres is proposed in a forecourt of the podium building along west side of Dawes Road.

The mid-portion of the building at grade, includes the storefront/lobby of the proposed self-storage facility. The remainder of the ground floor is comprised mainly of service rooms, and internalized shared loading area (providing a Type 'G', two Type 'C' loading spaces and a Type 'C' loading space for storage facility), 13 combined residential and non-residential parking spaces accessed from the driveway entrance off the interim private road/future new public road at approximately the middle of the building. The internalized parking and loading spaces area also accommodate two fully automated car parking lifts on the south side of the building (instead of a conventional ramp) leading up to the above grade parking. Levels 2 through 6 include locker rooms and storage facility units on the west portion of the building as well as 10 residential rental units on each floor on the north side of the podium building. The podium building will accommodate total of 50 residential rental units and 1,000 square metres to 1,424 square metres of self-storage facility (on Levels 2 through 5) on the west side of the building.

In total 104 parking spaces are provided for residents and visitors in 5 levels of above grade parking spaces in the south portion of the podium building. In addition to the 13 combined residential and non-residential parking on the ground floor, Levels 2 through 5 each contains 26 parking spaces accessed by the two fully automated car parking lifts at the ground. On the ground level and on second floor is the bicycle storage for Tower 3 located at the southwest end of the building.

Above the ground floor, the podium building cantilevers over the setback area along the new public road, providing weather protection for pedestrians. Above the podium building (above level 6), both the tower elements (Tower 3 and 4) are setback 3.0 metres from the podium along the north and south side while Tower 4 is setback 1.4 metres to 8.8 metres along the east side (Dawes Street) and Tower 3 is setback 3.5 metres to 9.0 metres along the west side (POPS). Both the tower elements are rectangular in shape, slender and oriented in an east-west direction with dimensions of 20 metres by 37.5 metres, resulting in floor plate sizes of 750 square metres (approximately 67 square metres reduction in size from the previous scheme). Tower 4 will accommodate total of 193 residential rental units, 10 residential rental units in Levels 2-6 on the north side of the podium building and 143 residential rental units on Levels 7-19 of the Tower. Tower 3 will accommodate total of 341 units on Levels 7-37. The tower separation distance (between Tower 3 and 4) is approximately 43.0 metres and to the proposed Tower 2 to the west on the West block is 59.0 metres.

On the Level 6 of the podium building, the revised proposal contemplates total of 998 square metres of indoor amenity space at level 6 contiguous to 818 square metres of outdoor residential amenity. Both indoor residential amenity areas are double-height spaces.

Unit Distribution and Amenity Space

A total 1,467 residential units are proposed for the development (approximately 3% or 42 increase in units count compared to the initial proposed 1,425 units) consisting of 122 studio units, 905 one-bedroom units, 294 two-bedroom units, and 146 three -bedroom units. It is noted that 193 units (approximately 13%) out of the total 1,467 units are secured as rental affordable units in the Tower 4. A breakdown of the units by building is provided in the **Table 1** below.

In terms of the amenity space, total of 2,442 square metres indoor amenity space is provided in the West Block at the ground level and Levels 2 through 6 within the podium building and at Level 9. A total of 1,283 square metres of outdoor rooftop amenity spaces is provided on level 6 of the podium building as well as level 9 above the adjoining 2-storey element.

A total of 1,068 square metres indoor amenity space is provided in the East Block at the ground level and level 6 within the podium building. A total of 1,068 square metres of outdoor rooftop amenity space is provided at Level 6 of the podium building. A detailed breakdown of the amenity spaces provided in each building are provided below:

	Towers 1 and 2 (West Block)	Towers 3 & 4 (East Block)
Indoor Amenity Space	Ground Floor- 232 m ²	Ground Floor – 70 m ²
	Level 2- 218 m ²	Level 6 – 998 m ²
	Level 3- 448 m ²	
	Level 5- 448 m ²	
	Level 6- 957 m ²	
	Level 9- 139 m ²	
Total	2,442 m²	1,068 m²
Outdoor Amenity Space	Level 1 – 250 m ²	Level 1 – 250 m ²
	Level 6 – 618 m ²	Level 6 – 818 m ²
	Level 9 - 415 m ²	
Total	1,283 m²	1,068 m²

