

5238 Dundas Street West and 28 Jopling Avenue South – Official Plan Amendment and Zoning By-law Amendment Applications – Request for Direction Report

Date: June 7, 2022

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 21 215777 WET 03 OZ

SUMMARY

On September 23, 2021, Official Plan and Zoning By-law Amendment applications were submitted to permit the development of a 40-storey mixed-use building with 475 dwelling units and 380 square metres of retail space on the ground floor at 5238 Dundas Street West. The existing buildings will be demolished and a 340-square metre public park is proposed to be located at 28 Jopling Avenue South. The proposal includes 177 vehicle parking spaces in four levels of underground parking and 390 bicycle parking spaces. The total proposed gross floor area is 34,058 square metres and the density is 16.4 times the area of the lot at 5238 Dundas Street West.

On March 18, 2022, the applicant appealed the Official Plan and Zoning By-law Amendment applications to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the prescribed time frames set out in the *Planning Act*. The first Case Management Conference ("CMC") is scheduled by the OLT on June 8, 2022.

This report recommends that City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current application regarding the Official Plan and Zoning By-law Amendment appeal for the lands at 5238 Dundas Street West and 28 Jopling Avenue West and to continue discussions with the applicant in an attempt to resolve outstanding issues.

2. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request that the Ontario Land Tribunal withhold the issuance of any final Order(s) until such time as the Ontario Land Tribunal has been advised by the City Solicitor that:

a. the form and content of the Official Plan and Zoning By-law Amendments are to the satisfaction of the City Solicitor and Chief Planner and Executive Director, City Planning;

b. the owner has submitted a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services, and such report shall determine the stormwater run-off, sanitary flow and water supply demand resulting from the development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development and/or any upgrades that may be required;

c. the owner has addressed all outstanding issues raised by Urban Forestry, Tree Protection and Plan Review, as they relate to the Official Plan and Zoning By-law Amendment application, to the satisfaction of the Supervisor, Tree Protection and Plan Review and the General Manager, Parks, Forestry and Recreation;

d. the owner has provided a revised Transportation Impact Study to the satisfaction of the General Manager, Transportation Services;

e. The owner has provided a revised Pedestrian Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning, with recommendations implemented as part of the amending Zoning By-laws to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor; and

f. The submitted Noise Feasibility Assessment and Electromagnetic Field Management Report, has been peer reviewed by a qualified third-party consultant retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing and Storm Water Management Report and the Traffic Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a Holding Provision (H) be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and General Manager, Transportation Services.

4. In the event the Ontario Land Tribunal allows the appeal in whole or in part, and the implementing amending by-laws are enacted prior to the earlier of September 18, 2022

or the day the City passes a community benefits charge by-law, City Council authorize the City Solicitor to enter into an agreement pursuant to Section 37 of the *Planning Act*, securing appropriate services, facilities and other community benefits as may be required by the Chief Planner and Executive Director, City Planning.

5. City Council authorize the City Solicitor and other City staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

On May 3, 2021, a pre-application consultation meeting was held between City Planning staff and the applicant regarding a proposed 41-storey mixed-use building with a gross floor area of 35,316 square metres. Staff raised concerns regarding the proposed building's height, massing, and appropriate transition towards the lower scale built form to the west. As well, staff suggested the base building be kept at a pedestrian scale with height at or less than four storeys.

A Preliminary Report on the application, dated January 26, 2022, was considered by Etobicoke York Community Council on February 24, 2022 authorizing staff to conduct a community consultation meeting with an expanded notification area. Community consultation is summarized in the Comments section of this report. The Preliminary Report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EY30.7>

SITE AND SURROUNDING AREA

Site Description and Dimensions: The site includes two land parcels at 5238 Dundas Street West and 28 Jopling Avenue South separated by a City-owned strip of land. The property at 5238 Dundas Street West is approximately 2,077 square metres in size and has three street frontages including 35 metres along Dundas Street West to the southeast, 40 metres along Jopling Avenue South to the northeast, and 40 metres along Auckland Road to the southwest. The property at 28 Jopling Avenue South is approximately 340 square metres in size.

Current Uses on Site: A one-storey commercial building (Dundas Street Grille) with surface parking spaces at 5238 Dundas Street West and a one-storey residential dwelling at 28 Jopling Avenue South.

Surrounding Uses

North: Immediately north is a site that received City Council approval for a mixed-use building with two towers at 27 and 33 storeys (file no. 19 252405 WET 03 OZ). Further north is a two-storey commercial building fronting onto Bloor Street West.

East: A one- to two-storey commercial plaza with surface parking spaces known as the Six Points Plaza. An Official Plan Amendment and Zoning By-law Amendment application has been submitted for this site proposing four mixed-use development blocks with buildings heights between 10 to 45 storeys and a public street (file no. 21 232816 WET 03 OZ). Further east, a Zoning By-law Amendment application has been submitted for 4-8 Beamish Drive proposing a 32-storey residential building (file no. 19 232228 WET 03 OZ).

South: South of Dundas Street West is the focal point of the Etobicoke Centre as identified in the Etobicoke Centre Secondary Plan. The existing residential and mixed-use buildings adjacent to the Kipling Mobility Hub range from 20 to 36 storeys, with the outlier being 40 storeys.

West: A hydro corridor abuts the site and further west is a residential neighbourhood with one- and two-storey detached dwellings.

Refer to Attachment 1 for the Location Map.

THE APPLICATION

Proposed Uses: A mixed-use building with 475 dwelling units and 380 square metres of ground floor retail space at 5238 Dundas Street West. The site also contains a 144-square metre privately owned publicly-accessible space (POPS). A separate 340 square metre parcel at 28 Jopling Avenue South is proposed to be a park.

Height: A 40-storey (124 metres, not including the seven-metre mechanical penthouse) mixed-use building with a five-storey base building.

Density (Floor Space Index): 16.4 times the area of lot at 5238 Dundas Street West.

Unit Breakdown: A total of 475 dwelling units, of which 51 are studio units (11%), 248 are one-bedroom units (52%), 120 are two-bedroom units (25%), and 56 are three-bedroom units (12%).

Parking: The development proposes four levels of underground parking with a total of 177 vehicular parking spaces and 325 bicycle parking spaces.

Amenity Space: The proposal includes 719 square metres of indoor amenity space (1.5 square metres per unit) located on the ground floor and second floor and 803 square metres of outdoor amenity space (1.7 square metres per unit) located on the ground floor and eighth floor.

Additional Information

See Attachments 1-3 of this report for a location map, three dimensional representations of the project in context and a site plan of the proposal.

All plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/5238DundasStW

Reasons for Application

The Official Plan Amendment is required to amend the Etobicoke Centre Secondary Plan ("ECSP") to permit a reduced parkland dedication rate. The amendment to the Etobicoke Zoning By-law is required to permit the proposed density, height, and to provide development standards regarding gross floor area, setbacks, indoor and outdoor amenity space, parking, and other matters. The Zoning By-law Amendment will also bring the site into city-wide Zoning By-law 569-2013 and establish the same performance standards.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has been submitted and is currently being reviewed (file no: 21 226413 WET 03 SA). It has not been referred to the OLT.

