

# Planning and Urban Design Rationale Addendum

15, 19, 21, and  
23 Toryork Drive  
City of Toronto

Prepared For  
Titan Developments Inc. and  
2217500 Ontario Limited

April 2023

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This Planning and Urban Design Rationale Addendum report has been prepared in support of applications filed by Berkshire Axis, on behalf of Titan Developments Inc. and 2217500 Ontario Limited to amend the Emery Village Secondary Plan, the City-wide Zoning By-law 569-2013, as amended, and the former City of North York Zoning By-law 7625, as amended. These applications have been filed with respect to the lands municipally known as 15, 19, 21 and 23 Toryork Drive.





# 1

# Introduction

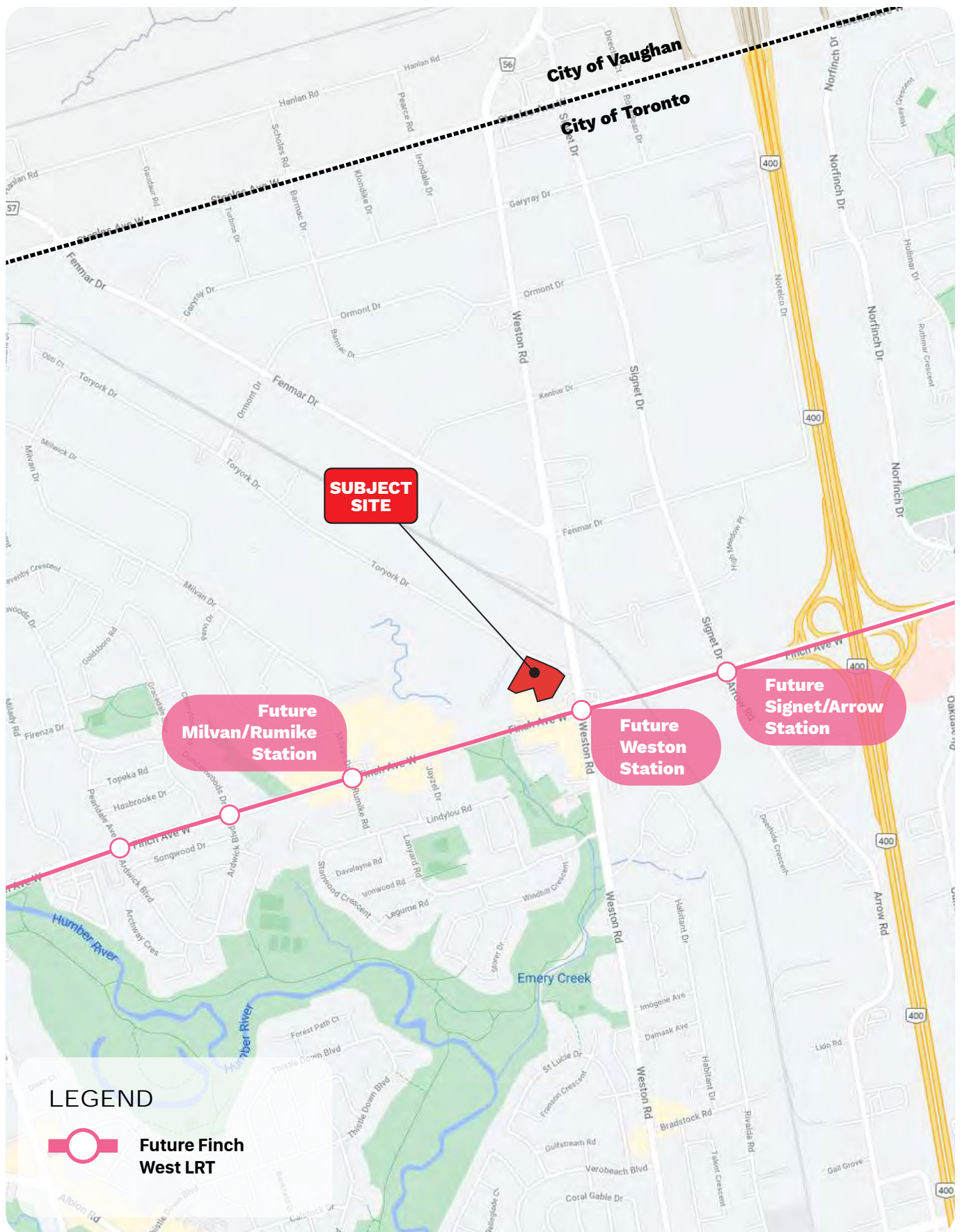


Figure 1 - Location Map

This Planning and Urban Design Rationale Addendum report (“Planning Addendum”) has been prepared in support of applications filed by Berkshire Axis (“the applicant”), on behalf of Titan Developments Inc. and 2217500 Ontario Limited to amend the Emery Village Secondary Plan, the City-wide Zoning By-law 569-2013, as amended, and the former City of North York Zoning By-law 7625, as amended. These applications have been filed with respect to the lands abutting Toryork Drive and generally located near the northwest corner of the intersection of Finch Avenue West and Weston Road. They are municipally known as 15, 19, 21 and 23 Toryork Drive (the “Site” or the “Subject Site”) (see Figure 1, Location Map).

On September 12, 2021, development applications for an Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBLA”), and Draft Plan of Subdivision (“DPOS”) applications (the “original applications”) for the Subject Site were filed with the City of Toronto. These applications proposed 4 towers, a public road, a public park and a POPS resulting in a density of 6.2 FSI. In support of the original applications, Bousfields prepared a Planning and Urban Design Rationale which was dated September 2021 (the “2021 Planning Rationale”).

On March 16, 2022, City Council’s failure to make a decision respecting the original applications within the statutory time frames was appealed to the Ontario Land Tribunal (OLT).

On July 19, 2022 Council considered a Request for Directions Report prepared by the Planning Director and approved recommendations that City staff and the City solicitor attend the OLT hearing to oppose the appeal respecting the Official Plan Amendment and Zoning By-law Amendment applications for the Subject Site but authorized City staff to continue discussions with the applicant to negotiate an appropriate development proposal for the lands and to report back to City Council with any settlement proposal arising from the discussions.

As directed by Council, City staff met with the applicant’s team between September 2022 and December 2022 to try to resolve outstanding issues. Based on these discussions, a revised concept plan has been developed by the applicant that addresses City concerns. The revised concept plan is reflected in the materials submitted in support of this resubmission (the “Revised Proposal”).

The Revised Proposal maintains many of the structural elements of the original proposal including a new public street, a new public park, privately owned and publicly accessible open space (POPS) and four residential towers. Key changes to the design since the initial submission include the following:

- The location of the new public road has been refined, which has allowed for the expansion of the public park;
- The park size has increased to 1,813 square metres;
- Active uses are now proposed along the east frontage of Block 3 to contribute to an animated pedestrian environment at the park’s western edge;
- The parking and loading area for Block 1 has been moved away from the park to the east side of the Block with access from the north-south leg of the new public road;
- At-grade residential units are now proposed on Block 1 (opposite the park) and Block 3 to help strengthen the residential character within the Site;
- The linear north POPS (“POPS A”) has been shifted to the east side of the north-south leg of the new public road, now comprising 597 square metres;
- The Block 3 podium has been shortened in order to provide for a new 631 square metre POPS space (“POPS B”) located south of Block 3 and adjacent to future Road 2A;
- The accessibility of the park has been improved, with both proposed POPS located to improve pedestrian connectivity from Toryork Drive and future Road 2A;
- Retail uses are now provided along the Toryork Drive frontage and along the east side of the north-south leg of the new public road, to animate POPS A;
- The massing and orientation of Tower C has been revised to address POPS A, to enhance the public realm and achieve improved fit within the surrounding area;
- The proposed density has been reduced from 6.2 to 6.0 FSI; and
- The height of Tower C has been reduced from 27 to 26 storeys.

## Approvals History on the Site

The following outlines the Revised Proposal which continues to optimize development close to a transit station, increase housing diversity, and provide increased open space to support the evolution of the Emery Village neighbourhood. The proposed mixed-use redevelopment includes three development blocks with four towers that range in height from 26 to 38 storeys. The new public road will have an 18.5-metre right-of-way width, and will provide an important element in the planned public street system for the area. The proposed open space accessible to the public includes an 1,813 square metre public park and two POPS that are collectively 1,228 square metres. The Revised Proposal will provide 1,275 new rental residential units and 1,024 square metres of retail space resulting in a density of 6.0 times the area of the lot.

In addition to describing the Revised Proposal, this Planning Addendum also updates information on the surrounding development activity, addresses changes to the relevant policy framework since the original application and sets out the planning basis for the revisions. Subject to the additional comments set out in this Planning Addendum, the findings and analysis set out in our September 2021 Planning and Urban Design Rationale continues to be relevant and accurate.

