

## **Request for Directions Report - 670, 680 and 690 Progress Avenue - Official Plan and Zoning Amendment Applications**

Date: June 13, 2022

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: 24 - Scarborough-Guildwood

**Planning Application Numbers:** 17 277456 ESC 38 OZ and 19 257336 ESC 24 OZ

### **SUMMARY**

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On December 19, 2017 a Zoning By-law Amendment application (Application No. 17 277456 ESC 38 OZ) along with a Draft Plan of Subdivision Application (Application No. 17 277479 ESC 38 SB) were submitted to permit the redevelopment of the lands with seven tall, residential buildings ranging in height from 14 to 48 storeys and twelve four-storey back-to-back townhouse blocks with a total of 2,245 residential units. The proposed buildings would be spread out over 5 development blocks with a centrally located public park being its own block. Two public streets are proposed within the site, along with one private street.

On December 6, 2019 the Applicant filed a request to amend the City's Official Plan Amendment (Application No. 19 257336 24 OZ) to exempt the site from Policy 6.3 of the Scarborough Centre Secondary Plan in order to bring the parkland dedication rate for the site into accordance with the parent Official Plan policies regarding parkland that are in force at the time of issuance of the first above-grade building permit.

On May 26, 2022, the Applicant appealed the Official Plan amendment and Zoning By-law amendment applications to the Ontario Land Tribunal (the "OLT") due to City Council not making a decision within the 90-day time frame in the Planning Act. The Applicant has not appealed the Draft Plan of Subdivision Application.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the Official Plan amendment and Zoning By-law amendment applications in their current form and to continue discussions with the Applicant to resolve outstanding issues.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with appropriate staff and/or external consultants, to attend the Ontario Land Tribunal in opposition to the Official Plan Amendment application (Application No. 19 257336 24 OZ) and the Zoning By-law Amendment (Application No. 17 277456 ESC 38 OZ) for the lands at 670, 680 and 690 Progress Avenue and to continue discussions with the Applicant in an attempt to resolve outstanding issues detailed in the report dated June 13, 2022, from the Director Community Planning, Scarborough District.
2. In the event that the Ontario Land Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the Tribunal's Order contain the final form and content of the draft Official Plan and Zoning By-law to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning.
3. City Council authorizes the City Solicitor and City Staff to take any necessary steps to implement City Council's decision.

## **FINANCIAL IMPACT**

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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**

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There are no previously approved site-specific development applications for the lands which have relevance to the decision on these applications. While not approved, Community Planning staff do see the orderly development of the lands with the subject proposal requiring the approval of an acceptable draft plan of subdivision that delivers an acceptable public street network for the site.

Of note, pre-application consultations with the applicant began in 2015, with an application checklist provided in 2016 for a mid-rise development with all buildings of wood stick construction and ranging in heights between six and eight storeys.

In 2017, the applicant sought additional pre-application consultations for revised proposals for multiple buildings ranging in heights between four and 37-storeys. An application checklist was provided in May 2017 and a formal application for Rezoning and Plan of Subdivision was received in November 2017 for seven buildings ranging in height between 14 and 48-storeys. A preliminary report was considered at February 21, 2018 Scarborough Community Council meeting and a Community Consultation meeting was held on April 16, 2018. The applicant did not make a revised submission until December 2019 along with an Official Plan Amendment application. The last resubmission was received in November 2021.

## SITE AND SURROUNDING AREA

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### Site Description

The 3.56 ha site is comprised of three properties, 670, 680 and 690 Progress Avenue, located at the northeast corner of Consilium Place and Progress Avenue. It is geographically located within the eastern portion of the Scarborough Centre Secondary Plan ("SCSP") Area, within the McCowan Precinct. Together, the lands are irregularly shaped and each lot is occupied by a one-storey industrial building and their associated surface parking lots. These buildings contain a private education institution, a variety of warehouse, commercial and light industrial uses.

There is an existing reciprocal easement encumbering 690 Progress Avenue and the abutting property to the east at 700 Progress Avenue benefitting each parcel which permits vehicular access/egress via the other's property. The easement area encumbers a width of 3.0 metres on the east side of 690 Progress Avenue and 3.0 metres on the west side of 700 Progress Avenue and runs the length of the mutual property line boundary.

### Surrounding uses include:

**North:** a surface parking lot owned by Kevric Real Estate Corporation which received approval in 2010 for 1,515 residential units, however the conditions for final approval have not yet been satisfied (these lands are designated Mixed Use Areas).

**East:** single storey buildings at 700 and 710 Progress Avenue containing a variety of warehouse, commercial and light industrial uses and a community service facility (these lands are designated Mixed Use Areas). Beyond these properties is the East Highland Creek watercourse (these lands are designated Parks and Open Space Areas - Natural Areas).

**South:** a six-storey office building at 111 Grangeway Avenue; a parking lot owned and operated by the Toronto Parking Authority; and 675 Progress Avenue, the former AG. Simpson Inc. heavy metal stamping plant, which received approval in 2015 for a mixed use development on the northern portion of the site.

**West:** Consilium Place complex, owned by Kevric Real Estate Corporation, which consists of three office towers and associated surface parking lots (these lands are designated Mixed Use Areas); there is an active site plan application on these lands that proposes to redevelop one block with two rental apartment buildings of 38- and 44-storeys comprised of 778 residential suites with retail uses at-grade.

## THE APPLICATION

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### Proposal

On December 19, 2017, the applicant submitted a rezoning application for a mixed-used development on lands that proposed to redevelop of the lands as follows:

**Height:** seven buildings with heights ranging from 14 to 48-storeys and twelve blocks of four-storey back-to-back townhouses.

**Gross Density (Floor Space Index):** 5.79 times the area of the lot.

**Uses:** residential dwelling units, a child care centre and community space and retail uses.

**Unit count:** 2,245 dwelling units (1,402 one-bedroom units, 378 two-bedroom units, 202 three-bedroom units and 263 townhouse units).

The existing one-storey industrial buildings would be demolished to accommodate the proposal.

The draft plan of subdivision application, which has not been appealed, purports to establish five development blocks; a public park block; a block for the 10 metre east-west portion of a future public road along the northern edge of the site; an 18.5 metre east-west public road block located roughly mid-way through the site running east from Consilium Place; and a 20 metre north-south future public road block that extends south down to Progress Avenue along the eastern edge of the site. Generally, the City does not accept public streets to be shown as blocks on a draft plan of subdivision as lands proposed for public streets should be environmentally remediated in accordance with City policy prior to the registration of the plan of subdivision and vest in the City upon registration of the plan of subdivision.

On December 6, 2019 an Official Plan Amendment ("OPA") application was submitted to exempt the site from Policy 6.3 of the SCSP to bring the parkland dedication rate for the site into accordance with the Official Plan policies regarding parkland that are in force at the time of issuance of the first above-grade building permit.

### Current Proposal:

**Height:** seven buildings with heights of 18, 37, 39, 40, 43 and 54-storeys.

**Gross Density (Floor Space Index):** 5.57 times the area of the lot.

**Uses:** residential dwelling units, park, a child care centre, community space and retail uses.

**Unit count:** 3,105 dwelling units (2,329 one-bedroom units, 466 two-bedroom units and 310 three-bedroom units).

For more information see Attachments 1-4 of this report for the 3-D images of the proposal in context, Location Map, Application Data Sheet and a site plan for the proposal. The Application Data Sheet contains additional statistics including: site area, gross floor area, unit breakdown and parking counts.

Detailed project information is found on the City's Application Information Centre at: <http://app.toronto.ca/AIC/index.do?folderRsn=CmYNBr1TZis%2BsTQG10llbw%3D%3D>

## **Site Plan Application**

The lands are subject to Site Plan Control, however, a site plan control application has not been filed in support of this proposal.