POLICY CONSIDERATIONS

Official Plan Designation

The site is designated as *Mixed Use Areas* on Land Use Map 14 of the Official Plan. The site is located within a *Centre* as identified on Map 2 of the Official Plan (See Attachment 4 to this report). The site is located within the Etobicoke Centre Secondary Plan (the "ECSP") and designated *Mixed Use Area A*, which permits a wide variety of land uses and is envisioned and planned to accommodate the majority of the intensification within Etobicoke Centre boundaries.

Etobicoke Zoning Code

The site is zoned "Etobicoke Centre 2" (EC2) in the Etobicoke Zoning Code, as amended by By-law 1088-2002. The EC2 zone permits both residential and a range of non-residential uses. The maximum building height permitted is 24 metres and the maximum floor space index permitted is 3.5 times the area of the lot. The by-law also requires a minimum of 25% of the site area to be reserved for landscaped open space and a minimum of 1.5 square metres per dwelling unit of indoor amenity space to be provided. The Zoning By-law provides a number of additional performance standards including maximum base building height, minimum and maximum building setbacks and maximum tower floor plate size.

City-wide Zoning By-law 569-2013

The subject site is currently not subject to city-wide Zoning By-law 569-2013 but will be added through the proposed amendments.

Additional Information on applicable policy documents can be found in Attachment 7.

COMMUNITY CONSULTATION

A virtual Community Consultation Meeting was hosted by City staff on March 15, 2022 to discuss the proposal. Approximately 42 people were in attendance, as well as the Ward Councillor. Following a presentation by City staff and the applicant the following issues were raised by the community:

- Conformity with the ECSP;
- Height of the proposal;
- Traffic generated as a result of the proposed development;
- Shadow impacts on the surrounding neighbours;
- Impact of the proposal on local schools;
- Provision of parkland in the surrounding area;
- Provision of affordable units; and,
- The appropriateness of the proposed parking supply.

COMMENTS

The proposal has been reviewed against the *Planning Act*, Provincial Policy Statement (PPS), Growth Plan and Official Plan and ECSP policies, planning studies and design guidelines.

Planning Act

The review of this application has had regard for the relevant matters of provincial interest set out under Section 2 of the *Planning Act*.

Provincial Policy Statement (2020)

City Planning staff have reviewed the current proposal against the policies of the PPS, as described in Attachment 7: Policy Considerations Section in this report. The Official Plan, as amended, is consistent with the PPS and outlined below is a detailed assessment of the proposed development against the policies of the Official Plan.

A Place to Grow: Growth Plan For the Greater Golden Horseshoe (2020)

City Planning staff have reviewed the current proposal against the policies of the Growth Plan, as described in Attachment 7: Policy Considerations section in this report. The Official Plan, as amended, conforms to the Growth Plan and outlined below is a detailed assessment of the proposed development against the policies of the Official Plan.

Land Use

The residential, park and commercial uses proposed at 5238 Dundas Street West and 28 Jopling Avenue South are consistent with the *Mixed Use Areas* designation in the Official Plan and the policies of the ECSP.

Height and Density

The application proposes a 40-storey tower (124 metres, not including the seven-metre mechanical penthouse) with a gross floor area of 34,058 square metres. The current by-law reflects the vision set out in the ECSP for mid-rise buildings at the periphery of the Centre boundary and permits a maximum height of 24 metres.

The ECSP states that to promote the Secondary Plan focal points, the zoning for the Etobicoke Centre will permit the greatest heights and highest densities around the Kipling and Islington subway stations. The block located east of Aukland Road and south of Dundas Street West is the focal point around Kipling subway station in the Etobicoke Zoning Code. The subject site is located north of Dundas Street West and is to have less substantial height than the buildings located in the focal point to provide transition towards the *Neighbourhoods* area to the north and to the west and the *Mixed Use Area B* designated lands along Bloor Street West to the north. The existing and approved building heights range from 20 to 36 storeys, with the outlier being 40 storeys.

The proposed height and density are greater than most existing and approved developments south of Dundas Street West and approved developments north of Dundas Street West, which is not in keeping with the urban structure outlined in the ECSP and the planned context for the site.

The proposed density of 16.37 greatly exceeds the maximum permitted density of 3.5 and does not reinforce the urban structure outlined in the ECSP or the transition down from the focal point to the *Neighbourhoods* areas to the northwest.

Building Massing

City Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan, ECSP, Urban Design Guidelines, as well as other relevant design guidelines.

The proposed building massing, including the tower floor plate, setbacks and stepbacks, base building height, is not acceptable and does not achieve the policies of the Official Plan, the policies of the ECSP or the intent of Tall Building Design Guidelines and does not achieve the slender, tapering tower form envisioned by the Etobicoke Zoning Code. The proposed tower floorplate of 825 square metres exceeds the maximum floor plate in the Tall Building Design Guidelines. To achieve the policy objective of reducing the physical and visual impact of the tower onto the public realm and contributing to a distinct skyline character within the Etobicoke Centre, the floorplate of the tower should be reduced and be further stepped back from the base building.

Sun/Shadow

The Official Plan requires development in *Mixed Use Areas* locate and mass new buildings to frame the street edge with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces. The Official Plan also states that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties. The applicant has provided a shadow study illustrating the shadow impacts during the fall and spring equinoxes and the summer solstice. The shadow study identifies shadow impacts on the Neighbourhoods at 9:18 a.m., impact on the Dundas Street West historical alignment around 3:18 p.m. on the spring and fall equinoxes, and on the proposed parkland dedication to the northwest during the spring and fall equinoxes from 9:19 a.m. to 1:18 p.m. on June 21 from 11:18 a.m. to 12:18 p.m. and December 21 from 9:18 a.m. to 12:18 p.m.. Revisions to the building height and massing would reduce the shadow impacts on the streets and public realm.

Wind

The applicant has also submitted a Pedestrian Level Wind Study prepared by Gradient Wind Engineers dated September 3, 2021 in support of the application. The study finds that the wind conditions at grade on and around the proposed development are generally acceptable, being suitable for sitting in the public realm and amenity spaces. The public sidewalks are predicted to be moderately windy and mostly acceptable throughout the year, except along Jopling Avenue South, at the northwest corner of the building, where wind conditions are predicted to fall short of suitability, and where wind mitigation measures are likely to prove unsuccessful. Wind condition in various outdoor amenity, parkland, and POPS areas are not achieving sitting comfort during the typical high use period between spring and fall. As such, in the event that the application is approved, the City will request that the OLT withhold its final Order until such time as the City advises that a wind tunnel study has been submitted and any building envelope changes to address the findings are made to the satisfaction of the Chief Planner and Executive Director, City Planning.

Amenity Space

The Official Plan states that indoor and outdoor shared amenity spaces should be provided as part of multi-unit residential developments. They should be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. The city-wide Zoning By-law 569-2013 requires any building with 20 or more dwelling units to provide minimum four square metres of amenity space for each unit, of which, at least two square metres is indoor amenity space.

The application is currently proposing 719 square metres of indoor amenity space (1.51 square metres/unit) and 803 square metres of outdoor amenity space (1.7 square metres/unit). The location of the indoor and outdoor amenity on the ground floor are appropriate as they are connected. However, the amount of both indoor and outdoor amenity spaces should be increased to achieve the intent of the Official Plan.