Parking and Loading

All parking is to be fully automated, as a result, drivers will park their respective cars into one of the available car lifts and once the system is initiated, the system will move the platform on which the vehicle is parked on, to an available space within the 5-levels of above-grade parking (located between Levels 2 and 5 within the podium buildings). A total of 208 and 143 parking spaces are provided for the revised proposal, respectively for the West and East Blocks, this includes total of 303 residential spaces, 44 visitor spaces (including 13 combined residential and non-residential visitor parking within the East Block), and 4 car share spaces. All parking of the development will be internalized and screened from the public streets.

A total of 1,469 bicycle parking space are provided, consisting of 1,321 resident spaces and 148 visitor spaces. Bicycle parking is located primarily located at grade or within the podium. One Type 'G' loading spaces and two Type 'C' loading spaces will be provided in the West Building at grade with access from the private road/driveway and one Type 'G' loading space and two Type 'C' loading spaces will be provided in the East Building at grade with access from the new public road.

Statistical Comparison

A comparison of the revised proposal to the initial proposal is provided in **Table 1** below.

Table 1 – Statistical Comparison

	Initial Proposal (November 2019)		Revised Proposal (September 2020)	
Site Area	13,195.56 square metres		11,978 square metres	
Height (including MPH) <i>West Block</i> Tower 1 Tower 2	49-storey (161metres) 46-storey (151.5 metres)		44-storey (149.9 metres) 46-storey (155.8 metres)	
<i>East Block</i> Tower 3 Tower 4 Community Centre	40-storey (134.0 metres) n/a 6-storey (27.3 metres)		37-storey (126.6 metres) 19-storey (71.8 metres) n/a	
Gross Floor Area Residential GFA Non-Residential GFA	118,418 square metres 5,234 square metres		91,928.12 square metres 5,537 square metres	
Total GFA	123,652 square metres		97,465.1 square metres	
Combined Gross Density	9.37 FSI (or 8.06 FSI, excluding above grade parking)		8.14 FSI (or 7.67 FSI, excluding above grade parking)	
New Residential Units	Tower 1 & 2	Tower 3	Tower 1 & 2	Tower 3 & 4
Studio	33 units (2.3%)	0	78 units (5.3%)	31 units 13 units (2.9%)
1-Bedroom	706 units (49.5%)	206 units (14%)	567 units (38.6%)	217 units 121 units (23.0%)
2-Bedroom	200 units (14%)	142 units (10%)	191 units (13.0%)	62 units 41 units (7.0%)
3-Bedroom	94 units (6.5%)	44 units (3.2%)	97 units (6.6%)	31 units 18 units (3.3%)
Sub-Total	1,033 units (72.5%)	392 units (27.5%)	933 units (63.5%)	534 units (36.5%)
Total	1,425 units		1,467 units	
Amenity Space	Tower 1&2	Tower 3	Tower 1&2	Tower 3&4
Indoor	1,985 m ²	1,030 m ²	2,442 m ²	1,068 m ²
Outdoor	1,744 m ²	795 m ²	1,283 m ²	1,068 m ²

Vehicular Parking	Tower 1&2	Tower 3	Tower 1&2	Tower 3&4
Residential	246	54	176	127
Visitor	61	23	28	16 (including 13 combined residential and non- residential)
Commercial	3	10	0	0
Car-Share	0	4	4	0
Total	401		208	143
Bicycle Parking	Tower 1&2	Tower 3	Tower 1&2	Tower 3&4
Short Term	104	40	94	54
Long Term	930	353	840	481
Non-Residential	64	0	0	0
Total	1,491		1,469	

Evolving Policy Framework

While the local policy and regulatory context applicable to the subject site is largely unchanged since the submission of the rezoning application in November 2019, the provincial policy framework has been updated to include both a new Provincial Policy Statement (2020) and an updated Growth Plan. These policy changes are addressed below.