## **Reasons for the Application**

The proposed OPA to the SCSP - Policy 6.3 is to establish a cap on parkland dedication for the site. Policy 6.3 of the SCSP, states that: "Lands for park and recreation purposes will be provided pursuant to Section 42(3) of the Planning Act, R.S.O. 1990, at an alternative parkland conveyance of 0.4 hectares of land for every 300 dwelling units, which may be taken as land, a cash payment in lieu of a land dedication or a combination thereof, but in no case will this equal less than the statutory 5% as provided by the Planning Act."

The application of the above-noted policies would result in a parkland dedication of 4.14 hectares which represents 149% of the site area. This would render the subject property undevelopable.

The OPA proposes a 15% parkland dedication cap on residential uses and 2% on non-residential uses on the subject site in conformity with Official Plan Policy 3.2.3(5).

The proposed uses are permitted on the subject site subject to the removal of an existing Holding (H) provision. The Holding provision until its removal, restricts use of the lands to the uses permitted under the Industrial (M) zone and sets out the conditions under which the H may be removed to permit the CCO and CCR uses, which are:

- the availability or provision of all transportation improvements, infrastructure and servicing, including public transit, stormwater management, the provision of community facilities and accommodations for pedestrians and cyclists, necessary to accommodate and support any proposed development and satisfaction that the function and integrity of the existing access to and from neighbouring industrial uses is maintained or improved; and
- all appropriate requirements or clearances for the proposed development pertaining to site environmental conditions including compatibility with existing and permitted nearby uses.

Notwithstanding, an amendment to the former City of Scarborough Employment Districts Zoning By-law No. 24982 (Progress Employment District), as amended, is

required to establish appropriate development standards including: building height, massing, setbacks and set-backs; density of development; and vehicular and bicycle parking.

The Draft Plan of Subdivision Application was submitted to create the proposed development blocks, a block for the public park, public streets and blocks reserved for future public road conveyances.

## **POLICY CONSIDERATIONS**

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**Official Plan Designation:** The Official Plan identifies the subject site as being within Scarborough Centre, which is one of four designated *Centres* in the City of Toronto, as shown on the Urban Structure Map (Map 2) of the Official Plan. The site is designated *Mixed Use Areas* on Map 19 of the Official Plan (See Attachment 5: Official Plan) and subject to Site and Area Specific Policy No. 9 (McCowan Precinct Plan) within the Scarborough Centre Secondary Plan.

**Zoning:** The subject lands are currently zoned City Centre Residential (CCR) (H) and City Centre Office (CCO) (H) and are subject to Exception No. 549 under the former City of Scarborough Employment Districts Zoning By-law No. 24982 (Progress Employment District), as amended. The site is not subject to the City-wide Zoning By-law No. 569-2013, as amended.

### **Additional Information:**

See Attachment 7 for applicable policy documents.

## **COMMUNITY CONSULTATION**

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A community consultation meeting was hosted by City staff on April 16, 2018 and was attended by approximately 20 people. Following a presentation by City staff and the Applicant, the following comments and issues were raised by attendees or sent to City Planning via email before or after the meeting:

- traffic and circulation;
- strain on existing roads and bus routes with added population;
- construction timing and impact on existing residents;
- density and impact on existing community;
- affordability and the need for affordable units in the area;
- appropriate community services to support the development; and
- height too tall for the area.

## **COMMENTS**

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The proposal has been reviewed against the *Planning Act*, PPS, Growth Plan and Official Plan policies, planning studies and design guidelines.

## **Provincial Framework**

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff have reviewed the current proposal for consistency with the Provincial Policy Statement and conformity with the Growth Plan.

## **Planning for (Protected) Major Transit Station Areas**

The Growth Plan (2020) 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 will update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs will achieve appropriate densities and built form at that time, and the recommendation to oppose this application in its current form does not impact this matter, which will require an MCR.

Delineated Protected Major Transit Station Areas ("PMTSAs") will be a subset of all 180+ MTSAs that the City can delineate before the MCR is concluded. In order to delineate PMTSAs before the MCR is concluded, the City must put in place a detailed planning framework that includes the authorized permitted uses of land and minimum densities with respect to buildings and structures within the delineated area. The PMTSA requirement for minimum densities for buildings and structures requires a level of specificity that is akin to provisions contained within an area zoning by-law. Key considerations for the determination of PMTSA candidacy are: enabling Transit Oriented Development ("TOD"); facilitating large scale revitalization; implementing inclusionary zoning; and building upon recently completed planning studies where significant work was conducted to put in a place the required level of specificity described above.

## **Land Use**

The proposed residential uses align with the *Mixed-Use Areas* designation. However, OPA 231 also added new policies to Section 3.5.1 of the Official Plan respecting the promotion of office development within *Mixed-Use Areas* on lands within a *Centre* and/or 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station. While currently under appeal, these policies are intended to encourage new office development within 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station. The proposal does not include any office uses. In addition, the amount of retail and service commercial space on the ground floor frontages, particularly Consilium Place and Progress Avenue, are not adequate.

## **Public Realm/Streetscape**

A public park and two midblock Privately-Owned Publicly Accessible Spaces ("POPS") in the form of pedestrian connections are proposed, which provide pedestrian connectivity through the blocks in a north-south direction from Progress Avenue to future public Street B ("Street B"). The location and size of the public park and POPS

are generally acceptable. Should the Official Plan and Zoning By-law Amendment appeal be successful, certain requirements and obligations for these spaces are required to be secured as part of the OPA and Zoning By-law amendments.

As per Map 5-4 in the SCSP, Active Transportation Network, cycling infrastructure is to be provided along the Consilium Place and Progress Avenue frontages of the subject site, as well as future public Street B, which is to be constructed along the north and east property lines. The location of the cycle track is to be updated to reflect new street cross sections developed as part of the on-going OurSC study (see Attachment 7 for further information on this study). The current plans are not acceptable.

Trees can serve to buffer pedestrians from vehicles and also offer shade during summer months. It is important that proposed tree plantings are provided with sufficient above and below ground soil volume conditions to ensure that they can grow to maturity and support the public realm. Additional information is required so that staff can adequately review the soils volumes.

### **Height and Density**

The proposed building heights and density of the recent proposal were reviewed against the built form policies of the Official Plan, SCSP (including SASP 9 the McCowan Precinct Plan Study and Urban Design Guidelines) and the Tall Building Design Guidelines. The proposed heights and density for the tall buildings are generally consistent with the existing and planned context for the area.

### **Built Form and Site Organization**

The proposed built form and massing were reviewed against the built form policies of the Official Plan, SCSP including SASP 9 the McCowan Precinct Plan Study and Urban Design Guidelines. The proposal only includes tall buildings and does not conform with the Official Plan, which encourages a mix of building types on sites that can accommodate more than one building. Podium heights, floor plate areas, setbacks and stepbacks of the proposed tall buildings are not acceptable in their current form and do not have regard for the relevant design guidelines and do not conform with the Official Plan.

The built form policies in the Official Plan require new development to locate main entrances that are clearly visible from the public sidewalk, as well as to integrate service functions within buildings to minimize their impact on the public realm. Improvements to the articulation of the buildings is required to give building entrances more prominence, along with the incorporation of permanent weather protection at all building entrances. Improvements to ground floor uses and service functions are required to ensure active edges support the public realm including midblock pedestrian POPS connections. The proposed setbacks from the sidewalk are insufficient to support large trees and appropriate soil volumes. The proposed setbacks and landscape open space should be increased to allow for the planting of trees. Total soil volume requirements per development block have yet to be demonstrated which may require additional landscape space at grade.



The proposed site organization does not have regard for the relevant design guidelines and does not conform to the Official Plan.

### **Sun/Shadow, Wind**

The Official Plan requires that 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, adequately limiting shadows on sidewalks as necessary to preserve their utility and states that development will address microclimatic conditions for people on adjacent streets and sidewalks by reducing the overall height and scale of buildings and re-orienting, reducing the size of and/or setting back tall building elements on the site.