Unit Mix

The Council-adopted Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines provide guidance on the proportion and size of larger units in new multi-unit residential developments.

Staff have reviewed the applicant's proposal and note that the provision of 120 (25%) two-bedroom units and 56 (12%) three-bedroom units generally support the unit mix objectives of the Growing Up Guidelines, Official Plan housing policies, and the Growth Plans' growth management and housing policies. The provision of these unit mixes within new development accommodates a broad range of households, including families with children. The applicant should provide additional information on the proposed unit sizes and unit layouts, including a table outlining unit sizes and size ranges by bedroom type, to evaluate the application in the context of the Growing Up Guidelines.

Transportation

Road Widening

A 0.75-metre road widening is required along Dundas Street West frontage and a 1.44-metre widening is required along the Aukland Road frontage of this property to satisfy the road width requirements in the Official Plan. Widenings are not required along Jopling Avenue South. The application needs to be amended to provide this.

Traffic Impact

In support of the application, a Transportation Impact Study (TIS) prepared by Crozier Consulting Engineers dated September 2021 has been submitted. Analysis of 2026 future total traffic operations indicate that the addition of site traffic to the network is expected to minimally impact traffic operations. The study will need to be updated to consider background traffic from all of the nearby development applications.

Parking, Loading and Bicycle Parking Spaces

The application is proposing 177 vehicle parking spaces for the residential use and no parking spaces provided for the proposed commercial use. One Type G loading space is provided when one Type C and one Type G loading space are required. Additional justification is required for the parking and loading space shortfall, including at least three proxy sites with the same residential parking ratio. A total of 325 bicycle parking spaces are provided on site but 451 bicycle parking space are required. Additional bicycle parking spaces should be provided on site to achieve the Toronto Green Standards Version 3.

Site Access

The site is proposed to be served by one access onto Jopling Avenue South with full turning movements. Due to the proximity of the driveway to the un-signalized intersection at Jopling Avenue South and Dundas Street West, there may be challenges for vehicles to turn in and out of the site from and onto Dundas Street West. A queue length plan for all approaches of the Jopling Avenue South, Aukland Road and Dundas

Street West should be provided to demonstrate that current and future left turns can be conducted in a safe manner.

In the event that the application is approved in principle, the City will request that the OLT withhold its final Order until such time as the City advises the TIS has been revised to the satisfaction of General Manager, Transportation Services.

Streetscape

In accordance with the Public Realm and Built Form policies of the Official Plan, appropriate building setbacks from Dundas Street West and Jopling Avenue South should be provided to accommodate a double row of tree planting on Dundas Street West and additional tree planting on Jopling Avenue South, as recommended in the Etobicoke Centre Public Space and Streetscape Plan. Given the proximity of the site to the Kipling Mobility Hub, opportunities for widened pedestrian clearway or sidewalks will be explored where feasible.

Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report and associated plans have been submitted for the site. Engineering and Construction Services have not accepted the findings of these reports, and requires that the applicant submit reports which accurately determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development. Should it be determined that there is not sufficient capacity, this will be a matter addressed as part of the OLT process and, if determined appropriate, the applicants would be required to enter into an appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure required to support the development if it is approved. As such, in the event that the application is approved in principle, the City will request that the OLT withholds its final Order until such time as the City advises that the confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director, Engineering and Construction Services, or the determination of whether holding provisions are required in the Zoning By-law amendment has been received.

Open Space/Parkland

At the alternative rate of 0.4 hectare per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 6,333 square metres or 265% of the site area. However, because the site is subject to the ECSP, an alternate rate of 0.4 hectare per 300 units with a cap of 20% of the development site applies to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 478.55 square metres.

The applicant is proposing an Official Plan Amendment to lower the parkland dedication requirement. Parks, Forestry and Recreation Services does not support an amendment to the Secondary Plan rate. The applicant is proposing satisfying the parkland dedication through an "off-site" dedication of 300.3 square metres at 28 Jopling Avenue

South. The location of the dedication is acceptable, however, the shortfall of parkland dedication can be satisfied through further dedication of land, on-site and/or combination of land and cash in lieu of land. The park should be 478.55 square metres and comply with Policy 3.2.3.8 of the Toronto Official Plan.

Noise Assessment

The applicant submitted a Transportation Noise Feasibility Assessment prepared by Gradient Wind dated September 7, 2021 to determine potential noise impacts on the proposed development, and to ensure compliance with provincial regulations and guidelines.

Metrolinx has reviewed this Noise Feasibility Assessment and identified that the Railway Traffic Volumes do not account for future GO Transit train volumes. The applicant should obtain the most up to date rail forecast and update the analysis. The applicant is also required to grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way in accordance with Section 3.9 of the Federation of Canadian Municipalities and Railway Association of Canada's Guideline for New Development in Proximity to Railway Operations. Additionally, the recommendation to include a warning clause in all development agreements, offers to purchase, and agreements of purchase and sale or lease of each unit within 300 metres of the railway corridor.

City staff will be retaining a third party consultant to undertake a peer review of the study, at the cost of the applicant, to verify the conclusions and recommendations outlined in the report. As such, in the event that the application is approved in principle, the City will request that the OLT withhold its final Order until such time as the City advises that the Noise Feasibility Assessment results have been validated by a qualified third-party to the satisfaction of the Chief Planner and Executive Director, City Planning.

Electromagnetic Field Study

At its meeting on July 15, 16, 17, 2008, Council adopted a policy related to reducing electromagnetic field exposure from hydro corridors. The relevant policy is of prudent avoidance to reduce childhood exposure to electromagnetic fields (EMF) in and adjacent to hydro corridors with transmission lines. When applications are received for official plan and zoning by-law amendments or plans of subdivision for residential, school or day nursery uses on property that abuts a hydro corridor, the Chief Planner and Executive Director, City Planning, is to request the applicant to undertake an EMF management plan which outlines low or no-cost measures to minimize the increase in yearly average exposure to EMF for young children and to provide a copy of the plan to the Medical Officer of Health. The subject lands abut a hydro corridor to the immediate south of the site. Given the residential land uses proposed on site, the applicant has provided an EMF study prepared by EMF Inspections to ensure matters related to EMF exposure have been adequately addressed. Given that Toronto Public Health staff are redeployed for COVID-19 efforts, a peer review of the EMF study, at the cost of the applicant, is required. In the event that the application is approved in principle, the City will request that the OLT withholds its final Order until such time as the City advises that

the EMF Report results have been validated by peer reviewer, at the cost of the applicant, to the satisfaction of the Chief Planner and Executive Director, City Planning.

Tree Preservation

An Arborist Report and Tree Inventory and Preservation Plan were submitted by the applicant. Urban Forestry has reviewed the Arborist Report and Tree Preservation Removal Plan and requested revisions and additional information as outlined in the Memorandum from Urban Forestry dated November 30, 2021. Urban Forestry, Tree Protection & Plan Review requires the applicant to explore options to increase the soil volume and tree planting opportunity along all flanks in order to meet the City's Toronto Green Standard (TGS) ecology requirements. Additionally, additional information is required including landscape sections, soil specifications for tree planting, and detail on species selection to show diverse tree species. Urban Forestry requires revised materials to be provided before the proposed tree removals can be properly assessed.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS that is in effect at the time of site plan application and to provide enhanced bird friendly window treatments. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. TGS measures such as Bicycle Parking will be secured in the Zoning By-law should the application be approved. Other TGS performance measures will be secured through the site plan control approval process.