This Planning Addendum concludes that the Revised Proposal is consistent with the planning framework established in the Provincial Policy Statement (“the PPS”), conforms to policies of the Growth Plan for the Greater Golden Horseshoe (“the Growth Plan”), the City of Toronto Official Plan, has regard for the vision for redevelopment and reurbanization established in the Emery Village Secondary Plan and respects the applicable urban design guidelines and represents good planning.

In 2003 the Committee of Adjustment (“the Committee”) approved variances permitting the construction of eight multi-residential condominium towers and a mixed-use (residential/commercial) development with a gross floor area (“GFA”) of approximately 90,645 square metres on the Subject Site. These variances established specific requirements regarding building envelopes, lot coverage, setbacks, density, parking and amenity space and were subject to conditions imposed under Section 37 of the Planning Act. In 2013, the Committee approved a further variance which removed and replaced six conditions of the 2003 approval. This variance increased the Section 37 (now Section 45) contributions to \$5.25 million and identified the purpose for and the phasing of these payments. No change was made to the development standards. Thus, development on the Subject Site can proceed today in accordance with the 2003 approvals and the 2013 Section 45 payments.

Additional details regarding the minor variance approvals for the Site are provided in the 2021 Planning Rationale.





# Site & Surroundings

## 2.1 Subject Site

The Subject Site is located on the southwest side of Toryork Drive, west of Weston Road and north of Finch Avenue West (Figure 2, Site Aerial Photo). It is comprised of four properties municipally known as 15, 19, 21 and 23 Toryork Drive and has an area of 15,688 square metres (approximately 1.57 hectares).

The Subject Site is comprised of two vacant parcels (15 and 23 Toryork Drive) and two parcels that are currently occupied by 1- to 2-storey commercial buildings (19 and 21 Toryork Drive). Irregular in shape, the Site has a frontage of approximately 141.4 metres on Toryork Drive and, to the west, approximately 125 metres along a future public road (described below), identified as the Emery Village Link 2A ("Road 2A"). The easterly and southerly boundaries follow the lot lines of the abutting properties. The site has four vehicle accesses onto Toryork Drive at 15, 19, 21, and 23 Toryork Drive respectively.

The building at 19 Toryork Drive is currently vacant. Tall yellow hoarding has been erected along the majority of the parcel's boundaries. A portion of the side surface parking area is being used to store construction materials.

The 2-storey building at 21 Toryork Drive was formerly occupied by a banquet hall known as Blue Diamond Entertainment Complex. Currently, a construction trailer is located on the Site in front of the existing building on a surface parking area. Another surface parking area is located behind the building and is being used to store construction materials.

The Subject Site slopes generally from east to west resulting in a difference in grade of approximately 3.85 metres. There are a number of trees located on the Site today.



Figure 2 - Site Aerial Photo



15 Toryork Drive, looking south



19 Toryork Drive, looking south



23 Toryork Drive, looking southwest



21 Toryork Drive, looking south

## 2.2 Immediate Surroundings

This area of the City is currently in transition, from one which was characterized by low scale industrial and commercial uses, to one which is being planned to accommodate higher density mixed use development to optimize the use of the higher order transit which is being extended to the area and which is planned to open this year.

Larger clusters of low-rise residential buildings are located south of Finch Avenue and west of the Humber open space system and Lindy Lou Park.

Toryork Drive forms the northwest boundary of the Site. On the north side of Toryork Drive at 6 Toryork Drive is Bara Transport, to the northwest of which is a property owned by the City of Toronto. A Scotiabank with an associated surface parking lot (2 Toryork Drive) is located at the corner of Toryork Drive and Weston Road. Further north are the Canadian Pacific Rail ("CPR") tracks and industrial uses which form part of a larger employment area. In their Environmental Noise report included in support of this submission, SLR has inventoried the industrial uses within 1000 metres of the Subject Site.

To the east, at the northeast corner of Finch and Weston, is a gas station and associated convenience store (2316 Finch Avenue West). Between the intersection and the CPR tracks are five single-storey commercial buildings occupied by retail and office uses, with associated surface parking (2300 Finch Avenue). Further to the east of the Site, beyond the CPR rail line, are additional employment/light industrial uses along the north side of Finch Avenue West, generally extending east to Highway 400 and north to Highway 407.

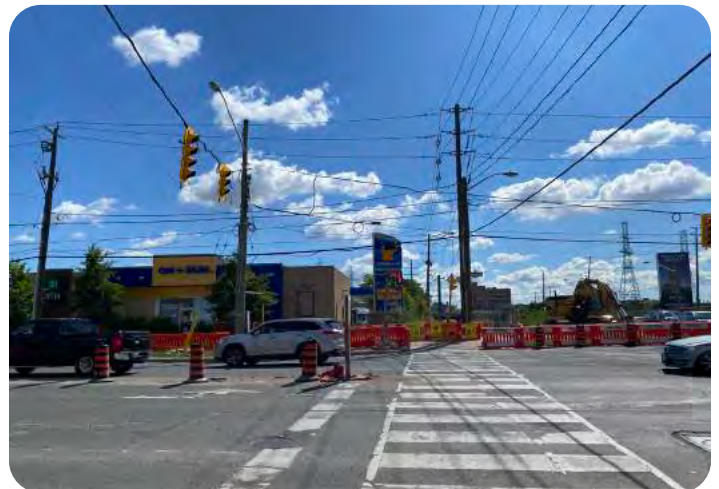
On the south side of Finch Avenue West, east of Weston Road, is the former Finch Weston Mall, which is being redeveloped in accordance with a Master Plan. Phase 1 (now completed) is located on the east side of Weston Road, south of Zappacosta Drive is comprised of two 10-storey buildings and one 28-storey building with



Shipping Yard at 6 Toryork Drive, looking north



Scotiabank at 2 Toryork Drive, looking north



Gas Station at 2316 Finch Avenue West, looking east

retail uses at grade and includes 634 market rate and affordable rental housing units. An official plan amendment and zoning by-law amendment for Phase 2 (immediately east of Phase 1, on the east side of Vena Way) has been approved and two towers with heights of 26 and 30 storeys, comprised of 514 market rental units and 465 square metres of community space at grade, are under construction. A final phase is proposed (located on the north side of Zappacosta Drive), which includes five buildings with heights of 20-55 storeys, on-site parkland dedication and a new POPS. The official plan and zoning by-law amendments are currently under review by the City.

To the immediate south of the Subject Site at the northwest corner of the Finch and Weston intersection is a gas station with an associated car wash (3514 Weston Road), and a long, narrow property that contains a CIBC (2340 Finch Avenue West) which has frontage and vehicular access from both Toryork Drive and Finch Avenue West. To the west of the CIBC is a five-storey residential mixed-use building, fronting onto Finch Avenue West, and a 3-storey residential building to the rear of the Site. This building, owned by Toronto Community Housing, houses Amansie Place which has 48 affordable rental units and four commercial units on the ground floor (2350 Finch Avenue West).

Further west along Finch Avenue West, south and southwest of the Subject Site, are a variety of single-storey auto-oriented commercial buildings which have both frontage on, and access to Finch Avenue West. These include a restaurant (2356 Finch Avenue West), a McDonalds with a drive-thru (2362 Finch Avenue West),



Master Plan Lands, looking southeast



Gas Station at 3514 Weston Road, looking north



5-Storey Residential Mixed-Use Building at 2350 Finch Avenue West, looking northwest



CIBC Banking Centre at 2340 Finch Avenue West, looking north

a car wash (2370 Finch Avenue West) and a Burger King with a drive-thru (2372 Finch Avenue West), and their associated surface parking. Official plan amendment and rezoning applications were submitted in November 2017 to permit the development of a 11-storey 148 unit mixed use condominium building and 46 unit 6-storey seniors' building at 2370 Finch Avenue West. This application was approved by the OLT in June 2022.

At the southwest corner of the Finch and Avenue intersection is a low-rise commercial plaza and associated surface parking lot (3492 Weston Road and 2357 Finch Avenue West).

Further south, along the south side of Finch Avenue West, is another low-rise commercial plaza (3406-3434 Weston Road). In September 2015, Council adopted an Official Plan Amendment and zoning by-law amendment to permit the redevelopment of 3406-3434 Weston Road with a 12-storey mixed-use building, with approximately 270 residential condominium units and 688 square metres of at-grade retail.

To the southeast of the commercial plaza, along Weston Road, are two existing apartment buildings with heights of 26 storeys (at 3400 Weston Road and 2405 Finch Avenue West). In August of 2020, official plan and rezoning by-law amendment applications were filed to permit a new 36-storey infill building on these properties, comprised of 480 new rental dwelling units and 565 square metres of daycare space. The existing apartment buildings will be retained. These applications are currently under review. To the west and south of this property is Lindylou Park; a low-rise residential neighbourhood is located on the opposite side of this greenspace.