The Applicant has provided a shadow study illustrating the shadow impacts during the fall and spring equinoxes and the summer and winter solstices. Planning staff has reviewed the shadow study and the proposed development has not been designed to sufficiently minimize shadow impacts on nearby/adjacent/new streets, parks, and open spaces. The proposal should be revised to improve sunlight access for these elements, revisions should include reduction in tower floor plates; removal of wrap around balconies at key locations amongst other means.

The Applicant has also submitted a Pedestrian Level Wind Study in support of the application. The study finds that the wind conditions at most areas on and around the proposed development are generally acceptable. Mitigation measures will need to be explored for some of the proposed amenity terraces and main building entrances facing Consilium Place.

### **Parks**

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the Applicant is required to satisfy the parkland dedication requirement through an on-site dedication. The residential component of this proposal is subject to a cap of 15% parkland dedication while the non-residential component is subject to a 2% parkland dedication if the OPA is approved. The Applicant is proposing a 3,778 square metre on-site parkland dedication, which results in a 374 square metre shortfall of parkland.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

### **Urban Forestry**

An Arborist Report and Tree Preservation Plan were submitted by the Applicant. As proposed, the development would require the removal of 44 trees.

Urban forestry has reviewed the materials and provided comments. Urban Forestry is not opposed in principle to the application but they did have comments regarding the

concepts, plans and drawings not clearly indicating the soil volume required to be compliant with the City's Green Standards. Urban Forestry noted that prior to approval of any Zoning By-law amendment application, the Applicant is required to demonstrate that they can comply with all elements of the City's Toronto Green Standards, including the parts of the Ecology section, which pertain to existing and proposed trees.

## **Housing**

The City's Official Plan policies in Section 3.2.1 require a full range of housing in terms of form, tenure, and affordability to be provided and maintained across the City and within neighbourhoods to meet the current and future needs of residents. In addition, 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 recommended in new multi-residential developments, supporting Official Plan housing policies, and the Growth Plan's growth management and housing policies.

Although the subject site is smaller than five hectares in size, it is still a relatively large site that provides a significant opportunity to achieve a mix of housing in terms of types and affordability. Given the site's location in Scarborough Centre and its proximity to the future Scarborough Subway Extension, the inclusion of affordable rental housing is strongly encouraged.

## **Family Sized Units**

The Planning for Children in New Vertical Communities (Growing Up Guidelines) are to be used to evaluate development applications that propose multi-residential mid-rise and tall buildings that include 20 units or more. This application proposes 2,245 dwelling units so the guidelines are applicable. The guidelines require that such a building include a minimum of 25% large units comprising a minimum of 10% three-bedroom units and a minimum of 15% two-bedroom units. The Applicant is proposing 466 two bedroom units (15%) and 310 three bedroom units (10%), which satisfies the Growing Up Guidelines. The Guidelines also prescribe a size range for the 2- and 3-bedroom units. Two bedroom units should be between 87 and 90 square metres and a three-bedroom unit should be between 100 and 106 square metres. The Applicant has not provided information on the proposed unit sizes, so compliance with the Growing Up Guidelines for unit sizes cannot be confirmed. This information is required.

## **Amenity Space**

Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the development. A combined amenity space of 4.0 square metres per unit is required. The proposal provides for a total combined indoor and outdoor amenity space of 12,450 square metres (4.0 square metres per unit). More information on the configuration and programming of this amenity space is required before Planning staff can comment further.

## **Community Services and Facilities**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Staff evaluated the impact of the proposed development and local development activity on community services and facilities, including assessment of existing capacity to support the proposed future population. A non-profit daycare and community space have been identified as priorities, amongst others.

## **Infrastructure/Servicing Capacity**

A Functional Servicing and Stormwater Management Report, Hydrogeological Review Report and associated plans were submitted with the application. Engineering and Construction Services staff have identified concerns with respect to:

### **Capacity**

- downstream sanitary analysis has not demonstrated that there is available downstream capacity to service the development, including other properties that are serviced via the same sewer shed;
- water distribution analysis has not demonstrated that existing water distribution can provide sufficient flow and pressure to the proposed development, including adjacent active developments that are serviced by the same water distribution system; and
- unresolved issues with respect to storm sewer capacity due to changing storm drainage pattern, specifically with respect to the rights of the abutting lands to the east in terms of storm capacity.

### **Groundwater**

- the hydrogeological report indicates that the groundwater and acceptable mitigation measures have not been provided.

Engineering and Construction Services staff have indicated the need for revisions and additional information to complete their review of the application.

## **Road Widening**

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Progress Avenue a 0.40 metre road widening along the Progress Avenue frontage of the subject site is required to be conveyed to the City. In addition, to satisfying the Official Plan requirement of a 30 metre right-of-way for this segment of

Consilium Place a 3.0 metre road widening along portions of the Consilium frontage is required to be conveyed to the City. Should the Official Plan and Zoning By-law Amendment appeal be successful, these requirements for road widening land conveyance, along with functional engineering plans, are required to be secured as part of the Zoning By-law amendment and the Draft Plan of Subdivision application.

### **New Public and Private Streets**

The Transportation Policies and Map 5-3 – Street Network of the SCSP requires the provision of new public streets and connections as shown on Map 5-3.

Currently, the applications propose two new public streets within the site and one private street. The proposed new public streets do not conform with the SCSP because they do not satisfy the general intent and connectivity as shown on Map 5-3 and they do not accommodate all modes and users (pedestrian, cyclists, and vehicles).

Currently, the applications propose only half of the required public street running in an east-west orientation at the north boundary of the site to be within the boundaries of the site. In order for the application to conform with the SCSP, the entire public street should be provided with the application.

The proposed public street in this location terminates at the east boundary of the site and does not continue south through to Progress Avenue. Instead, a pedestrian and cycling connection is proposed along the east boundary of the site to the general mid-point of the site with no accommodation for vehicles.

The Applicant must either:

- relocate the entirety of this public street within the site (with potential implications for the siting of buildings within the site fronting onto the proposed public street);
- acquire the necessary lands abutting the site to the north and east free and clear of encumbrances, necessary to provide the entire width of the required public street pursuant to these applications; or
- jointly develop and build out its site with the site to the north and the site to the east in order to provide the required public street.

The applications also propose a new public street running in an east-west orientation through the general centre of the site from Consilium Place to the east boundary and then south to Progress Avenue.

The lands along the east property line are encumbered by a reciprocal easement for vehicular access in the location of the proposed street and pedestrian and cycling connection. City staff do not recommend the City accept new public streets in locations currently encumbered by such easements without the easement first being released from title to facilitate the City street/connection. Currently, the Applicant has not

confirmed that the necessary release has been obtained from the neighbouring landowner to the east.

The applications are also not supported by functional engineering plans that confirm the design of the proposed public streets, which is not acceptable.

The Applicant is also proposing a private street, which is a north-south connection from Progress Avenue north to the public street proposed through the middle of the site in an east-west orientation. This private street is required to have a right-of-way of 18.5 metres, currently it is 18.45 metres, and comply with the City's Development Infrastructure Policy & Standards ("DIPS") Standards. The Applicant is required to provide functional engineering plans to confirm the design of this private street.

Finally, the draft plan of subdivision proposes that the public streets and connection system be blocks on the plan rather than a street. This is unacceptable as public streets should vest in the City upon the registration of the plan rather than be subsequently conveyed to the City as a block following plan registration.

### **Traffic Impact, Access and Parking**

Transportation Services staff have reviewed the submitted Transportation Impact Study and determined that it is not satisfactory and have requested an updated Transportation Impact Addendum Report to address the traffic impact, parking and loading justification in order to adequately assess the application.