School Boards

The Toronto Lands Corporation in consultation with the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) has determined that both the local elementary and secondary schools are currently presenting accommodation challenges. The Toronto Lands Corporation, TDSB and TCDSB will continue to monitor the residential development within the local area to understand the cumulative impact on local schools and to determine where prospective students will attend. In the interim, the TDSB and TCDSB have both requested that appropriate signage be erected on site and appropriate warning clauses be included in all lease, rental, sale and tenancy agreements. Should the application be approved by the OLT in some form, the status of local school accommodation should be communicated to new and existing residents to inform them that students from the new development will not displace existing students at local schools.

CP Rail

The subject property is located within 300 metres of Canadian Pacific Rail's Galt Subdivision, which carries Milton GO Transit train service. CP Rail has requested that the recommended guidelines to be followed and a clause be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300 metres of the railway right-of-way, warning prospective purchasers or tenants of the existence of the operating right-of-way, the possibility of alterations including the possibility that the CP Rail may expand its operations, which expansion may affect the

living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and the individual units, and that the CP Rail will not be responsible for complaints or claims arising from the use of its facilities and/or operations.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. Should this proposal be approved in some form by the OLT, the applicant should be required to provide a Section 37 contribution in accordance with the *Planning Act* requirements in force at the time of approval.

Further Issues

City Planning continues to receive additional information regarding this application as the result of ongoing review by City commenting divisions, materials submitted in support of the proposal, and through deputations made by members of the public to Etobicoke York Community Council. City Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, staff may report back to City Council as necessary.

Conclusion

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, the ECSP, as well as applicable City guidelines intended to implement Official Plan policies. As currently proposed, the application does not conform to the Official Plan, the ECSP, and the Tall Building Design Guidelines. This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

CONTACT

Desiree Liu, Planner, Community Planning
Tel. No.: 416-394-8233
E-mail: Desiree.Liu@toronto.ca