Provincial Policy Statement (2020)

On February 28, 2020, the province issued a revised Provincial Policy Statement (“the 2020 PPS”) which replaced the 2014 version of the Provincial Policy Statement as of May 1, 2020. In accordance with Section 3 of the *Planning Act*, all decisions affecting land use planning matters made after this date will be required to be consistent with the 2020 PPS.

Among other matters, the 2020 PPS includes additional policies related to addressing a changing climate and supporting green infrastructure, enhancing land use compatibility policies for sensitive land uses, increasing minimum requirements for housing land supply and clarifying policies related to market-based housing by adding a reference to affordable housing (e.g. Policies 1.4.3 and 1.7.1 of the 2020 PPS).

We note that the 2020 PPS also includes additional language that encourages transit-supportive development. In particular Policy 1.2.1 provides that healthy, liveable and safe communities will be sustained by 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.

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, 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.

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

In our opinion, the proposed development is consistent with the 2020 PPS.

The Growth Plan for the Greater Golden Horseshoe (2019, As Amended)

On May 16, 2019, a new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017. All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

The amendment includes changes to the population and employment forecasts, the horizon year of planning and other policies to increase housing supply, create jobs, attract business investment, and better align with infrastructure.

With respect to forecasted growth, Schedule 3 of the 2019 Growth Plan, as amended, 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 undercoverage) 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.

Notwithstanding this amendment, the relevant policies of the amended 2019 Growth Plan have not been considerably revised from the original version of the 2019 Growth Plan. As such, the Growth Plan conformity analysis completed in our November 2019 Planning and Urban Design Rationale remains valid.

Main Street Planning Study

As noted in our November 2019 Planning and Urban Design Rationale, the proposed Main Street Planning Study area boundaries include the subject site. Following the submission of rezoning application, on December 17, 2019 City Council adopted Official Plan Amendment 478 (OPA 478) which added Site and Area Specific Policy 577 (SASP 577) for Main Street Planning Study area. However, OPA 478 has been appealed to the LPAT and therefore is not yet in full force and effect.

Planning and Urban Design Analysis

Intensification

As stated in our November 2019 Planning and Urban Design Rationale report, mixed-use (residential and non-residential) intensification on the subject site is supportive of numerous Provincial and municipal policy directions. In this regard, the 2020 PPS, the 2019 Growth Plan, as amended, and the City of Toronto Official Plan, all promote intensification on sites within built-up areas that are well served by municipal infrastructure, especially higher order public transit. In this regard, the proposal will redevelop an underutilized site immediately adjacent to the Danforth GO Transit station and approximately 250 metres to the Main Street TTC subway station. Although, the revised proposal no longer integrates the Danforth GO Transit station, it continues to accommodate a level of intensification for an underutilized site in proximity to higher order transit by providing new housing and jobs in transit supportive and compact built forms.

On this basis, the analysis provided in our November 2019 Planning and Urban Design Rationale with respect to intensification continue to apply to the revised proposal.

Land Use

The revised mix of land uses on the site, including residential and the reintroduction of the self-storage facility, continues to be desirable and appropriate and conforms with the land use permissions of the *Mixed Use Areas* designation of the Official Plan. With respect to the proposed self-storage use, the facility is

approximately 5,537 square metres in size, which is comparable to the existing self-storage facility on the site (approximately 6,364 square metres). In our opinion, the continuation of a self-storage use is appropriate, as it will maintain a longstanding use that is well-used by residents and business owners in the surrounding community. Also, new residents of the proposed development and from other new developments in the area will also utilize this amenity. Furthermore, located within the podium building on the east parcel, the proposed self-storage use is considered a non-sensitive use and therefore, appropriate given its direct interface with the rail corridor.