### **Public Art**

The Scarborough Centre Public Art Master Plan ("SCPAMP") was adopted by City Council on April 24, 2018. The SCPAMP provides strategic direction for the public art program in Scarborough Centre. It establishes the vision, guiding principles and framework recommendations for its public art program. The decision of City Council can be accessed via the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC29.9>

The SCPAMP identifies two locations for public art on the subject lands, one at the corner of Consilium Place and Progress Avenue and one approximately in the location of the public park. These locations have not been identified on the site plan or the landscape plans and are required to be included.

The Applicant is required to prepare a public art plan, in accordance with City Planning's Percent for Public Art process.

### **Toronto Green Standard**

The Applicant is required to meet Tier 1 of the Toronto Green Standard ("TGS"), and is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and achieving net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the site-specific zoning by-law and

others will be secured through the Site Plan Control application. Consistent with the Official Plan and Council's goal of achieving new zero emissions by 2040 or sooner, staff encourage the Applicant to pursue a stronger focus on environmental sustainability in this application, including targeting performance measures that meet higher tiers of the TGS Version 3. The TGS statistics template indicates that at this stage the Applicant is not achieving the soil volume requirements of the TGS V3. To facilitate the review, required soil volumes should be identified as part of the rezoning application for both on-site trees and street trees. Should the soil volumes not be able to be achieved, the Applicant must identify options to meet the TGS requirements that may include revisions to the building footprint or the relocation of underground infrastructure that may impede achieving soil volume minimum requirements for tree planting. It should be noted that as the applications are relying on street trees to achieve much of the soil volume required, it is recommended that the Applicant confirm during the zoning by-law amendment process that there are not utility conflicts that may prevent planting the proposed trees.

## **Further Issues**

### *Draft Plan of Subdivision*

A Draft Plan of Subdivision (not under appeal) has been submitted in support of the application, however, it does not deliver an acceptable public street network for the site, it is missing significant information and it has not been signed by an Ontario Land Surveyor or the property owner. An acceptable Draft Plan of Subdivision is required.

### *Phasing of Development*

No phasing plan has been provided at this time. The concept of phasing of a large multi-building and/or multi-block development is a principle of good planning, reflected generally in the Official Plan and relevant urban design guidelines. Therefore, in the opinion of City Staff, the proposed Official Plan and Zoning By-law Amendments cannot be supported absent an acceptable phasing plan to ensure that such anticipation of development aligns with the public streets, transportation improvements and servicing improvements, as well as demonstrates interim conditions of landscaping and site elements.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan, including the applicable City guidelines intended to implement Official Plan policies. The proposed development is not consistent with the Provincial Policy Statement (2020) and does not conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The current proposal also does not conform with the Toronto Official Plan, particularly as it relates to Public Realm, Built Form and does not have appropriate regard for the Tall Building Design Guidelines. This report recommends that City Council direct the City Solicitor, with appropriate staff, to attend the OLT to oppose the application in its current form and to continue discussions with the Applicant in an attempt to resolve the outstanding issues identified in this report.

City Planning continues to receive additional information regarding this application as of the result of ongoing review by City commenting divisions of materials submitted in support of the proposal and through deputation made by members of the public to Community Council. In addition, Planning staff may be required to evaluate supplementary or revised plans and supporting materials submitted by the Applicant after the date of this report. As a result, in addition to the issues specifically addressed above, planning 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, Planning staff may report back to City Council as necessary.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the applications in its current form and to continue discussions with the Applicant in an attempt to resolve outstanding issues. Adoption of this recommendation would be consistent with the PPS and conform with the Growth Plan.

## **CONTACT**

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Kelly Dynes, Senior Planner, Community Planning, Scarborough District, Tel. No. 416-396-4250, E-mail: Kelly.Dynes@toronto.ca

## **SIGNATURE**

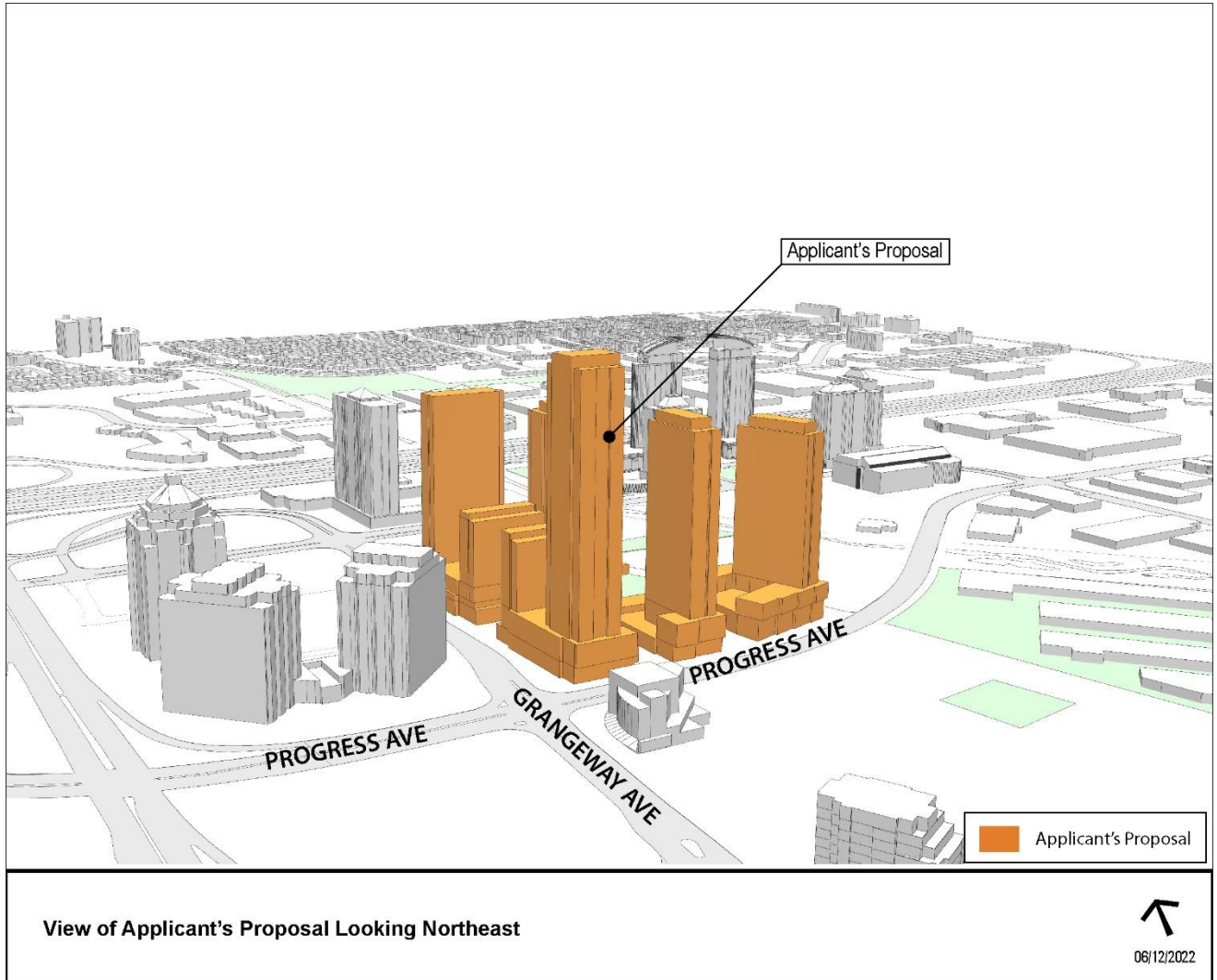
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Paul Zuliani, MBA, RPP, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