SIGNATURE

Michael Mizzi, MCIP, RPP
Director, Community Planning

ATTACHMENTS

Attachment 1: Location Map

Attachment 2a: 3D Model of Proposal in Context Looking Northwest

Attachment 2b: 3D Model of Proposal in Context Looking Southeast

Attachment 3: Site Plan

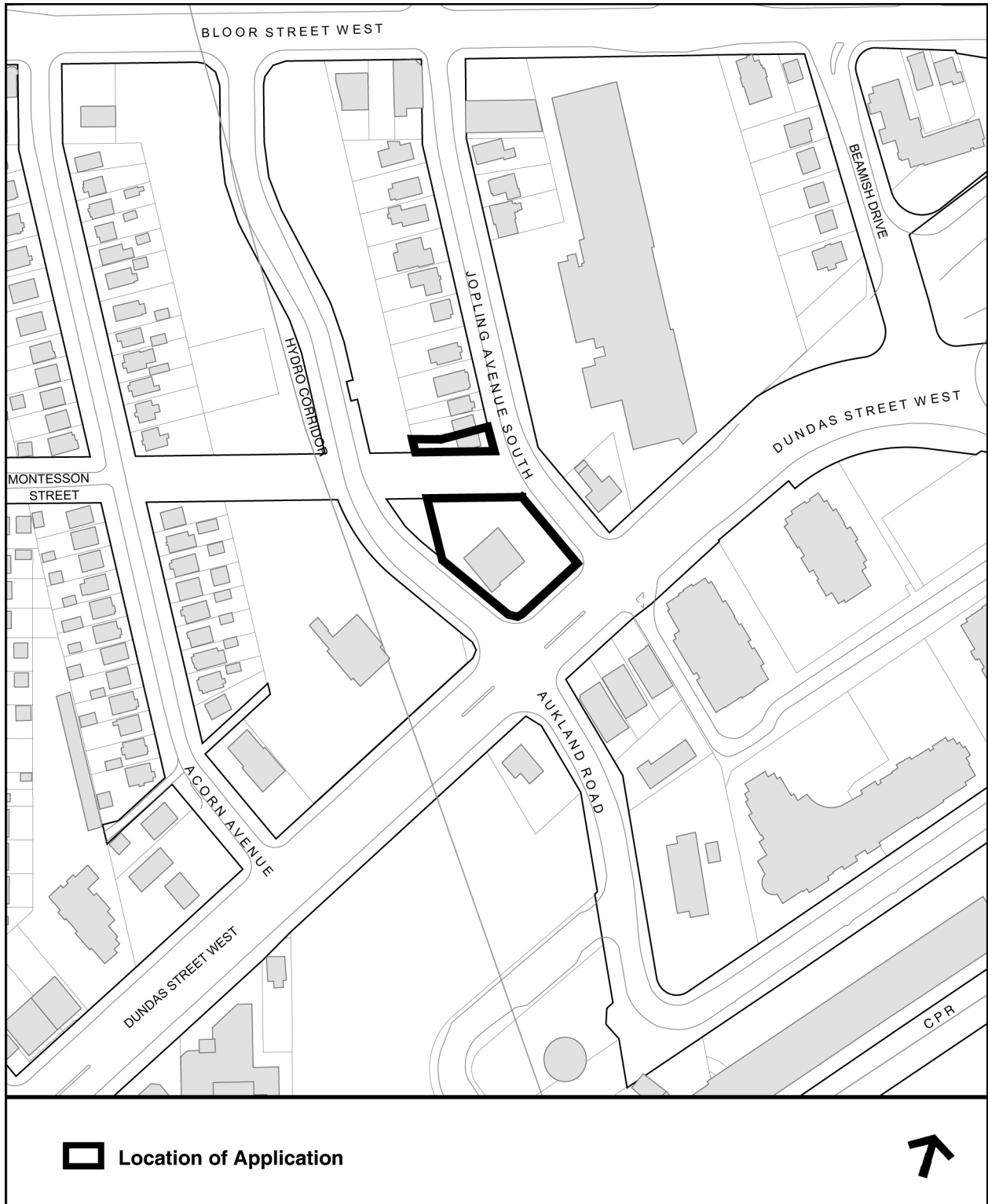
Attachment 4: Official Plan Map

Attachment 5: Etobicoke Centre Secondary Plan Land Use Map

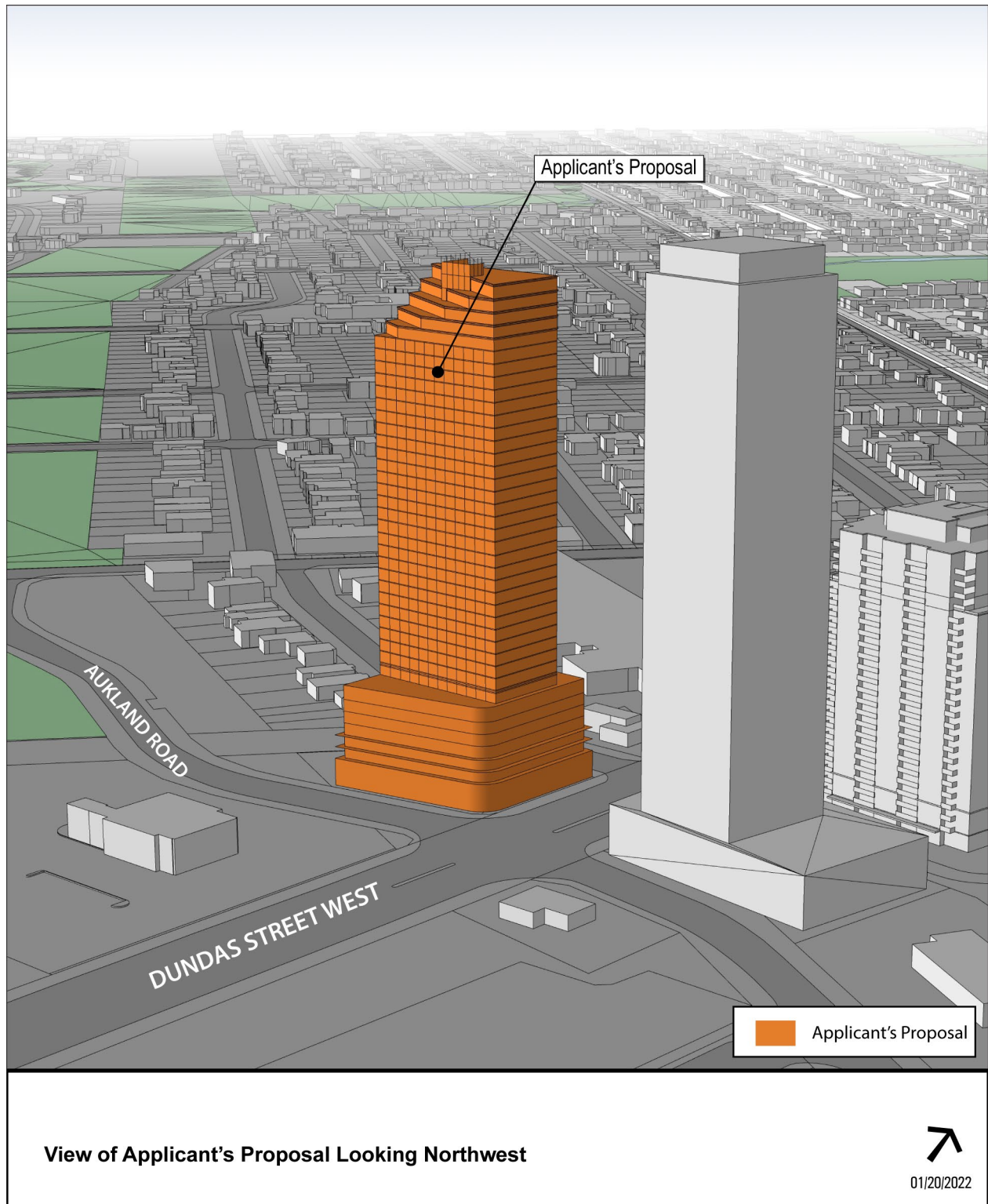