2356 and 2362 Finch Avenue West, looking north



2370 and 2372 Finch Avenue West, looking north



26-Storey Apartment Buildings located south of Finch Avenue West

To the immediate west of the Subject Site is Emery Parks Yard, which is a City-owned property that houses offices for Toronto Parks, Forests and Recreation (27 Toryork Drive). Further west is a City-owned winter maintenance depot (49 Toryork Drive), EMS station 01 (61 Toryork Drive) and Toronto Fire Station 411. These lands are separated from uses to the south by a treed area which forms part of the City's natural heritage system.



Emery Parks Yard at 27 Toryork Drive, looking southwest

## 2.3 Area Context

The Subject Site is located within the Humbermede Neighbourhood Improvement Area, which is one of the 31 neighbourhoods identified in the Toronto Strong Neighbourhoods Strategy 2020 as falling below the Neighbourhood Equity Score and requiring special attention. Neighbourhood Improvement Areas are supported by Neighbourhood Action Teams to help strengthen the community's social, economic and physical condition. The City of Toronto's Neighbourhood Profile Data identifies areas of particular concern in this HIA, including the high proportion of unsuitable housing (23%, compared to 12% for the entire City of Toronto) and low median family income (\$63K, compared to \$83K for the entire City of Toronto).

The Subject Site is also located within the Emery Village Neighbourhood which is recognized as a culturally diverse area with a rich history of immigrant entrepreneurship. This area includes mid- and high-rise mixed-use buildings near the Finch and Weston intersection. The Emery Village Secondary Plan, which was adopted by Council in 2002, over 20 years ago, envisions the re-urbanization of the community to facilitate mixed use development, reduce automobile dependency and increase streetscape improvements. This Secondary Plan is reviewed in Section 5 below. Buildings with heights of up to 30 storeys have been approved within Emery Village. Recent applications are requesting much greater heights.

The Subject Site is located within the Emery Village Business Improvement Area (BIA), which was designated as a BIA by Council in 2003. The BIA is bound by Steeles Avenue West to the north, Highway 400 to the east, Highway 401 to the south, and generally by the lands designated Neighbourhoods to the west. The BIA's mandate is to initiate and oversee community improvements such as beautifying the streetscape, creating a sense of place and sustainability with inviting and safe environments, instilling a sense of community and civic pride in the neighbourhood, and celebrating the rich cultural history of Emery Village. The Emery Village BIA is Canada's largest BIA, with over 3,200 commercial, industrial and retail establishments.



Emery Village Neighbourhood

## 2.4 Transportation Context

### Road Network

Toryork Drive is classified as a Collector in the City's Road Classification System. The street extends northwest from Weston Road and follows the CPR tracks alignment until it turns into Milvan Drive. It contains a single lane in each direction and has an existing right-of-way that varies between approximately 16 to 32 metres in width. Sidewalks are located on both sides of the street. Parking is prohibited west of the Subject Site but is permitted in front of the Subject Site.

Weston Road is classified as a Major Arterial road in the City's Road Classification System, with a planned right-of-way of 30 metres. Weston Road contains two lanes in each direction plus left-turn lanes and sidewalks on both sides. A right-turn lane is provided at Toryork Drive. Parking is prohibited on Weston Road.

Finch Avenue West is classified as a Major Arterial road in the City's Road Classification System, with a planned right-of-way of 36 metres. The road transitions from a four-lane road to four-lanes with a two-way left-turn lane to a 6-lane road within approximately 300 metres west of the Weston Road intersection. At Weston Road, left-turn lanes are provided. Sidewalks are located on both sides of the road. Parking is prohibited at all times of the day. Finch Avenue West will ultimately accommodate the Finch West LRT and bicycle lanes within its right-of-way, as detailed below.

### Future Local Road 2A – Emery Village Link 2A

Map 26-2, Structure Plan in the 2002 Emery Village Secondary Plan identified a local road connecting Toryork Drive and Finch Avenue West.

In 2009, the City completed the Emery Village Transportation Master Plan ("TMP"). One of the six key recommendations of the TMP was to create a new road connecting Toryork Drive with Finch Avenue West called the "Emery Village Link 2A" (see Figure 3 – Preliminary Design Layout). The Emery Village Link 2A Environmental Assessment ("EA") was completed in 2017 and developed a preliminary design for a 20 metre new road, which includes two vehicular travel lanes, one in each direction, with a left-turn lane at the new intersection of Emery Village Link 2A and Finch Avenue West, which is proposed to be signalized. 2.1 metre sidewalks are to be provided on both sides of the road, which are to connect into the existing sidewalks along Finch Avenue West and Toryork Drive. Detailed design for the road is currently underway, and the applicant has been working with City Staff as well as their consultants in order to ensure that plans for the grading and servicing of the Revised Proposal are coordinated with the road design.

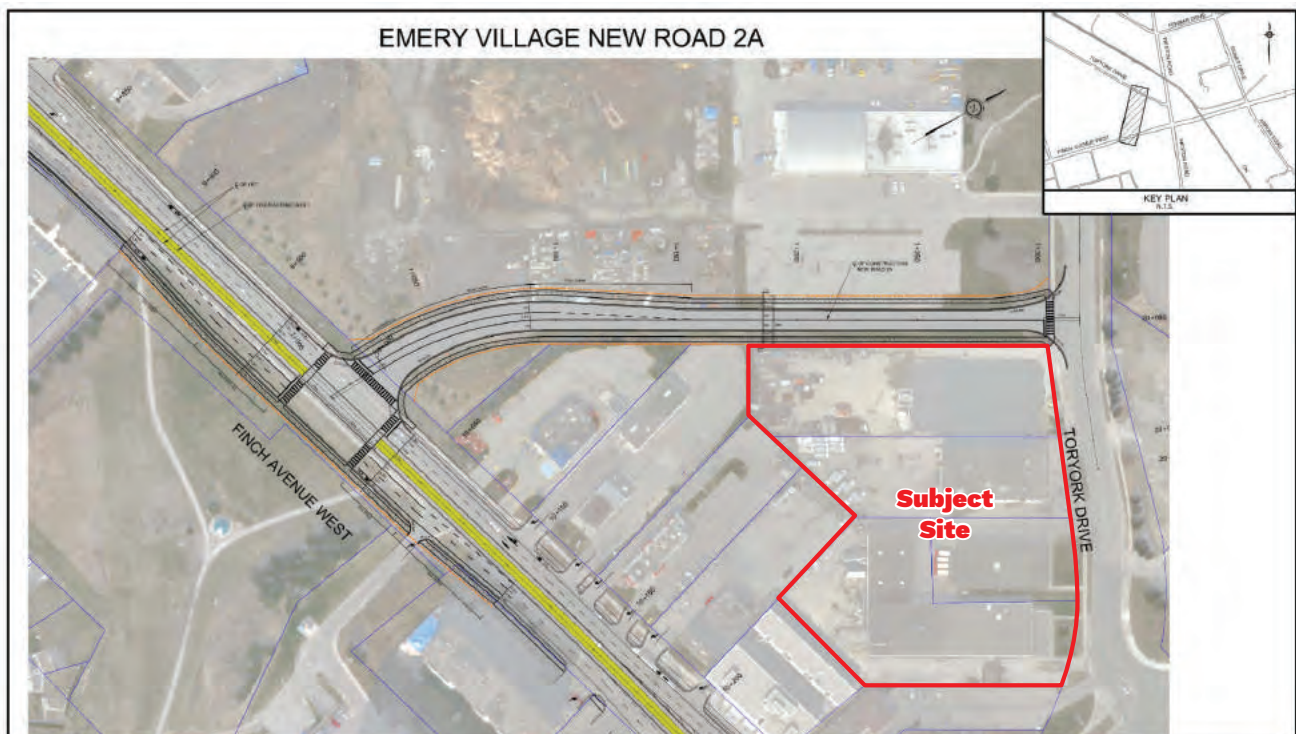


Figure 3 - Emery Village Link 2A Preliminary Design Layout



## Transit Network

The Subject Site is currently well-served by public transit and there are plans for significantly improved service in the area. In terms of surface transit, bus stops are currently located adjacent to the Subject Site on the north side of Toryork Drive, at the intersection of Toryork Drive and Weston Road, and at all corners of the Finch Avenue West and Weston Road intersection.

The Finch West LRT is scheduled to be completed this year. The 11-kilometre line will include 18 stops that run between Finch West station on the TTC's Line 1 and Humber College's North Campus. The Subject Site is within approximately 100 metres of the planned Emery Station (formerly referred to as the Weston Station) at the intersection of Weston Road and Finch Avenue West (see Figure 4 – Finch West LRT Map).