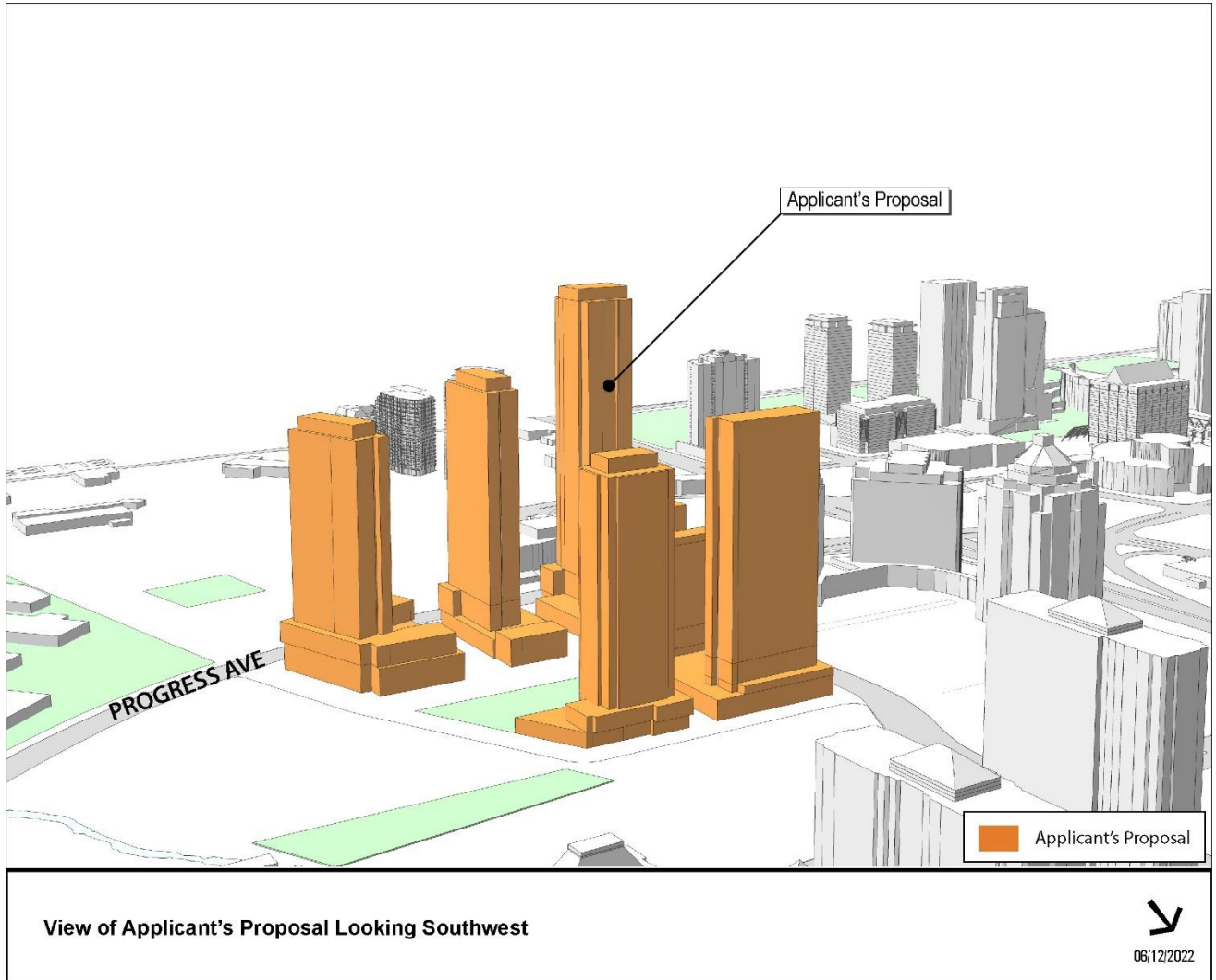
Attachment 1a: 3D Model of Proposal in Context Looking Northeast  
Attachment 1b: 3D Model of Proposal in Context Looking Southwest  
Attachment 2: Location Map  
Attachment 3: Application Data Sheet  
Attachment 4: Site Plan  
Attachment 5: Official Plan Map  
Attachment 6: Zoning Map  
Attachment 7: Policy Considerations

# Attachment 1a: 3D Model of Proposal in Context Looking Northeast

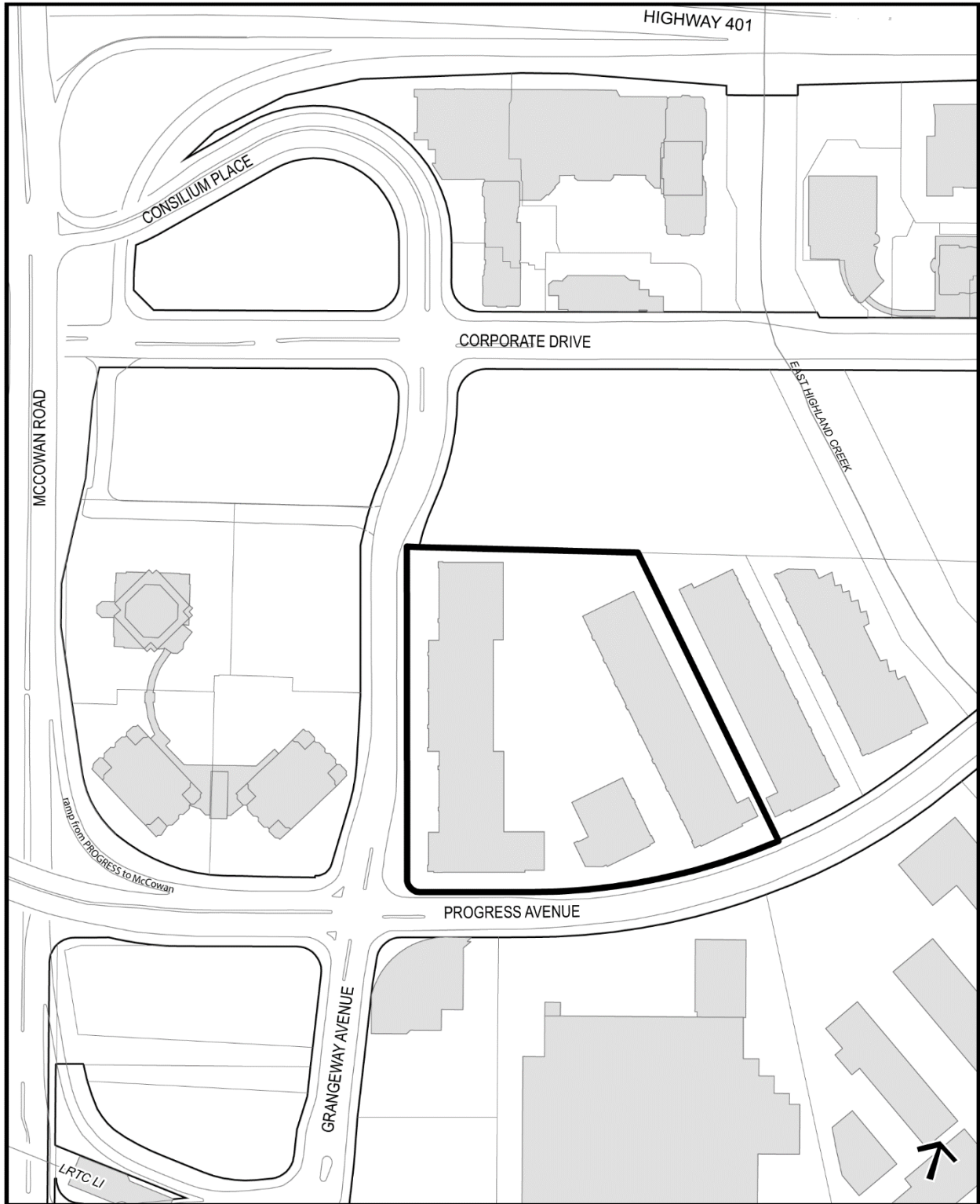




# Attachment 1b: 3D Model of Proposal in Context Looking Southwest



## Attachment 2: Location Map



### Attachment 3: Application Data Sheet

Municipal Address: 670 PROGRESS AVE Date Received: December 19, 2017  
 Application Number: 17 277456 ESC 38 OZ  
 Application Type: OPA / Rezoning, Rezoning

Project Description: Redevelopment of the lands with seven tall, residential buildings ranging in height from 14 to 48 storeys and twelve four-storey back-to-back townhouse blocks with a total of 2,245 residential units. The proposed buildings would be spread out over 5 development blocks with a centrally located public park being its own block. Two public streets are proposed within the site along with one private street.