Attachment 6: Zoning By-law Map

Attachment 7: Policy Considerations

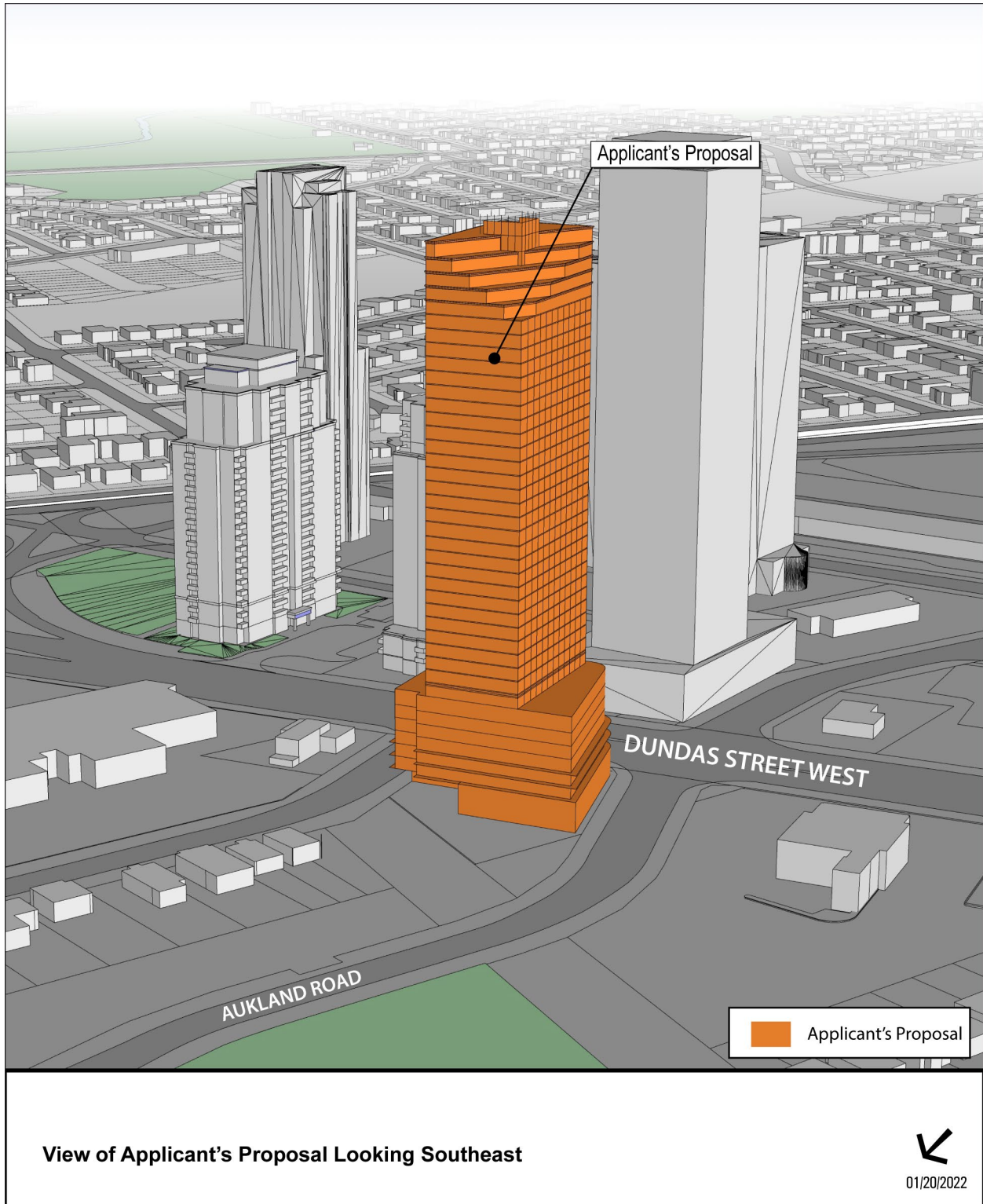
Attachment 1: Location Map



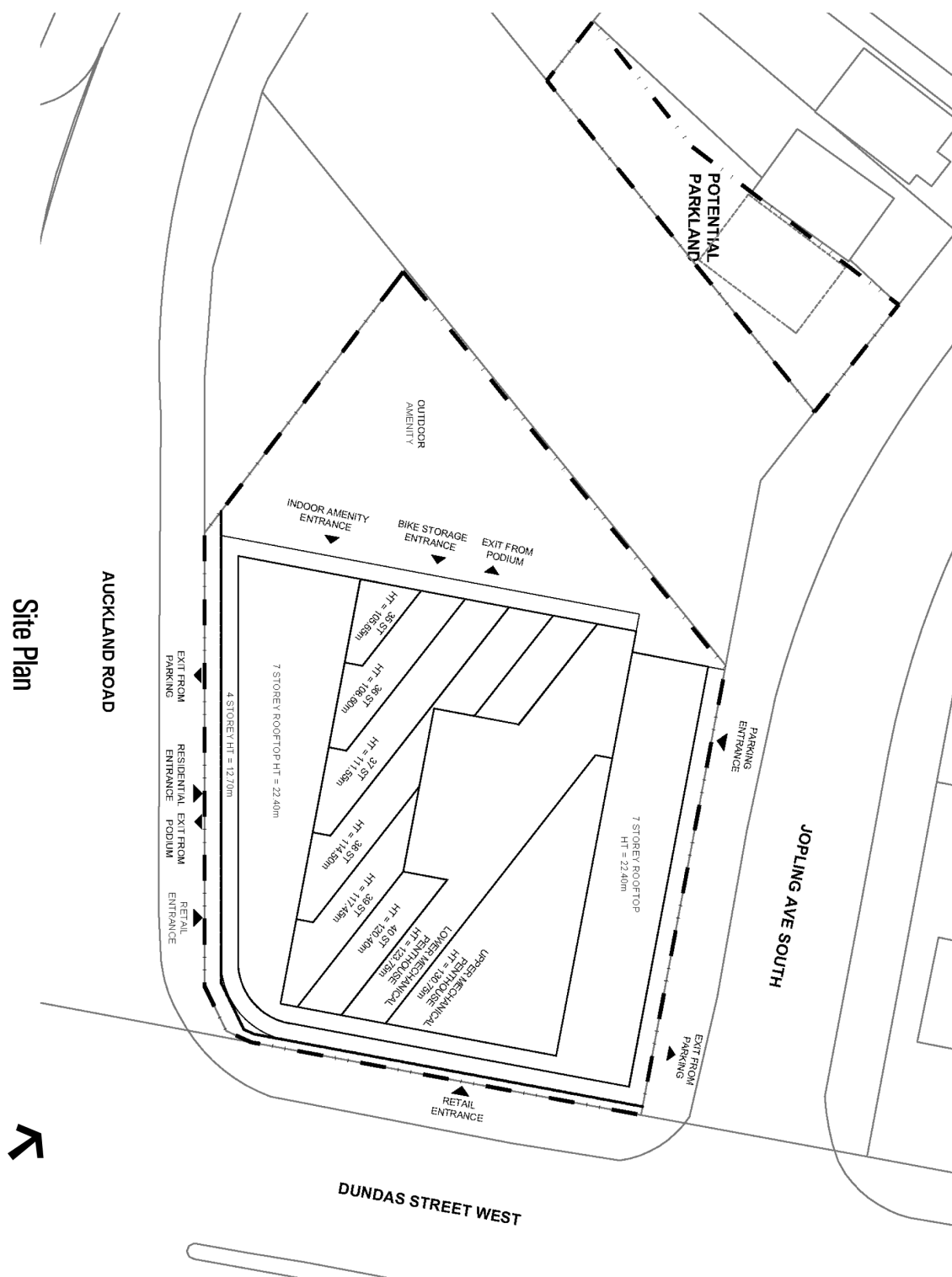
Attachment 2a: 3D Model of Proposal in Context Looking Northwest



Attachment 2b: 3D Model of Proposal in Context Looking Southeast



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Attachment 4: Official Plan Map