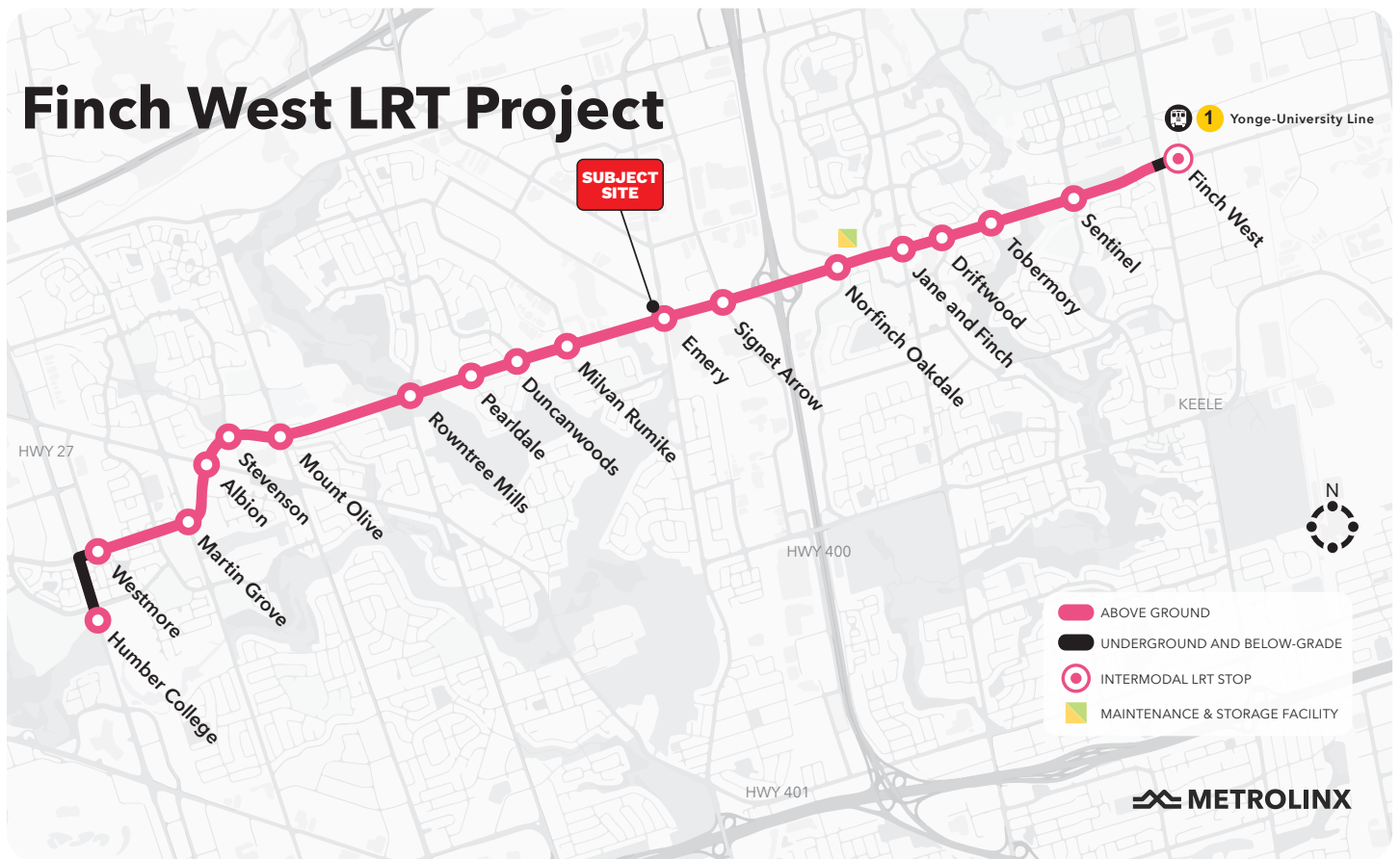


Figure 4 - Finch West LRT Map

The following TTC bus routes are accessible from the Site (see Figure 5 – TTC Map):

- 36 Finch West which operates on four alternative routes that provide east-west service along Finch Avenue West from Finch West Station of the Yonge-University Subway Line and Humberwood Boulevard with some routes servicing Milven Drive, Toryork Drive and Fenmar Drive. Service between Finch Station and the Humberwood Boulevard area is part of the 10 Minute Network, and operates 10 minutes or better, all day, every day.
- 84 Sheppard West which operates along Sheppard Avenue providing east-west service from Weston Road to the Sheppard Yonge Station on the Yonge-University and Sheppard Subway Lines. Route 84C provides north-south service along Arrow Road and Signet Drive from Steeles Avenue to Sheppard Avenue.
- 99 Arrow Road which operates on a circular route between the area of Jane Street and Sheppard Avenue West, and the area of Arrow Road and Finch Avenue West, in a clockwise direction. The route operates during the midday and all evening from Monday to Friday, and at all times on Saturdays, Sundays and holidays.
- 165 Weston North which operates north and south along Weston Road from Steeles Avenue West to Wilson Road. East of Weston Road service is provided along Wilson Road to York Mills Station of the Yonge-University Subway Line. This route is part of the TTC's 10 Minute Network.
- 989 Weston Express which operates north and south along Weston Road from Steeles Avenue West to Keele Station of the Bloor-Danforth Subway Line (Line 2). This route operates every 12 minutes Mondays to Fridays during morning rush hours and every 10 minutes during afternoon rush hours.

### Cycling Network

Multi-use trails and bicycle friendly paths are located within the open space network south of the Subject Site that connects to Lindylou Park. As part of the Finch West LRT improvements, bicycle lanes are planned for both sides of Finch Avenue West.