Applicant	Architect	Owner
FIELDGATE URBAN	IBI Group Architects	PROGRESS CONSILIUM DEVELOPMENTS LIMITED

#### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SCSP, SASP #9
Zoning:	CCO (H) & CCR (H)	Heritage Designation:	No
Height Limit (m):	n/a	Site Plan Control Area:	Yes

#### PROJECT INFORMATION

Site Area (sq m): 35,616      Frontage (m): 215      Depth (m): 200

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			8,657	8,657
Residential GFA (sq m):			196,700	196,700
Non-Residential GFA (sq m):			1,950	1,950
Total GFA (sq m):			198,650	198,650
Height - Storeys:			54	54
Height - Metres:			158	158

Lot Coverage Ratio (%): 24.31      Floor Space Index: 5.58

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	196,700	
Retail GFA:	1,950	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	0	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			3,105	3,105
Other:				
Total Units:			3,105	3,105

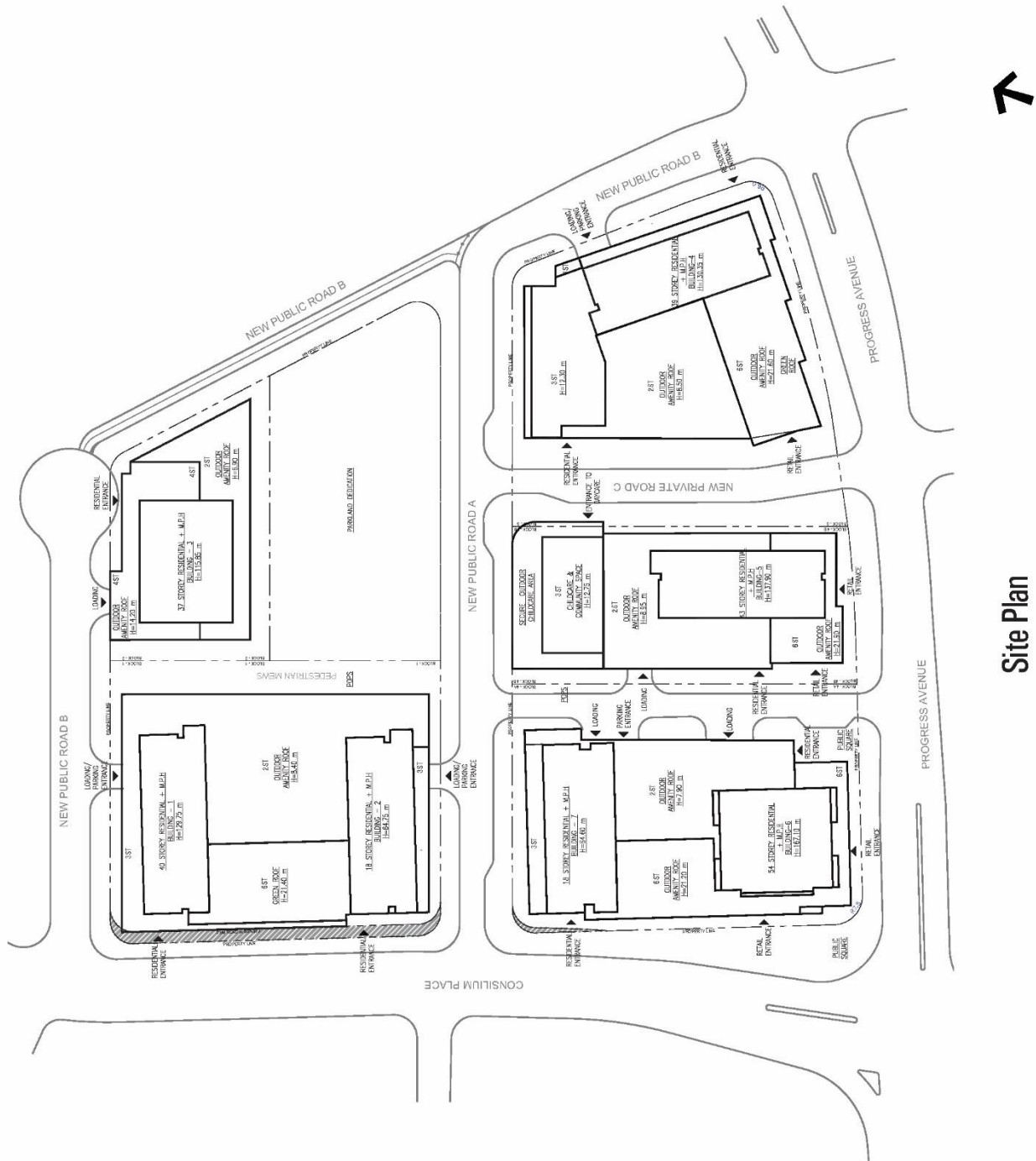
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			2,329	466	310
Total Units:			2,329	466	310