Official Plan Land Use Map #14

5238 Dundas Street West

File # 21 215777 WET 03 0Z



Location of Application

Neighbourhoods

Mixed Use Areas

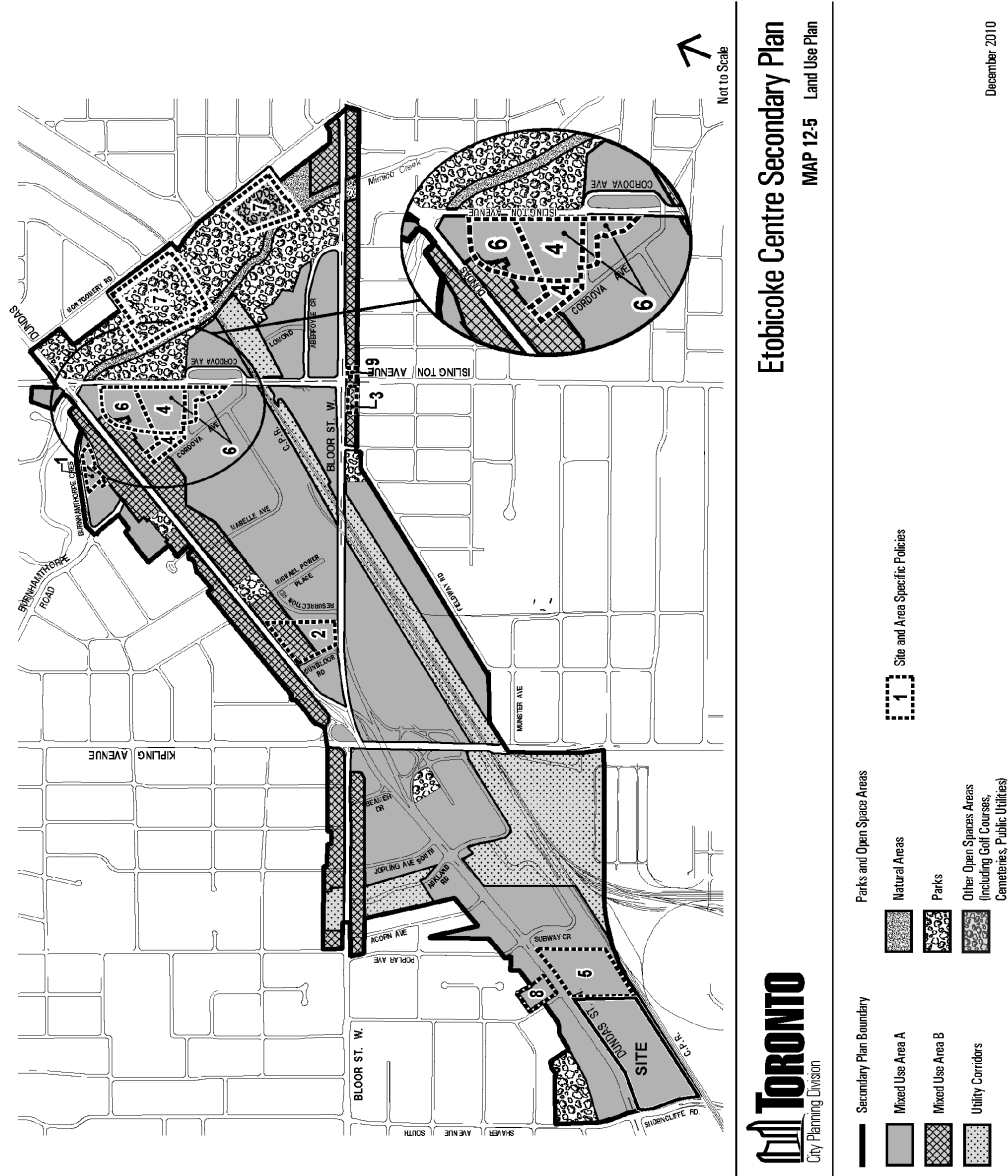
Parks

Utility Corridors



Not to Scale
Extracted: 09/27/2021

Attachment 5: Etobicoke Centre Secondary Plan Land Use Map



Attachment 6: Zoning By-law Map



Zoning By-law 569-2013

5238 Dundas Street West

File # 21 215777 WET 03 0Z



Location of Application

RD

Residential Detached

UT

Utility and Transportation



See Former City of Etobicoke By-Law No. 11,737

R2

Second Density Residential Zone

OS

Public Open Space Zone

I.C1

Class 1 Industrial Zone

EC1

Etobicoke Centre 1

EC2

Etobicoke Centre 2

U

Utilities Zone



Not to Scale
Extracted: 09/27/2021

Attachment 7: Policy Considerations

Planning Act

Section 2 of the *Planning Act* identifies matters of provincial interest to which a municipality shall have regard regarding carrying out its responsibilities under the Act. Amongst other matters this includes:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water, and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable, and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options, including affordable housing, through intensification and redevelopment where it can be accommodated;
- Residential development promoting a mix of housing, recreation, parks and open space, and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form, and by conserving features that help define local character.

Provincial Land Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plan control.

Provincial plans are intended to be read in their entirety, and relevant policies are to be applied to each situation. The policies of the provincial plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- encouraging a sense of place, by promoting well-designed built form;
- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex interrelationships among environmental, economic, and social factors in land use planning. The PPS supports a comprehensive, integrated, and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act, and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated, and long-term planning is best achieved through official plans."

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS, and shall conform to provincial plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS, and conform to provincial plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and

- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act*, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800-metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the city, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities.

The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The current application is located on lands shown as a *Centre* on Map 2 of the Official Plan. The City's four *Centres* are key components in the Official Plan's growth management strategy. The Official Plan provides for growth to be directed to *Centres* in order to use municipal land, infrastructure and services more efficiently and concentrate jobs and people in areas well served by surface transit and rapid transit stations. Each *Centre* is different in terms of its local character, its demographics, its potential for growth and its scale. Etobicoke Centre is focused on two subway stations and as an interregional transit connection point can contribute to growth management objectives of the broader region.

Etobicoke Centre takes in a range of urban conditions and has significant development potential, particularly around its subway stations and the City's own Westwood Theatre

lands. Policy 2.2.2.2 requires that a Secondary Plan be created for each centre and provide criteria for those secondary plans. Criteria 2.2.2.2.1) states that the secondary plan for the *Centre* will support the potential for growth within the *Centre* and protect adjacent *Neighbourhoods* from encroachment of larger scale development by: establishing firm boundaries for the development area; ensuring an appropriate transition in scale and intensity of activity from within the *Centre* to surrounding *Neighbourhoods*; and connecting the *Centre* with the surrounding City fabric through parks, trails, bikeways, roads and transit routes.

Chapter 3 - Building a Successful City

City Official Plan Amendments ("OPA") 479 (Public Realm) and 480 (Built Form) were adopted as part of the Five-Year Official Plan Review. On September 21, 2020 the Minister of Municipal Affairs and Housing issued Notices of Decision approving OPA 479 and OPA 480. The OPAs replace Sections 3.1.1, 3.1.2, and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form, and built form types.

Public Realm:

Section 3.1.1, The Public Realm, states that the public realm is the fundamental organizing element of the city and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. Policy 3.1.1.1 identifies that the public realm is comprised of all public and private spaces to which the public has access including streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into. Policy 3.1.1.2 requires the public realm to 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; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods; provide opportunities for passive and active recreation; be functional and fit within a larger network; and contribute to the City's climate resilience. Policy 3.1.1.3 provides that the City, together with its partners, will seek opportunities to expand and enhance the public realm.

Policy 3.1.1.13 requires sidewalks to be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities. Further, Policy 3.1.1.14 requires that design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 3.1.1.16 states the preservation, long-term growth and increase in the amount of healthy trees will be a priority for all development. Development proposals will demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved.

Policy 3.1.1.18 requires new open spaces to be located and designed to: connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards; consider opportunities for future expansion of the park or open space

onto adjacent sites with redevelopment potential; provide a comfortable setting with wind and sunlight conditions that promote use and enjoyment of the space for community events and by users of all ages and abilities; provide appropriate spaces for a variety of active and passive recreation, as well as productive recreation such as community gardening; and emphasize and improve unique aspects of the community's identity and character, including natural and human-made heritage.

Built Form:

Section 3.1.2, Built Form, is based on principles on key relationships 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 Official Plan.

Policy 3.1.2.1 requires development be located and organized to fit with its existing and planned context. Development is to frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development. Policy 3.1.2.2 prioritizes the provision of accessible open space in locations that have access to direct sunlight and daylight and Policy 3.1.2.3 requires development to 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 that development locate and organize vehicle parking and vehicular access, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties. Policy 3.1.2.5 requires development to be located and massed to fit within the existing and planned context, define and frame the edges 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 foot prints 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.

Policies 3.1.2.7 and 3.1.2.8 require transition in scale to be provided within the development site and be measured from shared and adjacent properties lines and where development includes, or is adjacent to, a park or open space, the buildings should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight or daylight.

Policies 3.1.2.9 and 3.1.2.10 require the design of new building facades visible from the public realm to consider the scale, proportion, materiality and rhythm of the façade and development to 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.

Policies 3.1.2.11 and 3.1.2.13 encourage new indoor and outdoor amenity spaces be provided in multi-unit residential development, and that it be high quality, well designed and consider the needs of all ages and abilities over time and throughout the year. Outdoor amenity spaces should be located above grade, have access to daylight, direct access to sunlight, provide comfortable wind, shadow and noise conditions, be located away from and physically separated from loading and servicing areas, have generous well designed landscaped areas to offer privacy and an interface with the public realm, accommodate mature trees and promote use in all seasons.

Housing:

Section 3.2.1 states that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate housing. It states that adequate and affordable housing is a basic requirement for everyone. Policy 3.2.1.1 states a full range of housing, in terms of form, tenure and affordability, across Toronto and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents.

Chapter 4 Land Use designations

The current application is designated *Mixed Use Areas* on Map 14 – Land Use of the Official Plan. See Attachment 4 for the land use designation of the Official Plan.

Mixed Use Areas Section 4.5 of the Plan indicates that the *Mixed Use Areas* designation provides for a range of residential, commercial and institutional uses, and provides criteria to direct the form and quality of development. The Official Plan states that "*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing." However, not all *Mixed Use Areas* will experience the same scale or intensity of development. The policies of *Mixed Use Areas* require new development to provide a transition between areas of different development intensity and scale.