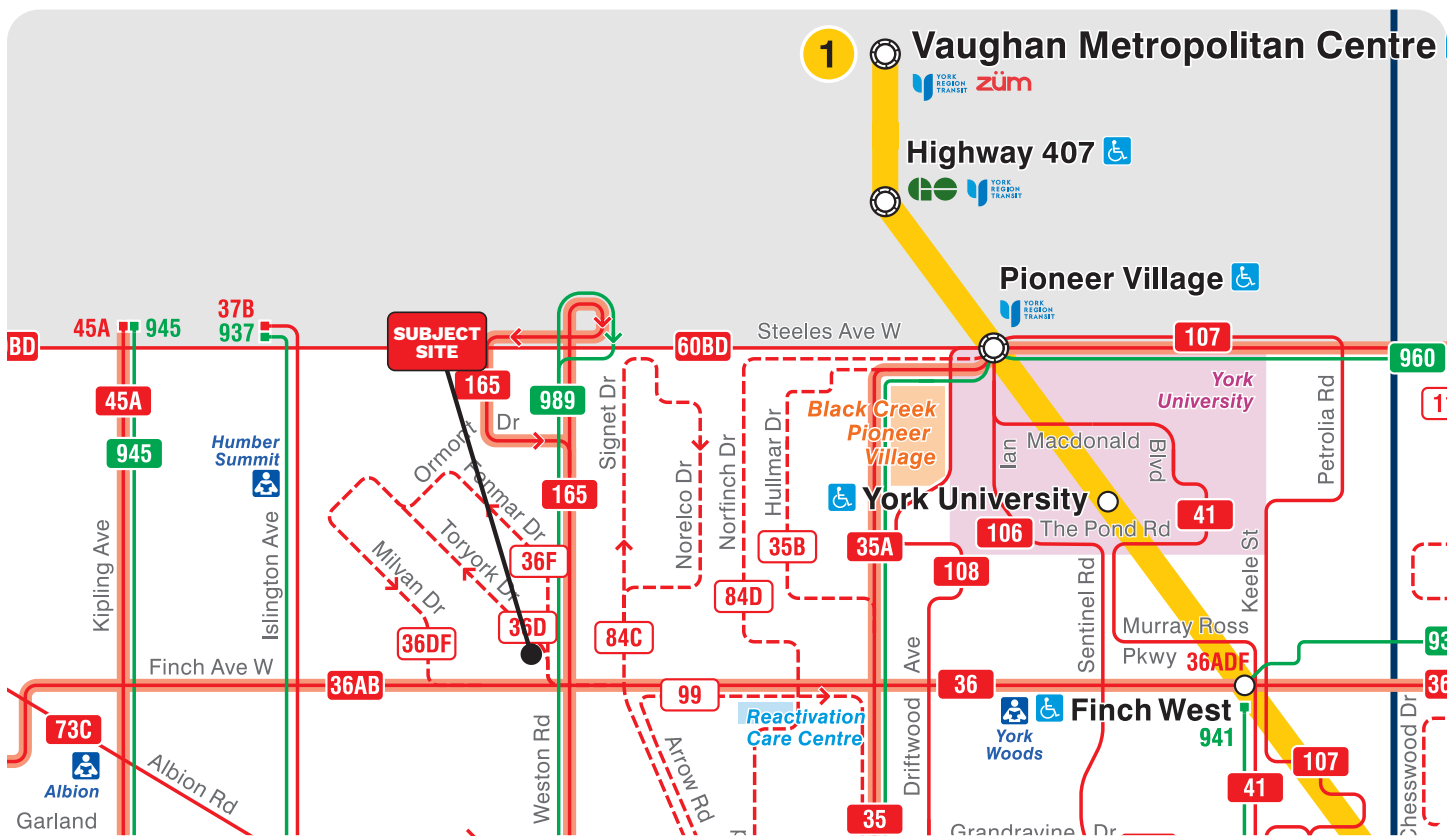


Figure 5 - TTC Map



3

Proposal

### 3.1 Proposed Development

Located on an underutilized Site in proximity to higher order transit, the Revised Proposal will provide appropriate intensification and contribute to the planned transformation of the Emery Village neighbourhood. Following discussions with City Staff, the proposed site plan and massing have been refined to address their concerns. Changes to the Revised Proposal include reduced height and density, increased site porosity, an expanded park, a new POPS, a relocated POPS that is better integrated with the surrounding public realm and new at-grade uses that provide an improved and animated pedestrian environment.

#### Site Organization and Proposed Buildings

The proposed new public road, which connects to the future Road 2A and Toryork Drive, establishes three development blocks (Blocks 1, 2 and 3) that accommodate three base buildings and four towers.

The towers are located and oriented to meet or exceed the City's urban design guidelines with respect to separation distances (27.5 metres to 73 metres). The Revised Proposal will also deliver substantial new open space for the benefit of the growing Emery Village community. The various elements of the proposed development are described below (See Figure 6 - Site Plan).

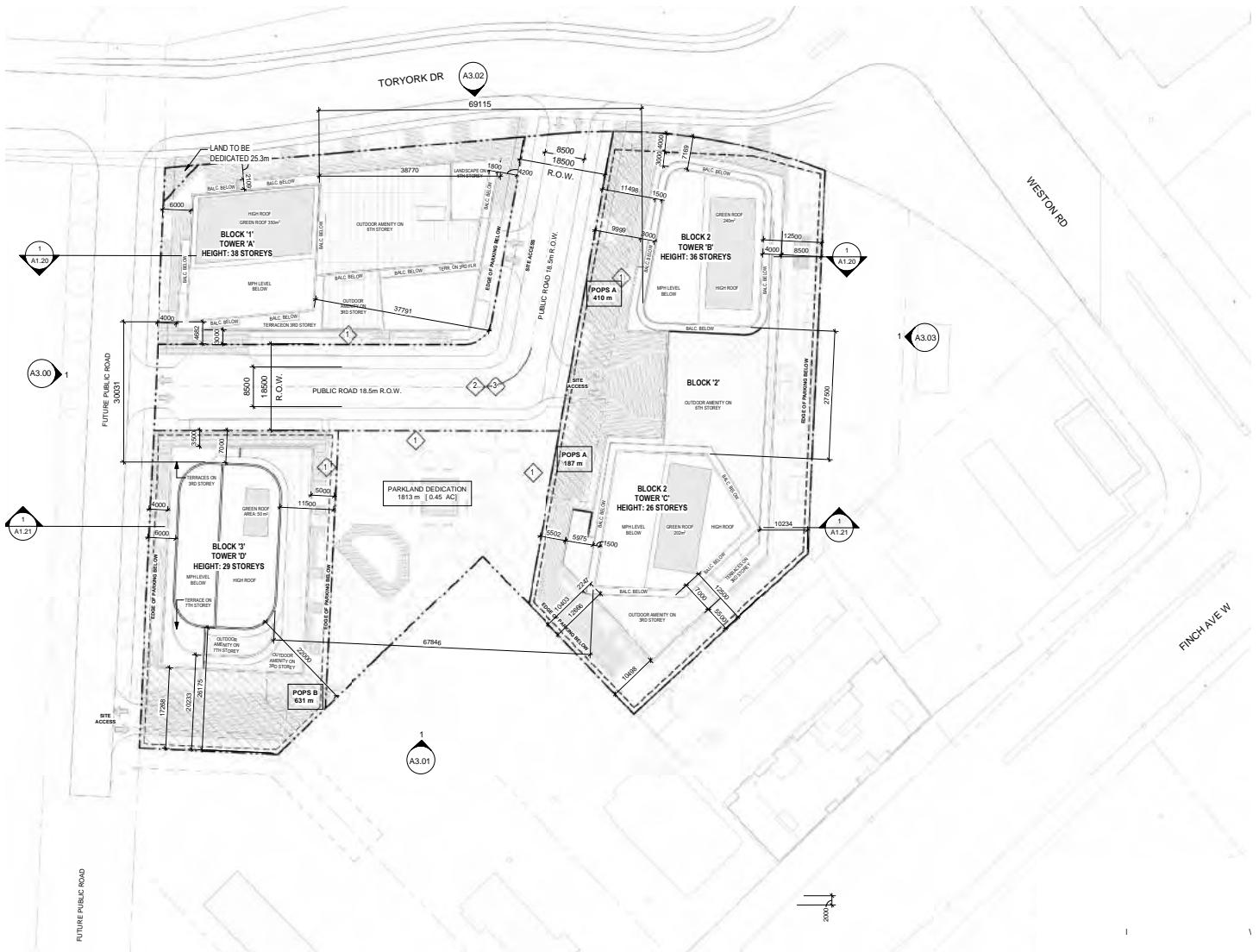


Figure 6 - Site Plan (Prepared by Giannone Petricone Associates)

## Block 1

Block 1 is located generally in the northwest portion of the Subject Site and is bounded by Toryork Drive to the north, the planned Road 2A to the west and the proposed new public road to both the south and east. Block 1 is planned to have an area of approximately 2,991 square metres.

Block 1 includes Tower A, a 38 storey tower (119.9 metres plus 5.0 metre mechanical penthouse) atop a 6-storey podium that responds to each of its bordering streets at an appropriate scale. Along its north frontage (Toryork Drive), the podium is set back 4.0 metres and is 5 storeys in height to respond to the width of Toryork Drive. The west and east frontages of this building incorporate a 2-storey streetwall. A 2-storey streetwall is also proposed along the south frontage, in order to frame the public realm at a lower scale and create a compatible relationship with the new public park. The podium is set back 4.0 metres from the west lot line and the tower is set back 2.0 metres from the podium edge. The tower has a floorplate of 750 square metres, and is separated by approximately 69.3 metres from Tower B and 30 metres from Tower D.

Each of the proposed frontages incorporates active uses and landscaping elements including street trees to contribute to a comfortable and engaging pedestrian experience. The ground floor contains retail spaces along the Toryork Drive frontage and grade-related residential units along the south frontage, across from the park. The building's lobby is located at the southwest corner of the building with an adjacent pick-up and drop-off area provided from the new public road. Loading and servicing access has been shifted to the east frontage of this building and away from the public park.

## Block 2

Block 2 is located on the east side of the Subject Site and is bounded by Toryork Drive to the north, the proposed new public road and public park block to the west, 2340 Finch Avenue West and 3514 Weston Road to the east and 2350 Finch Avenue West to the south. Block 2 is planned to have an area of approximately 5,702 square metres.

Tower B and Tower C, at 36 and 26 storeys respectively, are linked by a shared 5-storey podium. The west frontage of this shared podium incorporates the linear POPS A, which provides a pedestrian linkage between Toryork Drive and the new public park. The public realm along this frontage will be green and pedestrian-friendly, featuring active uses such as retail space, flex amenity space and bicycle parking access.

The podium is set back 4.0 metres from Toryork Drive, a minimum 10 metres from the new public road, 5.0 metres from the new public park block and 8.5 metres from the north-south portion of the east lot line and 5.0 metres from the oblique portion of that lot line. A 2-storey streetwall is established along all frontages to contribute to a pedestrian scale.

Active uses are provided at grade, including retail units across the Toryork Drive frontage. The proposed retail locations have been refined for this resubmission and will now extend further south along the west side of Block 2. Two lobbies are proposed to service Towers B and C, one on either side of the vehicle access driveway, which extends from the new public road to the center of the podium.

Tower B, which is 113.5 metres in height (plus a 5.0 metre mechanical penthouse) is set back 3.2 metres from the north edge of the podium and 12.5 metres from the east lot line. The height and massing of Tower C has been revised and has a height of 86.5 metres (plus a 5.0 metre mechanical penthouse) and is set back of 12.6 metres from the south lot line and 12.5 metres from the east lot line. Both Tower B and Tower C have a floorplate of 750 square metres. There is a 30 metre separation between the two towers.