Height, Massing and Density

As noted in our November 2019 Planning and Urban Design Rationale report, the subject site is an appropriate location for significant mixed-use intensification in land use policy terms and for tall buildings. Accordingly, the analysis provided in our November 2019 Planning and Urban Design Rationale with respect to height continue to apply to the revised proposal.

From an urban structure perspective, it continues to be our opinion that given the site's proximity to transit services, specifically the Danforth GO Transit station, and the separation from low-rise areas, that the greatest heights be located on the subject site. As a result, the proposed heights of 44, 46, 37 and 19 storeys are appropriate and desirable. In this regard, locating the tallest heights towards the Danforth GO Transit station is consistent with the emerging policies set out in the adopted, but not yet in-force OPA 478.

As discussed in detail below, the revised scheme distributes the heights on the site to provide appropriate transitions to the surrounding area. In this regard, the heights of two of the towers have been reduced to 44 storeys for Tower 1 (from 49 storeys) and 37 storeys for Tower 3 (from 40 storeys) to improve the transition to the west and to the southeast, respectively, while the height of the new fourth tower element, at 19 storeys, provides a transition to properties to the south and east.

In terms of massing, the revised proposal has remained generally the same to the previous submission with respect to the general location of the podium and tower elements, except shift of the proposed development eastward, due to the exclusion of the Metrolinx lands, as well as for the new fourth tower at the east end of the East Block. The dimensions and siting the revised podium and tower elements continue to respond appropriately to the built form context and are generally in keeping with the Tall Building Design Guidelines.

Podiums continue to be 6 storeys in height, which maintain an appropriate street wall condition to provide a comfortable pedestrian environment. The tower

elements are setback a minimum of 3.0 metres to enhance the pedestrian scale created by the podiums.

With respect to the tower elements, there have been several changes that result in improvements in terms of massing and access to sky view. As discussed above, the tower elements have been sited to fit within their surroundings to provide appropriate transitions in scale to the surrounding low-rise properties, and to provide appropriate tower separation distances to other tall buildings, including nearby existing and approved ones. In this regard, the tower floor plate sizes have been reduced to 750 square metres, consistent with the City's Tall Building Design Guidelines and while the shapes of the tower elements are still in an east-west orientation, which are due to the site's narrowness, the reduced floor plates sizes result in more slender profiles. Furthermore, Towers 1 and 2 are bowtie-shaped, adding architectural interest while reducing the visual presence of the massing.

As a result, the towers elements continue to provide tower separation distances that meet or exceed the recommended guideline set out in the Tall Building Design Guidelines. In terms of surrounding tall buildings, the closest existing/approved building is an approved 32-storey located to the immediate north of the West Block, between Towers 1 and 2. The resulting tower separation distances between the approved building and the closest tower on the site (Tower 2) is approximately 29 metres. Also, given the introduction of the fourth tower, the measured tower separation distance from this tower to the proposed tower element to the north on 10 Dawes Road is approximately 30.3 metres. With respect to the tower separation distances between the towers elements on the subject site, Towers 1 and 2 are approximately 28.5 metres apart, while Towers 2 and 3 are approximately 59.3 metres apart and a tower separation distance of 43.8 metres is provided between Towers 3 and 4. As detailed below, the spacing of the towers on the site results in minimal built form impacts.

In terms of density, the proposed gross density of 8.14 FSI (or 7.67 FSI, excluding above grade parking) has reduced from the original scheme of 9.37 FSI (or 8.06 FSI, excluding above grade parking). This is due to in combination to the reduced heights, the change from the community centre to the self-storage use, and the exclusion of the 213 Main Street property from the overall site area. It continues to be our opinion that the proposed density is appropriate and desirable and is still within the range of other existing, approved, and proposed densities of other development in the surrounding area.

On this basis, the analysis provided in our November 2019 Planning and Urban Design Rationale with respect to density continue to apply to the revised proposal.