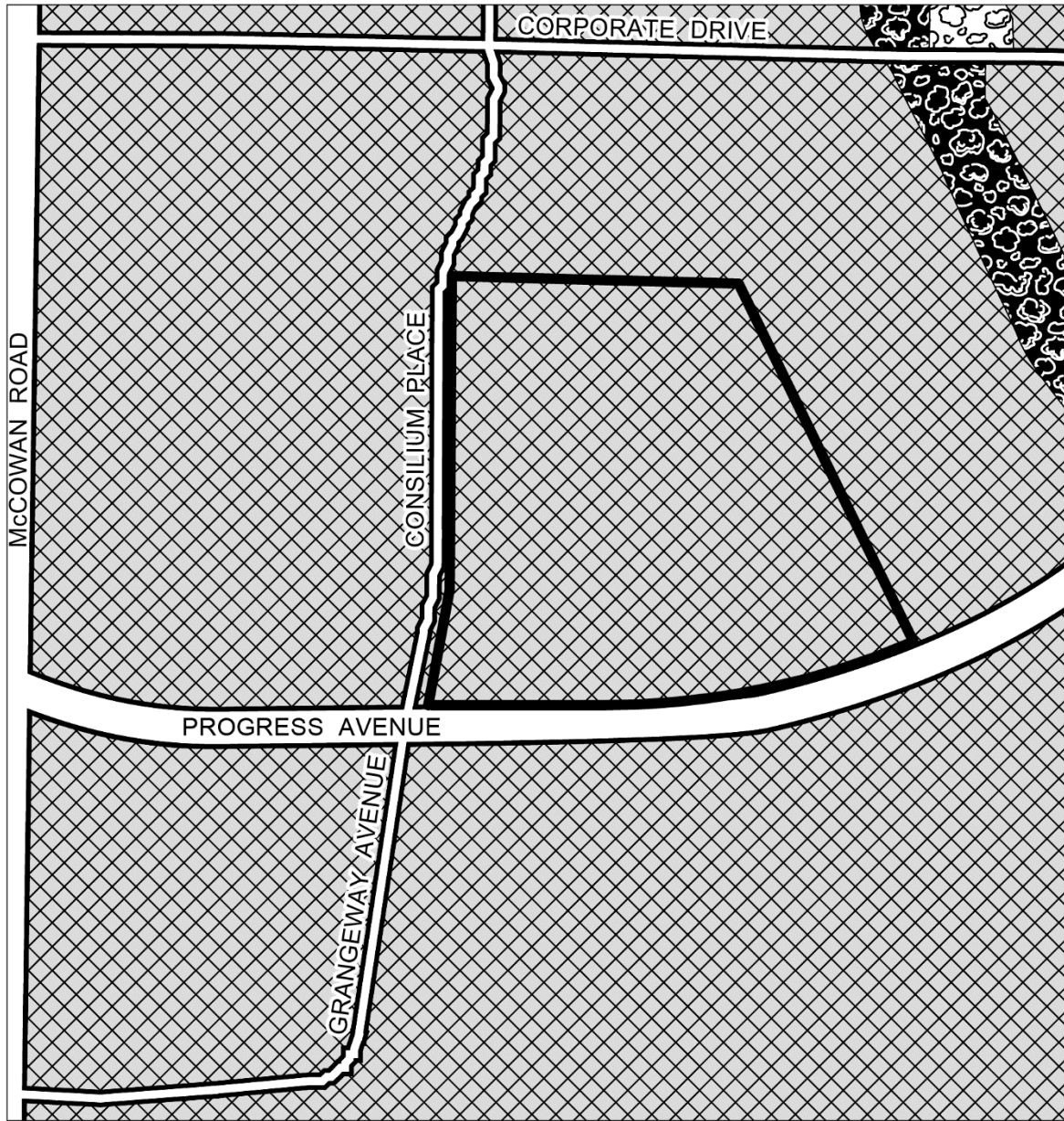
Parking and Loading

Parking Spaces:	1,552	Bicycle Parking Spaces:	3,106	Loading Docks:	10
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# Attachment 4: Site Plan



# Attachment 5: Official Plan Map



**TORONTO**  
Official Plan

670-690 Progress Avenue

File # 17 277456 ESC 38 0Z, 17 277479 ESC 38 SB



  
Not to Scale  
01/05/18



# Attachment 6: Zoning Map



Zoning By-Law No. 569-2013

670-690 Progress Avenue

File # 17 277456 ESC 38 0Z, 17 277479 ESC 38 SB

Location of Application

E Employment Industrial

See Former City of Scarborough Employment District By-Law No. 24982 (Progress)

M Industrial Zone  
CCO City Centre Office Zone  
CCR City Centre Residential Zone

Not to Scale  
Extracted: 01/02/2018

## **Attachment 7: Policy Considerations**

### **The Planning Act**

Section 2 of the Act identifies matters of provincial interest to which a municipality shall have 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 Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the 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.

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 with 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 with Provincial Plans.

### **Provincial Policy Statement and Provincial Plans**

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."

### **Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan amends and replaces the previous 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).

### **Planning for Major Transit Station Areas**

The Growth Plan (2020) 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 10minute walk. The Growth Plan (2020) requires that, at the time of the next MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

### **Toronto Official Plan Policies and Planning Studies**

The City of Toronto Official Plan (the "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. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation.

The Official Plan contains policies related to building complete communities, heritage preservation, community services, transportation, and environmental stewardship. The Official Plan also provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision of community benefits in the form of capital facilities. The Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The site is designated as *Centres* on Map 2 of the Official Plan. The site is located on lands designated *Mixed Use Areas* on Map 19 of the Official Plan (see Attachment 5: Official Plan).

### **Official Plan Amendment Nos. 479 and 480 - Public Realm and Built Form Policies**

On September 11, 2020, the Minister of Municipal Affairs and Housing approved citywide amendments to the Official Plan regarding public realm (OPA No. 479) and

built form (OPA No. 480) as part of the Five-Year Official Plan Review under Section 26 and Subsection 17(34) of the Planning Act. These 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 to:

- Promote a walkable city;
- Clarify the role of the public realm and the need for new public streets;
- Introduce development criteria for low-rise, mid-rise and tall buildings; and
- Promote public squares and Privately Owned Publicly-Accessible Spaces ("POPS").

OPA 479 regarding public realm can be found at:

<https://www.toronto.ca/legdocs/bylaws/2020/law0083.pdf>

OPA 480 regarding built form can be found at:

<https://www.toronto.ca/legdocs/bylaws/2020/law0084.pdf>

## **Scarborough Centre Secondary Plan**

The Official Plan describes Scarborough Centre (the "Centre") as an important mix of retail, government, institutional, cultural, employment and residential uses at the core of an established employment corridor along Highway 401. As a Mixed Use Area, the Centre provides both employment and housing opportunities for workers and residents. The Centre is also a destination point for surrounding communities, with a regional mall, municipal and federal government services and a variety of recreational, educational and community services.

The SCSP incorporates urban design principles to guide development to create a strong, consistent identifiable image; to unify the Centre; to enhance its streetscapes, pedestrian and cycling paths and green spaces; and to assist in promoting the destination focus of the Centre. Promoting transit supportive development in the vicinity of rapid transit is also a strategy of the SCSP.

Higher densities of both residential and employment land uses are encouraged to generate ridership levels to help sustain the transit services, support future transportation improvements and further the City's goal of accommodating balanced growth at strategic locations within Toronto. Promoting the reduction in car dependency is also an objective of the SCSP through support of urban development at key locations through support of urban development at key locations that is transit supportive and promoting appropriate parking supply requirements/limits.

The subject site is located in the McCowan Precinct, which encourages both residential and employment uses and will include such uses as parks and open spaces, schools and community services and facilities. Employment will continue to be an important element of the Precinct and existing industrial uses will be accommodated. Commercial uses that serve the residential and employment uses within the McCowan Precinct will be permitted. There is a need to better link the McCowan Precinct through new development that incorporates good street-to-building relationships, new parks, streets and connections.

The subject site is also subject to Site and Area Specific Policy (SASP) No. 9 (McCowan Precinct Plan) within the SCSP, which establishes a development framework and design strategies for the future residential and employment development of lands. It serves as a guide for the provision of community services, facilities, parks and open spaces and public realm improvements and enhancements for the Precinct.

Section 3.1 of the SCSP, Urban Design, notes that tall buildings will form a prominent part of the urban landscape for the Centre. Tall buildings must fit within their context and minimize impacts on surrounding properties. Policy 3.1.1(f) refers to new developments enhancing connectivity and mobility options through a combination of streets and connections.

Section 4.7 of the SCSP speaks to the importance of enhancing the diversity of housing options by supporting a variety of housing forms, affordability and tenure, as well as promoting transit supportive development.

Transportation policies in Section 5 encourage the prioritization of active transportation, prioritizing space for pedestrians and cyclists, as well as improving connectivity and the public realm/pedestrian environment with an emphasis on enhancing place-making opportunities. Map 5-3, Street Network, envisions a finer grain street network to allow pedestrians, cyclists, transit users and vehicles to move more efficiently while improving connectivity.

Section 6, A Connected Green Space acknowledges that the existing supply of parks and open spaces will need to be improved and expanded to meet increased demand from the planned increase in residential and worker population over the next 30 years. It further notes that a strategy for the acquisition and improvement of public parkland, open spaces and recreational facilities within the Centre be developed, which is currently being undertaken as part of the Our Scarborough Centre ("OurSC") Study. The SCSP establishes an alternative parkland conveyance of 0.4 hectares of land for every 300 dwelling units. However, Policy 6.3 in the SCSP does not specify a maximum/cap for the required on-site parkland dedication or cash-in-lieu of parkland.