## Block 3

Block 3 is located generally at the southwest corner of the Subject Site and is bounded by the new public road to the north, the planned Road 2A to the west, 2356-2370 Finch Avenue West to the south and the new public park to the east. Block 3 has an area of approximately 2,669 square metres.

The built form on Block 3 includes Tower D (92.3 metres plus 5.0 metre mechanical penthouse), which sits atop a 6-story (22.5 metre) podium that extends 6 metres south of the tower. A 2 storey streetwall is provided on all frontages. The podium is set back 3.5 metres from the new road, 5.0 metres from the new public park, 4.2 metres from the southeastern property boundary, and 17.3 metres from the southern property boundary. The lobby is at the northwest corner of the building and adjacent to a pick-up and drop-off area from the new public road.

Tower D has a 750 square metre floorplate and is separated by 30 metres from Tower A and 61.4 metres from Tower C. Proposed tower setbacks include 6.5 metres from the east edge of the podium and 11.5 metres from the edge of the park. The tower setback from the south property line (which does not abut a public street) is 12.5 metres and the tower setback from the west property line is 6 metres.

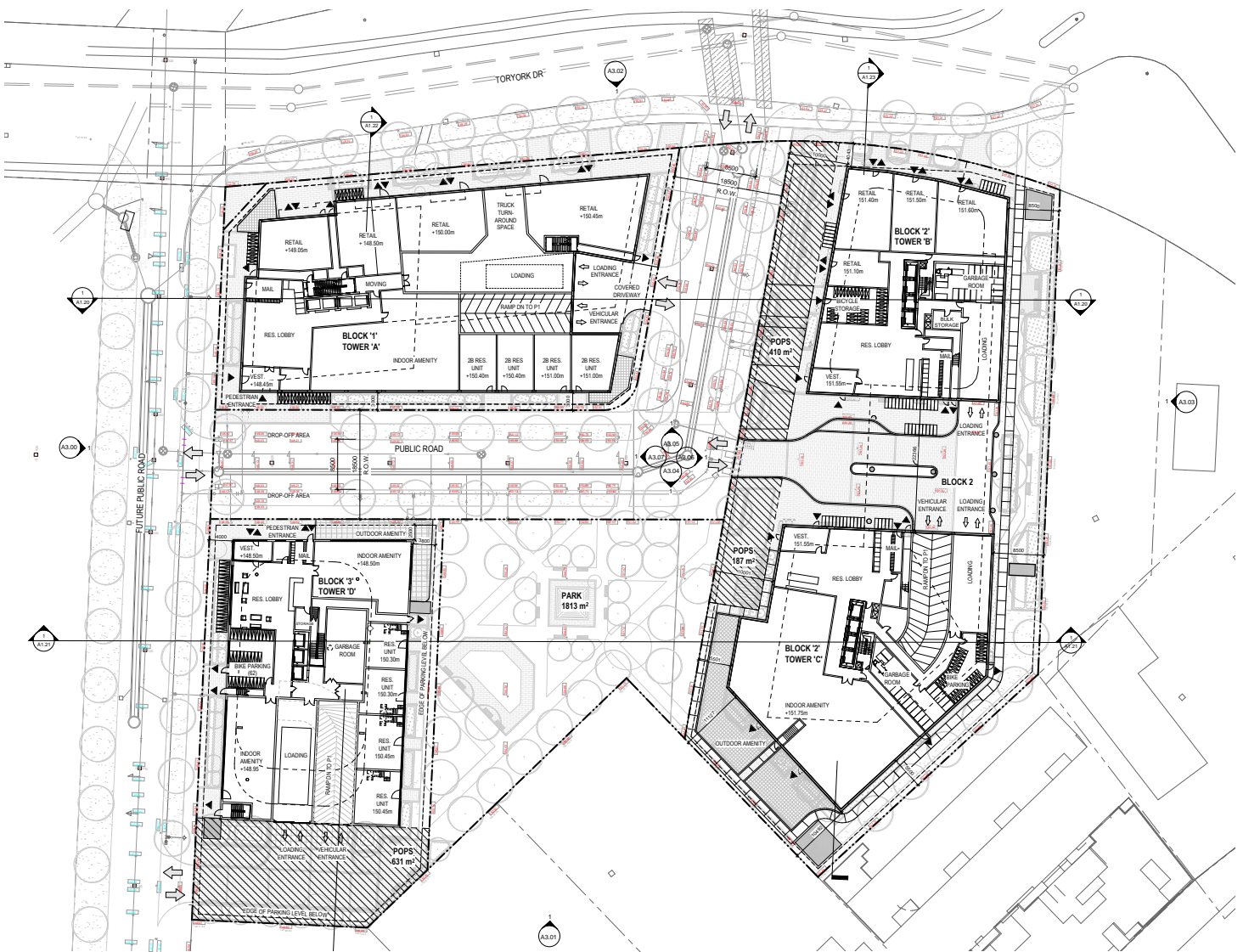


Figure 7 - Ground Floor Plan (Prepared by Giannone Petricone Associates)

## Park and POPS

The Revised Proposal includes a larger park and additional POPS that will significantly increase the amount of available green space for those living in and around the proposed development. The new park, which is 13.8% of the net site area, is centrally located within the larger block bound by Weston Road, Toryork Drive, Finch Avenue West and the future road Road 2A. The new public park has been increased in size to 1,813 square metres is located on a public street, and will be easily accessible to residents within the entire area. Its location provides an important opportunity for its further expansion as adjacent lands to the south and west redevelop. While the detailed design of the public park will be prepared by the City in collaboration with area residents, a conceptual design is provided as part of this application to suggest possibilities for this new open space.

The Revised Proposal now includes two POPS, both of which serve to expand the public realm and facilitate pleasant and safe pedestrian access to the park from adjacent public roads. POPS A, which is 597 square metres in size and has frontage along the west side of Block 2 has been shifted to a location on the east side of the north-south leg of the new public road to provide a contiguous pedestrian connection between Toryork Drive and the park. This POPS will primarily be comprised of decorative unit paving with raised planters that include deciduous trees, shrubs and perennials. Decorative concrete seating areas and benches will be provided to allow for passive recreation. Waste receptacles and bike rings will also be located within the POPS. This linear space will provide an attractive and comfortable route for pedestrians.

The Revised Proposal includes a new POPS, 631 square metres in size, which is located south of Block 3 ("POPS B"). This shared POPS connector will allow pedestrians and cyclists to access the park from Road 2A. This POPS will be designed as a woonerf which will, in addition to providing comfortable pedestrian circulation, safely accommodate loading and servicing for Block 3.

The proposed expanded public realm will contribute to livability in the Finch and Weston area. Approximately 27.6% of the area of the Subject Site (including the new public park and new public road will be conveyed to the City, which will contribute to the creation of a complete, accessible community in the Emery Village neighbourhood.

## Public Road

A new L-shaped new public road is proposed which will intersect Toryork Drive between Blocks 1 and 2, travelling north-south for approximately 58.2 metres before turning east-west to provide public road frontage for Blocks 1 and 3. The location of the new road has been revised to allow for the expansion of the new public park.

The new public street, which will intersect with the planned Road 2A at the western edge of the Subject Site, is designed as an Intermediate Local Residential Street, with an 18.5 metre right-of-way, 8.5 metre pavement width with one vehicular travel lane in each direction. Sidewalks will be present on both sides of the street, in accordance with DIPS standards. Street trees will be located on both sides of the new public street, between the travelled portions of the road and the sidewalks.

## Dwelling Units and Amenity Space

The Revised Proposal includes a greater variety of residential units to diversify available housing in the area, including new grade-related units that will create a residential character internal to the Site. The Revised Proposal provides for 1,275 new rental residential dwelling units, of which 721 are proposed to be one-bedrooms (56.5%), 418 two-bedrooms (33%) and 136 three-bedrooms (10.5%). Table 1 provides a breakdown of the residential unit mix by Block.

Table 1 - Unit Mix

	Block 1	Block 2	Block 3	Total	Percentage of Total
1-Bedroom	219	356	146	721	56.5 %
2-Bedroom	126	185	107	418	33 %
3-Bedroom	48	60	28	136	10.5 %
Total	393	601	283	1,275	100%

Amenity space is being provided at an overall rate of 2.0 square metres per unit of indoor amenity space and 2.0 square metres per unit of outdoor amenity space. Table 2 includes the total amount of amenity space proposed per Block.

Table 2 - Amenity Space

Block	Indoor	Outdoor	Total
Block 1	786 sq. m	787 sq. m	1,573 sq. m
Block 2	1,202 sq. m	1,236 sq. m	2,438 sq. m
Block 3	825 sq. m	572 sq. m	1,397 sq. m
Total	2,813 sq. m	2,595 sq. m	5,408 sq. m

### Parking, Loading, and Access

Access to the four new buildings will be provided from Toryork Drive, the new public road, and the planned Road 2A. As described above, the new public road will be L-shaped, with a proposed right-of-way width of 18.5 metres, with sidewalks along both sides of the street.