Built Form Impacts

It continues to be our opinion that the proposed development would have no unacceptable built form impacts on surrounding streets, open spaces or properties and, in particular, on lands designated *Neighbourhoods* to the east (on the east side of Trent Avenue), to the southeast (properties south of the rail corridor) and to the west (just west of Main Street). In this respect, as mentioned above, the heights of the proposed towers have been reduced and strategically located resulting in a stepping down of heights to provide a transition down towards these low-rise residential areas. In this regard, as it relates to the west, on the West Block, the tallest building at 46 storeys, is now Tower 2, whereas Tower 1 has been reduced to 44 storeys (previously 49 storeys). Also, Tower 1 is now shifted more eastward, moving the building further away from the low-rise properties to the west. While Tower 1 still penetrates a 45-degree angular plane taken from the closest *Neighbourhood*-designated properties to the west, the combination of this shift and reduction in height provides a much-improved transition in scale as compared to the original proposal. Similarly, to the east, in order to maintain an appropriate transition to the low-rise properties on the east side of Trent Avenue, the tower heights on the East Block step down from 37 storeys to 19 storeys. Therefore, the revised scheme does not penetrate a 45-degree angular plane taken from front lot line of those properties along Trent Avenue. To the southeast, the revised scheme continues to penetrate the 45-degree angular plane taken from the rear lot lines of the properties backing onto the rail corridor to the southeast, specifically Towers 3 and 4 (although Tower 3 has been reduced in height to 37 storeys).

While Towers 3 and 4 do not comply with a 45-degree angular plane taken from properties to the southeast and Tower 1 does not comply with the angular plane taken from the closest properties to the west, our opinion continues to remain same that complying with an angular plane should not and is not, the only determining factor in evaluating height and transition in scale. Therefore, the analysis provided in our November 2019 Planning and Urban Design Rationale with respect to evaluating fit and transition continue to apply to the revised proposal.

Light, View and Privacy

In terms of light, view, and privacy (LVP), the revised scheme continues to provide sufficient separation distances between adjacent properties and buildings, resulting in minimal LVP impacts, as discussed in our September 2019 Planning and Urban Design Rationale. As described below, the revised scheme does improve and/or maintain some of the conditions to adjacent properties.

Within the podium buildings, all units continue to be north facing in the revised scheme. On the East Block, the north facing units currently front onto surface

parking resulting in no unacceptable LVP impacts. In the future condition, by virtue of the planned public road that the units front onto, will result in minimal LVP impacts between any future development to the north.

On the West Block, the north facing units currently overlook the Main Square Community Centre, where there will be no direct views between the two buildings, therefore, there will be no privacy and overlook concerns. In the event that the site is redeveloped, the north facing units are setback a minimum of approximately 9.2 metres, which is in excess of the 5.5-metre standard.

In terms of the tower elements, as described above, appropriate tower separation distances continue to provide between the proposed towers and between the proposed towers and the closest adjacent towers. In terms of sky view, given the reduced tower floor plate sizes and the generous tower separation distances, it is our opinion that the sky view conditions have been improved as the towers are more slender and continue to be well separated.

On this basis, the analysis provided in our November 2019 Planning and Urban Design Rationale with respect to LVP impacts continue to apply to the revised proposal.

Shadow Impacts

A revised shadow study has been prepared by BDP Quadrangle for March 21st, September 21st and June 21st, between the times of 9:18 a.m. and 6:18 p.m., in order to assess the incremental shadow impacts of the revised scheme. In general, due to the reduction of tower heights and shifting of tower locations, there is an improvement to the incremental shadowing onto surrounding area, particularly to properties designated *Neighbourhoods*. In this regard, to the northwest, properties on the south side of Harris Avenue that were previously impacted by minor shadowing at 9:18 a.m. during the equinoxes, are no longer cast in incremental shadow by revised proposal. As it relates to incremental shadows cast to the west on the north side of Stephenson Avenue, given that Tower 1 has shifted eastward, not only has the number of impacted properties has been reduced, but the length of time has been reduced in that the incremental shadows will move off those properties earlier, leaving just before 10 a.m. Similarly, on June 21st, due to the shifting of the towers, fewer properties on the south side of Stephenson Avenue are impacted, the length of time of which these properties are impacted has been shortened to just before 11 a.m.