### **McCowan Precinct Plan Study**

The lands are subject to the McCowan Precinct Plan Study, which puts in place the framework to guide future growth and development of the McCowan Precinct. The McCowan Precinct Plan Study Final Report (including OPA 242) and the Urban Design Guidelines were adopted by City Council on June 10, 11, 12 and 13, 2014 and can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.SC32.20>

### **Scarborough Centre Transportation Master Plan ("SCTMP")**

The SCTMP Final Report (including OPA 408 & 409) was adopted by City Council on May 22, 2018 and put in place a transportation network for Scarborough Centre. These Official Plan Amendments will guide changes resulting from development and public sector investments in the Centre and establish a transportation network supportive of all

users, focusing on building connections within the Centre, as well as to the surrounding area and the rest of the City. The City Council decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC30.3>

### **Scarborough Centre Public Art Master Plan Study ("SCPAMP")**

The SCPAMP Consultant's Report was adopted by City Council on April 24, 2018. The SCPAMP provides strategic direction for the public art program in Scarborough Centre. It establishes the vision, guiding principles and framework recommendations for its public art program. The decision of City Council can be accessed via the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC29.9>

### **Scarborough Centre Secondary Plan Review**

The City Planning Division has initiated a multi-faceted study, Our Scarborough Centre ("OurSC"), which will develop a revised vision and a comprehensive planning framework that will create an improved sense of place for the Centre. Combined with the significant investment of the Scarborough Subway Extension ("SSE"), OurSC is a critical element to the transformation of the Centre. The development of a comprehensive planning framework specific to the Centre will include:

- Built form, parks and open space, active connections, and community infrastructure strategies;
- Conceptual master plan and urban design guidelines;
- Massing (3D) model;
- Review and refinement (if necessary) of the SCTMP; and
- Master servicing plan.

The Study is being conducted over four phases and the study is currently in Phase 4. The study website can be found here: [www.toronto.ca/scarborough-centre-review](http://www.toronto.ca/scarborough-centre-review). In May 2018, City Council adopted the recommendations in the Scarborough Centre

### **Scarborough Subway Extension**

Of note, the SSE project has recently been identified as a Sole Responsibility Project of the Province of Ontario, through O.Reg. 248/19 made under the Metrolinx Act 2006. While station facility requirements have not yet been confirmed, the subject lands may be located within 500 metres of a future subway station associated with the SSE.

At the February 21, 2018 meeting, Scarborough Community Council considered a Preliminary Report on the zoning amendment and draft plan of subdivision applications. Community Council directed staff to hold a community consultation meeting, which included notice for landowners within 120 metres of the site and to the St. Andrews Community Association as well as the condo boards of condo buildings located within Scarborough Centre. A copy of the Preliminary Report and Community Council's decision can be found on the City's website at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC28.3>

At the July 4, 2018 meeting, Scarborough Community Council considered a Request for Interim Directions Report on the zoning amendment and draft plan of subdivision applications as a result of a potential appeal by the Applicant due to a lack of decision during the break in Council's meeting schedule between July and December 2018). A copy of the Request for Interim Directions Report can be found on the City's website at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC32.17>

## **Zoning By-laws**

The subject lands are currently zoned City Centre Residential (CCR) (H) and City Centre Office (CCO) (H) and are subject to Exception No. 549 under the former City of Scarborough Employment Districts Zoning By-law No. 24982 (Progress Employment District), as amended. The site is not subject to the City-wide Zoning By-law No. 569-2013, as amended.

The CCR zone permits all types of dwelling units, day nurseries and private daycare. However, hotel uses are prohibited. The CCO zone permits office uses and a number of accessory uses. The site is subject to a Holding (H) provision that, until its removal, restricts use of the lands to the uses permitted under the Industrial (M) zone. The M zoning permits general industrial, manufacturing, processing and other employment land uses such as offices. The zoning by-law sets out the conditions under which the H may be removed to permit the CCO and CCR uses including the availability of services and infrastructure and that all environmental conditions are addressed, to the satisfaction of the City.

See Attachment 6 of this report for the Zoning By-law Map.

## **Design Guidelines**

### **City-Wide 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.

### **Mid-Rise Building Guidelines**

Toronto City Council, in July 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications and directed staff to use the Performance Standards for Mid-Rise Buildings in reviewing all new and current mid-rise development proposals on the Avenues for a two year monitoring period. In November 2013 Council extended the monitoring period to the end of 2014. The Avenues and Mid-rise Buildings Study identifies a list of best practices and establishes a set of performance standards for new mid-rise buildings. Key issues addressed by the Study include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm



conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites.

The Study can be found at:

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Urban%20Design/Midrise/midrise-FinalReport.pdf>

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum clarifies that these Performance Standards may be a useful planning tool where a Secondary Plan supports mid-rise buildings, but does not regulate built form or does not fully address mid-rise building design, or when a Secondary Plan is under review. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines.

Refer to the Council Decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

and Mid-Rise Building Performance Standards Addendum (April 20, 2016)

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

### **Infill Townhouse Design Guidelines**

The Urban Design Guidelines for Infill Townhouses (2003) articulate and clarify the City's interest in addressing townhouse development impacts, with a focus on protecting streetscapes, adjacent properties and seamlessly integrating new development into the existing context. The Guidelines provide a framework for site design and built form to achieve good urban design and an appropriate scale and form of development for applications proposing low rise, grade-related residential units constructed in rows or blocks. The Guidelines can be viewed at:

<https://web.toronto.ca/wp-content/uploads/2017/08/8f4c-Toronto-Urban-Design-Guidelines-Infill-Townhouses.pdf>

### **Growing Up: Planning for Children in New Vertical Communities**

The Growing Up Guidelines are the result of a two year study and two year period of implementation and monitoring, focused on how new mid-rise and tall buildings can be developed as vertical communities to support social interaction and better accommodate the needs of all households, including those with children. They apply to all new multi-residential mid-rise and tall building development application with twenty or more units. The link to the guidelines and the background staff reports is available here:

<https://www.toronto.ca/city-government/planning-development/planning-studiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities>

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 pet amenities for high density residential communities. The Pet Friendly Design Guidelines can be found at: <https://www.toronto.ca/wpcontent/uploads/2019/12/94d3-CityPlanning-PetFriendlyGuidelines.pdf>

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

### **Toronto Green Standard (Climate Mitigation and Resilience)**

Climate change mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2040 or sooner. In 2021, an updated TransformTO Net Zero Strategy will be presented to Council, outlining the necessary climate action to reach net zero GHG emissions community-wide. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

The Toronto Green Standard (the "TGS") sets out the key sustainable performance measures new developments are required to meet to address climate mitigation and resilience. The TGS is a critical component of the City's efforts to achieve zero emissions buildings by 2030, to meet 2040 citywide greenhouse gas reduction targets, and to build a more resilient city. The TGS also supports other City-wide strategies related to environmental sustainability, including TransformTO, the Resilience Strategy, Ravine Strategy and Biodiversity Strategy.

Applications for zoning by-law amendments, draft plans of subdivision and site plan control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tier 1 performance measures are secured on site plan drawings and through a site plan agreement or registered plan of subdivision. Tiers 2+ are voluntary higher levels of performance with financial incentives (post-construction development charge refunds) intended to facilitate the foregoing objectives. Applicants are strongly encouraged to pursue higher tiers of the TGS wherever possible. Applications must use the documentation required for the version of the TGS in effect at the time of the initial site plan application. TGS Version 3.0 applies to new applications submitted on or after May 1, 2018. TGS Version 4.0 will apply to all new applications submitted on or after May 1, 2022.

Applications must use the documentation required for the version of the Toronto Green Standard in effect at the time of the initial application.

The Toronto Green Standard can be found at the following link:

<https://www.toronto.ca/city-government/planningdevelopment/officialplanguidelines/toronto-green-standard/>



## **Provincial Noise Guidelines**

New provincial noise guidelines (NPC-300) were introduced in 2013, which replace and consolidate previous related guidelines. Among other matters, the guidelines provide advice, sound level limits and guidance that may be used when land use planning decisions are made under the Planning Act. They are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions. Generally, the proponent of a new noise sensitive land use is responsible for ensuring compliance with applicable sound level limits.