There are four levels of underground parking (P1-P4) within each development Block. A total of 819 parking spaces are proposed, of which 682 will be for residents, 123 will be for visitors and 14 will be for retail uses. Table 3 provides a breakdown of the parking spaces provided by Block.

Table 3 - Parking Spaces

Block	Residential Parking Spaces	Visitor Parking Spaces	Retail Parking Spaces	Total
Block 1	157	35	8	200
Block 2	354	60	6	420
Block 3	171	28	0	199
Total	682	123	14	819

A total of 968 bicycle parking spaces are proposed. The bicycle parking spaces are provided on the ground floor, parking level one, two and three in Block 1, on the ground floor and parking level one and two in Block 2 and Block 3. Table 4 provides a breakdown of the bicycle parking spaces provided by Block.

Table 4 - Bicycle Parking Spaces

Block	Long-Term Bicycle Parking Spaces	Short Term Bicycle Parking Spaces	Total
Block 1	268	32	300
Block 2	410	46	456
Block 3	192	20	212
Total	870	98	968

A total of four Type "G" loading spaces are proposed. One loading space will serve each of the four Towers (A, B, C and D).



Table 5 - Key Statistics – Comparison Chart

	September 2021 Proposal	Revised Proposal (February 2023)	Net Change (+/-)
Site Area	15,688 m <sup>2</sup>	15,688 sq. m	/
New Public Road Area	2,645 m <sup>2</sup>	2,488 m <sup>2</sup>	-157 m <sup>2</sup>
New Public Park Area	1,630 m <sup>2</sup>	1,813 m <sup>2</sup>	+183 m <sup>2</sup>
POPS Area	613 m <sup>2</sup>	1,228 m <sup>2</sup>	+615 m <sup>2</sup>
Gross Floor Area <sup>1</sup>	Residential: 96,130 m <sup>2</sup> Non-Residential: 870 m <sup>2</sup> Total: 97,000 m <sup>2</sup>	Residential: 93,163 m <sup>2</sup> Non-Residential: 1,024 m <sup>2</sup> Total: 94,187 m <sup>2</sup>	Residential: -2,967 m <sup>2</sup> Non Residential: +154 m <sup>2</sup> Total: -2,813 m <sup>2</sup>
Density	6.2 FSI	6.0 FSI	- 0.2 FSI
Height	Tower A: 38 storeys, 119.9 metres (124.9 metres including MPH) Tower B: 36 storeys, 113.5 metres (118.5 metres including MPH) Tower C: 27 storeys, 86.5 metres (91.5 metres including MPH) Tower D: 29 storeys, 92.3 metres (97.3 metres including MPH)	Tower A: 38 storeys, 119.9 m (124.9 metres including MPH) Tower B: 36 storeys, 113.5 m (118.5 metres incl MPH) Tower C: 26 storeys, 79.95 m (83.50 metres incl. MPH) Tower D: 29 storeys, 92.3 m (97.3 metres incl. MPH)	Tower A: / Tower B: / Tower C: - 1 storey Tower D: /
Residential Units	1 Bedroom: 677 units 2 Bedroom: 342 units 3 Bedroom: 158 units Total: 1,177 units	1 Bedroom: 721 units 2 Bedroom: 418 units 3 Bedroom: 136 units Total: 1,275 units	1 Bedroom: +44 2 Bedroom: +76 3 Bedroom: -22 Total: +98
Residential Amenity Space	Indoor: 2,381 sq. m (2 m <sup>2</sup> /unit) Outdoor: 2,399 sq. m (2 m <sup>2</sup> /unit) Total: 4,780 sq. m (4 m <sup>2</sup> /unit)	Indoor: 2,813 m <sup>2</sup> (2 m <sup>2</sup> /unit) Outdoor: 2,595 m <sup>2</sup> (2 m <sup>2</sup> /unit) Total: 5,408 m <sup>2</sup> (4 m <sup>2</sup> /unit)	Indoor: + 432 m <sup>2</sup> Outdoor: + 196 m <sup>2</sup> Total: + 628 m <sup>2</sup>
Parking Spaces	Resident parking: 937 spaces Visitor parking: 118 spaces Retail spaces: 13 spaces Total: 1,068 spaces	Resident parking: 682 spaces Visitor parking: 123 spaces Retail spaces: 14 spaces Total: 819 spaces	Resident: -255 Visitor: +5 Retail: +1 Total: -249
Bicycle Parking Spaces	Long-term parking: 854 spaces Short-term parking: 87 spaces Total: 941 spaces	Long-term parking: 870 spaces Short-term parking: 98 spaces Total: 968 spaces	Long-term: +16 spaces Short-term: +11 spaces Total: +27 spaces
Loading Spaces	4 Type "G" loading spaces	4 Type "G" loading spaces	/

1 Based on City of Toronto Zoning By-law 569-2013



Aerial view of proposal looking Southwest



View of proposal and public realm looking South from Toryork Drive



4

# Policy & Regulatory Context

## 4.1 Overview

This section includes a summary of applicable policies, zoning and guidelines relevant to the Revised Proposal. It addresses both policy updates since the original applications and policies revisited to inform the analysis of the revised concept which is provided in Section 5 of this Planning Addendum.

## 4.2 Bill 23 – More Homes Built Faster Act, 2022

On October 25, 2022, the Province of Ontario introduced Bill 23, the More Homes Built Faster Act, 2022, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022. Among many other changes, the Bill amended legislation to promote and permit the construction of 1.5 million homes by 2031. More specifically, Bill 23 allots the City of Toronto 285,000 units by 2031. The intent of this legislative change is to provide long-term strategy to increase housing supply and provide attainable housing options as the population of Ontario continues to grow. Other notable changes relate to parkland dedication, including:

- For sites under 5 ha, 10% cap for the maximum amount of land that can be conveyed as parkland or paid in lieu
- Maximum alternative parkland dedication rate is now 1 ha/600 units for land and 1 ha/1000 units for cash in lieu

## 4.3 Provincial Policy Statement (2020)

The Provincial Policy Statement ("PPS") provides policy direction on matters of Provincial interest related to land use planning and development. The current version of the PPS came into effect in May 2020 and was summarized in the 2021 Planning Rationale. The Revised Proposal continues to be consistent with the policies of the 2020 PPS.

One of the key policy directions expressed in the 2020 PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains several policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development to accommodate a

significant supply and range of housing options through intensification and development taking into account the availability of suitable existing or planned infrastructure and public service facilities.

For the reasons set out in the 2021 Planning Rationale, and Section 5 of this Planning Addendum, the Revised Proposal is consistent with the policies of the PPS, specifically those policies relating to optimization, intensification and the efficient use of land and infrastructure.

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

The 2020 Growth Plan for the Greater Golden Horseshoe' (the "Growth Plan") came into effect on May 16, 2019 and was amended in August 2020 to include updated Population and Employment Distribution to 2031. The Growth Plan must be read in its entirety and the relevant policies are to be applied to each situation, according to Section 1.2.3.

Like the PPS, the 2020 Growth Plan supports intensification within built-up urban areas, particularly in proximity to transit. The plan provides high-level direction on accommodating forecasted growth in complete communities that are designed to provide access to an appropriate mix of jobs, services, public service facilities, and a variety of housing to accommodate a range of incomes and household sizes. The current version of the Growth Plan was summarized and assessed in the 2021 Planning Rationale and continues to apply to the Revised Proposal.

Based on its location, the Subject Site has the characteristics of a "strategic growth area" as defined by the 2020 Growth Plan. These areas are intended to accommodate growth through intensification and higher-density mixed uses in a more compact built form. As discussed further below, the Site is also located within 150 metres of the boundary of a "protected major transit station area" ("PMTSA") (Emery Village PMTSA) which includes the area within a 500 to 800-metre radius of a higher-order transit station, representing about a 10-minute walk.

Schedule 5 in the Growth Plan shows the Finch West LRT, which is currently under construction, as "existing higher order transit." A minimum density target of 160 residents and jobs combined per hectare is provided for MTSA's on priority transit corridors that are served by light rail transit or bus rapid transit (Policy 2.2.4(3)). Policy 2.2.4(2) directs municipalities to delineate the

boundaries of an MTSA on priority transit corridors or subway lines “in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station” (emphasis added).

For the reasons set out in the 2021 Planning Rationale, and Section 5 of this report, it is our opinion that the Proposal conforms with the Growth Plan and, in particular, the policies promoting growth and intensification and supporting the development of complete communities.