Properties to the east are still not impacted during the equinoxes or on June 21st, while to the southeast, the properties on the south side of the rail corridor are not impacted by incremental shadows on March 21st, but several them are impacted

on September 21st at 6:18 p.m. On June 21st, whereas the previous scheme casted incremental shadows to the southeast at 6:18 p.m., due to the reduction in tower heights, the revised scheme will not cast any shadows on June 21st during the studied hours.

In terms of shadowing onto nearby streets, the revised scheme results in improved conditions. Incremental shadows cast onto Danforth Avenue are now limited to just 9:18 a.m. on the equinoxes (and a very minor impact on March 21st at 10:18 a.m.), while Stephenson Avenue is shortened to sometime after 10:30 a.m. on the equinoxes and on June 21st. The shadowing onto Main Street is also shortened to just after 11:30 a.m. on March 21st, June 21st and September 21st, while the window of which Dawes Road is cast by incremental shadows by the revised scheme has shifted one hour earlier between 3:18 p.m. and 4:18 p.m. during the equinoxes. While shadows onto Whistle Post Road are now eliminated, there is some incremental shadowing onto Flagman Street on the equinoxes at 6:18 p.m.

Finally, with respect to parks and open spaces, the only existing park in the area, Stephenson Park, is no longer impacted by incremental shadows created by the revised scheme. The proposed POPS on the subject site continues to be cast in shadow by the proposed development throughout the day on the equinoxes and on June 21st. In terms of the planned central park to the north of the site that is envisioned as part of OPA 478, the revised scheme will cast incremental shadows throughout the day until after 4:18 p.m. on equinoxes and some minor incremental shadowing between 10:18 a.m. and 2:18 p.m. on June 21st. However, as noted in our report, given the planned heights and massing envisioned by OPA 478 for the properties adjacent to the planned park, much of the park will be shadowed throughout the day. Furthermore, the towers on the subject site are not only more slender, but are also well spaced out, providing breaks in the shadows cast by the buildings, as a result, the shadow impact is minimized.

Based on the foregoing, it continues to be our opinion that the minor incremental shadow impacts on neighbouring streets, properties and open space, particularly low-rise *Neighbourhood* areas, are “adequately limited” in accordance with the applicable Official Plan policies.

Wind Impacts

An updated Pestering Level Wind Assessment has been prepared by RWDI with respect to the revised proposal. The report concludes that the wind conditions on the existing site are considered comfortable for standing in the summer and strolling in the winter with no current exceedances of the wind safety criterion. With the introduction of the proposed development with the revised scheme, wind speeds along some sidewalk areas will increase to strolling/walking, which is still

considered acceptable. With respect to the POPS, the report provides wind mitigation measures in order to avoid uncomfortable wind conditions. The report further provides additional mitigation on the amenity levels and terraces to achieve appropriate wind conditions. Prior to the Site Plan Application, with respect to the remaining areas on the site where additional wind mitigation will be required, a wind tunnel study will be conducted to quantify and confirm the wind speeds around the site, to test the impact of the wind mitigation measures being considered, and to ultimately select the most appropriate mitigation measure.

Urban Design

From an urban design perspective, it is our opinion that the revised proposal continues to be appropriate and desirable in urban design terms and conforms with the applicable built form and urban design policies of the Official Plan and is generally in keeping with the relevant urban design guidelines, including the Tall Building Design Guidelines.