Policy 4.5.2 includes criterion that directs the form and quality of development in this land use designation. It is the intent that development in *Mixed Use Areas* will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locate and mass 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;
- provide an attractive, comfortable and safe pedestrian environment;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;

- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

Further guidance for *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* is found within the Healthy Neighbourhood policies) of the Official Plan. Policy 2.3.1.2 states that development within *Mixed Use Areas* that are adjacent to *Neighbourhoods* will:

- a) be compatible with those *Neighbourhoods*;
- b) provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- c) maintain adequate light and privacy for residents in those *Neighbourhoods*;
- d) orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
- e) locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land 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
- f) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

The Healthy Neighbourhoods section of the Official Plan further states: "At the boundary points between the neighbourhoods and the growth area, development in the mixed-use area will have to demonstrate a transition in height, scale and intensity as necessary to ensure that the stability and general amenity of adjacent residential area are not adversely affected".

Etobicoke Centre Secondary Plan

The Etobicoke Centre Secondary Plan sets out an urban structure for the area that directs different levels of intensification to certain areas within its boundaries. This is reflected in more detail in the two *Mixed Use Areas* designations of the Plan that divide the scale and intensity of growth into either pedestrian scale buildings specific to the *Mixed Use Area B* designation or taller buildings in *Mixed Use Area A*. The application is also located within the Etobicoke Centre Secondary Plan (Secondary Plan) and is designated as *Mixed Use Area A* on Map 12-5 Land Use Plan, a designation that provides for both mid-rise and tall buildings. See Attachment 5 for the Etobicoke Centre Secondary Plan Land Use Map.

The site is located within the Six Points Focus Area of the Secondary Plan. The Secondary Plan states that the lands immediately around the Kipling subway station will form a high density mixed-use neighbourhood that can reap the benefits of the nearby transit facilities. Similar conditions will apply to the lands north of Dundas Street West in

this area where less substantial heights will be afforded due to their proximity to lower density development to the north.

The subject site is located north of Dundas Street West within the Six Points Focus Area. The greatest heights and density are permitted and anticipated south of Dundas Street West adjacent to the transit stations within the Six Points Focus Area. Although both tall and mid-rise buildings are permitted north of Dundas Street West, the building heights are to be less substantial and secondary to the building heights to the south.

The Secondary Plan also contains urban design policies applicable to tall building proposals which are more prescriptive than the parent Official Plan policies. Section 3.4 Urban Design Policy 6 of the Etobicoke Centre Secondary Plan sets out key urban design considerations that proposed tall buildings must address, including:

- a) Demonstrate how the proposed building and site design will contribute to and reinforce the urban structure of the area;
- b) Demonstrate how the proposed building and site design relate to adjacent buildings and blocks within the immediate neighbourhood;
- c) Minimize the negative impact of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces;
- d) Take into account the relationship of the site to topography of other tall buildings;
- e) Minimize the negative impact of shadows, sky view and wind on neighbouring private properties and residential neighbourhoods;
- f) Provide adequate transition between tall buildings and the adjacent lower scaled buildings; and
- g) Provide high quality, comfortable and usable publicly accessible open space and areas.

Section 3.9 speaks to the vision of expanding parks and open space opportunities through new parkland dedication and privately managed publicly accessible open spaces. Section 3.10 speaks to the creation of a successful and highly functioning pedestrian environment in Etobicoke Centre, by creating and ensuring safe, visually interesting and well connected pedestrian connections.

Zoning By-laws

The subject site is zoned "Etobicoke Centre 2" (EC2) in the Etobicoke Zoning Code, as amended by By-law 1088-2002. The EC2 zone permits both residential and a range of non-residential uses. The maximum building height permitted is 24 metres and the maximum floor space index permitted is 3.5 times the area of the lot. See Attachment 6 for the Zoning By-law map.

The Zoning By-law requires a minimum of 25% of the site area to be reserved for landscaped open space and a minimum of 1.5 square metres per dwelling unit of indoor amenity space to be provided. The Zoning By-law also provides a number of performance standards including maximum base building height, minimum and maximum building setbacks and maximum tower floor plate size.

The subject site is not subject to city-wide Zoning By-law 569-2013.

Etobicoke Centre Public Space and Streetscape Plan

In 2011, City Council endorsed the Etobicoke Centre Public Space and Streetscape Plan (Streetscape Plan) to incrementally improve the quality and character of public spaces in the Etobicoke Centre. The Streetscape Plan is intended to unify the diverse parts of the Etobicoke Centre and encourages a friendly pedestrian environment while identifying new park space and public space improvements. In addition to general recommendations on the public realm, individual character areas were identified where specific public realm improvements could be undertaken to further achieve the goals of the Streetscape Plan. The site is identified at the edge of the Westwood/Civic District which will be a core destination in Etobicoke Centre and a focal point of civic identity.

The Streetscape Plan has identified opportunity for double rows of street trees along the Dundas Street West frontage and the open space between 5238 Dundas Street West and 28 Jopling Avenue South to provide key pedestrian movement. Due to the proximity of the site to the Kipling Mobility Hub, opportunities for widened sidewalk will be explored.

Section 7.1.4 states that Etobicoke Centre must have a distinct feeling of entry. Public art, symbolic entry ways, special building and other landscape treatments will celebrate the importance of the Centre. Moments of transition will be marked by smaller gestures, such as strategic elements in paving or mosaic tiling. Section 7.1.5, Encourages Public Art, states that Etobicoke Centre must tell its stories. New art installations will contribute to the Centre's feeling as a distinct place with a unique identity. Public art will be positioned to take advantage of important view corridors and vantage points. The link to Public Space and Streetscape Plan can be found [here](#).

Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile57177.pdf>.

Privately Owned Publicly-Accessible Space (POPS) Urban Design Guidelines

In July 2014, Toronto City Council adopted the Draft Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces ("POPS") and directed City Planning staff to apply these guidelines in evaluating locations, programming and designs of POPS in order to effectively contribute to the City's overall open space network in a meaningful way. The purpose of the Guidelines is to not only provide direction for the provision of POPS, but also to facilitate collaborative discussions between City staff, local residents and the development community in the location and design of new publicly-accessible spaces and the revitalization of existing POPS. The guidelines can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/08/8527-draft-design-guidelines-forprivately-owned-publicly-accessible-space-Di....pdf>

Growing Up: Planning for Children in New Vertical Communities

On July 28, 2020, City Council adopted the Growing Up Urban Design Guidelines ("Growing Up Guidelines") and directed City Planning staff to apply the Guidelines in the evaluation of new multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children living in vertical communities, at the neighbourhood, building, and unit scale. The guidelines indicate that a building should provide a minimum 25 percent large units of which 10 percent should be three-bedroom units, and 15 percent should be two-bedroom units. The guidelines can be found here: <https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The purpose of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. The guidelines can be found here: <https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-Pet-FriendlyGuidelines.pdf>

Retail Design Manual

City Council adopted the Retail Design Manual on October 27, 2020. The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces. The intent is to provide aspirational retail design best practices to inform, guide, inspire and educate those involved in the design and development of retail uses. The best practices apply city-wide to all new development that includes retail uses, with a focus on retail uses that interface with the public realm. The link to the Manual is here: <https://www.toronto.ca/citygovernment/planning-development/official-planguidelines/design-guidelines/retaildesign/>