In this respect, many of the key urban design elements remain unchanged from the initial proposal. As discussed above, the revised scheme maintains an east-west road connection, where the eastern leg is planned to municipal standards in anticipation for a future build-out of a public road. In this regard, the 10.75-metre wide connection will provide for the City-standard 2.1-metre wide sidewalk, plus 2.0 metres for landscaping and street furniture. While less than what is set out in the adopted, but not yet in-force OPA 478, it is our opinion that the width as it still provides a generous sidewalk condition with sufficient space for landscaping and street furniture. Also, in the fullness of time, if and when additional road width is dedicated by adjacent neighbours, a more generous sidewalk zone could be provided on the north side of the future public road. The sidewalk zone on the south side will be framed with a podium building that provides a comfortable scale to enhance the pedestrian environment. The proposed POPS space provides additional amenity for not only the residents of the proposed development, but also future and existing residents of the immediate and surrounding area.

The proposal continues to provide active uses along the road connection such as the residential lobby entrances for each tower, as well as the entrance to the self-storage facility. Furthermore, some indoor amenity spaces are provided on the ground floor with direct access to the POPS or to other outdoor amenity spaces, to further enhance the street level. Parking, access to the parking garage and loading continue to be internalized, screened from the public realm. Also, the above-grade parking ramps along the north façades have been replaced with additional north-facing residential units, which will further enhance the animation of the road connection.

In terms of the Tall Building Design Guidelines, we are still of the opinion that the revised scheme generally meets the guidelines. In this regard, the revised scheme consists of podium buildings that provide a comfortable pedestrian scale and tower elements that are setback from the podiums to enhance the street wall condition. The tower elements are now more slender given the 750-square metre tower floor plate sizes and still provide tower separation distances in excess of the recommended 25-metre standard.

Housing

The revised scheme continues to be in keeping with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan by providing a full range of housing to meet the current and future needs and will provide new housing in the area. In this regard, the proposed development continues to propose a mix of condominium and rental tenures.

In terms of unit mix, the revised scheme now proposes 30% family-sized units, i.e. 20% 2-bedroom units and 10% 3-bedroom units, which meets or exceeds the standard recommended in the City's Growing Up Guidelines that seek to achieve a minimum of 35% for 2- and 3-bedroom units (made up of a minimum of 15% for 2-bedroom units and a minimum of 10% for 3-bedroom units).

With respect to unit sizes, the proposed 2- and 3-bedroom units still provide a range of sizes, several that are just below, meet or exceed the standards recommended in the Growing Up Guidelines.

Finally, in terms of affordability, as the community centre and integrated GO Transit station are no longer contemplated as part of the proposed development, providing affordable units can potentially be considered as part of a Section 37 contribution. Determination of what are the appropriate community benefits for the area will be negotiated with the City as part of this application process.

Community Services and Facilities

As described above, through comments received and ongoing discussions with City staff, it was confirmed that the subject site is not an appropriate location for a City-run community centre, due to design and rail safety considerations. As a result, the revised proposal no longer proposes an on-site community centre. As a result, any securement of a community centre as envisioned by OPA 478, will need to be provided elsewhere in the Main Street Planning Study area.

In response to comments made by Toronto Lands Corporation (Toronto District School Board), we have revised the number of students projected to be generated by the revised scheme. In this regard, it is expected that the proposed 1,469 units will generate approximately 92 elementary students and 46 secondary students.

Based on the current enrolment figures for the assigned schools provided (understanding that 80% utilization is deemed to be at capacity for schools), at 111% utilization, Secord Elementary School is over capacity, while DA Morrison Middle School is just under capacity with a utilization rate of 79%, while East York Collegiate, at 71% utilization, should be able to accommodate the potential number of secondary students generated by the proposed development.

Conclusions

Subject to the additional analysis and opinion provided above, the findings set out in our November 2019 Planning and Urban Design Rationale report remain relevant and applicable to the revised proposal and as a result, it is our opinion that the proposed development is appropriate and desirable.

If you have any questions and/or comments regarding this addendum letter, please do not hesitate to contact the undersigned or Mojgan Rasouli of our office.

Yours very truly,

Bousfields Inc.



David Huynh, MCIP, RPP

cc. Hilary Spriggs/Steven Dejonckheere, 6 Dawes Danforth Inc.