## 4.5 Toronto Official Plan

The amalgamated City of Toronto’s Official Plan (“the Toronto OP”) was adopted in November 26, 2002, and the majority of it was approved by the Ontario Municipal Board on July 6, 2006. There have been extensive amendments over the past 16 years, including those which formed part of a municipal comprehensive review.

The Toronto OP is the City’s primary planning tool. As directed by the Planning Act, all new development must conform with the Official Plan.

The Growth Management Policies of Chapter 2, the land use policies and the Implementation policies are summarized in the 2021 Planning Rationale and continue to apply to the Revised Proposal.

### Public Realm Policies

The Revised Proposal incorporates new features that, like the September 2021 application, conform to the provisions of the Official Plan public realm policies (Section 3.1.1). Policy 3.1.1(2) states that the public realm will foster complete, well-connected walkable communities that meet the daily needs of people and support a mix of activities; will provide comfortable, attractive and vibrant, safe and accessible settings for civic life and daily social interaction; will offer opportunities for passive and active recreation; and will be functional and within a larger network.

Policy 3.1.1(6) states that new and existing city streets will incorporate a “Complete Streets” approach by, balancing the needs, priorities and safety of all users and uses within the right-of-way, including pedestrians, cyclists and motorists, together with ensuring space for street furniture and green infrastructure; improving

the quality and convenience of active transportation options; and serving as community destinations and public gathering places. New streets will be designed to promote a connected network that offers safe and convenient travel options, divide larger sites into smaller development blocks, provide access and address for new development, allow the public to freely enter without obstruction, implement a Complete Streets approach with a street network that balances the needs and priorities of the various users and uses within the right-of-way, provide and improve the visibility, frontage, access and prominence of features including parks, cemeteries, school yards and campus lands and provide access for emergency vehicles (Policy 3.1.1(8)).

Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities (Policy 3.1.1(13)). Policy 3.1.1(15) requires that new and existing city blocks as well as the development lots within them will be designed to enhance and expand the public realm network; have a size and configuration that is appropriate for the proposed land use, development scale and intended form of open space and buildings; enhance the cycling and walking networks by minimizing block lengths, where appropriate, providing enhanced and new pedestrian and cycling connections and integrating development within local networks for pedestrians and cyclists; promote development that is street-oriented and includes buildings that front onto and have address and access from street and park edges; provide adequate room within the development lot or block for servicing and parking, including the provision of public lanes for service and delivery access where appropriate; identify opportunities and provide for the integration of green infrastructure; and allow for incremental, phased development.

Policy 3.1.1(18) provides that parks and open spaces will be located and designed to connect and extend, wherever possible, to existing parks, natural areas and other open spaces, as well as to consider opportunities for future expansion of the park or open space onto adjacent sites with redevelopment potential. Parks should be made prominent, visible, functional and accessible by being located on appropriate public street frontages to establish direct visual and physical access and promoting buildings that face parks and open spaces and have active uses along the frontages (Policy 3.1.1(19)).

In addition, Policy 3.1.1(20) provides that POPS provided through development will be generally publicly accessible and may include temporary commercial uses which animate the POPS; be programmed and designed for users of various ages and abilities to serve the local population; be sited in highly visible locations; be seamlessly integrated and connected into the broader public realm; include new trees, seating, public art, landscaping and integration of stormwater capture where appropriate; and be informed by the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces.

## Built Form Policies

Section 3.1.3 of the Official Plan recognizes the importance of good urban design as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form. The Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building, and site, fit within the context of the neighbourhood and the City.

Policy 3.1.3(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include the location of buildings generally parallel to the street with a consistent front yard setback; providing additional setbacks or open spaces at street intersections, parks and open spaces, and areas with high pedestrian volumes, where appropriate; locating main building entrances so that they are visible and directly accessible from the public sidewalk; providing ground floor uses that have views into and access to adjacent streets; and providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(2) provides that development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations.

Policy 3.1.3(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties

and adjacent building walls containing windows.

Policy 3.1.3(4) requires that new development locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties by, among other things, using shared service areas where possible within development blocks; consolidating and minimizing the width of curb cuts across the public sidewalk and driveways; integrating services and utility functions within buildings, where appropriate; providing underground parking, where appropriate; limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building façades along adjacent streets, parks and open spaces.

Policy 3.1.3(5) states that development will 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 setbacks and streetwall heights that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.3(6) states that development will be required 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.

Policy 3.1.3(7) requires that transition in scale will be provided within the development site(s) and measured from the shared and adjacent property line(s).

Policy 3.1.3(9) directs that the design of new building façades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to ensure fit with adjacent building façades; on building floors adjacent to and visible from the public realm, contribute to a pedestrian scale by providing a high quality of design; break up long façades to respect and reinforce the existing and planned context; and ensure grade relationships that provide direct access and views into and from the public realm.

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

sidewalks and boulevards including sustainable design elements, which prioritize street trees and may include plantings, permeable paving materials, street furniture, energy efficient lighting and bicycle parking facilities; co-ordinated landscape improvements to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms; weather protection such as canopies, and awnings; landscaped open space within the development site; safe, direct pedestrian routes and tree plantings throughout the site; and public art to make the building and its open spaces more attractive and interesting.

Policy 3.1.3(11) directs that new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.3(13) specifies that outdoor amenity spaces should be located at or above grade; have access to daylight and direct sunlight, where possible; provide comfortable wind, shadow and noise conditions; be located away from and physically separated from loading and servicing areas; have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm; accommodate existing and mature tree growth; and promote use in all seasons.

### Section 3.1.4 – Built Form Policies – Building Types

A mix of building types is encouraged on sites that can accommodate more than one building (Policy 3.1.4(1)). Where more than one building is proposed, site design will ensure appropriate site organization with building locations that provide parcels of appropriate size and shape for the mix of building types; define and support existing and proposed parks and open spaces and streets at appropriate scales; ensure appropriate building spacing; and ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

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

According to Policy 3.1.4(10), the tower portion of a tall building should be designed to reduce the visual and physical impacts of the tower onto the public realm; limit shadow impacts on the public realm and surrounding properties; maximize sunlight and skyview access from the public realm; limit and mitigate pedestrian wind impacts; and protect privacy in interior spaces within the tower and provide access to daylight.

To satisfy the requirements of Policy 3.1.4(10), development will implement measures such as stepping back the tower from the base building; generally align the tower with, and parallel to, the street; limit and shape the size of tower floorplates above base buildings; provide appropriate separation distances from side and rear lot lines and from other towers; and locate and shape balconies to limit shadow impacts (Policy 3.1.4(11)).

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

### Housing Policies

Policy 3.2.1(1) supports a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents and includes ownership and rental housing, while Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

### Parks and Open Spaces

Section 3.2.3 focuses on parks and open spaces, which contribute to a healthy and livable City. Policy 3.2.3(1) sets out actions to maintain, enhance, and expand Toronto's system of parks and open spaces, which include adding new parks and amenities, particularly in growth areas, maintaining, improving and expanding existing parks, designing high quality parks to promote



user comfort, safety, accessibility and year-round use, expanding the system of open spaces and developing open space linkages and promoting and using private open space and recreation facilities to supplement the City's parks, facilities and amenities, among others.

Policy 3.2.3(8) directs that the location and configuration of land to be conveyed should: be free of encumbrances unless approved by Council; be sufficiently visible and accessible from adjacent public streets to promote its safe use; be of a usable shape, topography and size that reflects its intended use; be consolidated or linked with an existing or proposed park or green space or natural heritage system where possible; and meet applicable Provincial soil regulations and/or guidelines for residential/parkland uses.

### Official Plan Amendment 570

In June 2020, City Planning initiated the Growth Plan Conformity and Municipal Comprehensive Review ("the MCR") which included the delineation of 180+ Major Transit Station Areas ("MTSAs"). On July 19-22, 2022, City Council adopted Official Plan Amendment 570, which delineates approximately 180 potential Major Transit Station Areas ("MTSA") to meet provincial minimum intensification requirements. A subset of Major Transit Station Areas are Protected Major Transit Station Areas ("PMTSA"), where the Council-approved inclusionary zoning policy framework can be implemented. OPA 570 also establishes a proposed minimum population and employment target of 160 residents and jobs per combined hectare for light rail transit stations.

The Subject Site is located in SASP 701, the Protected Major Transit Station Area (PMTSA) for Emery Station (see Figure 8: Map 1: Emery Protected Major Transit Station Area). SASP 701 provides that existing and new development is planned for a minimum population and employment target of 160 residents and jobs combined per hectare. The Subject Site has a minimum density of 2.0 FSI (Figure 9: Map 2 – Minimum Densities, Emery Protected Major Transit Station Area).

OPA 570 is currently under review by the Province and is not in full force and effect.

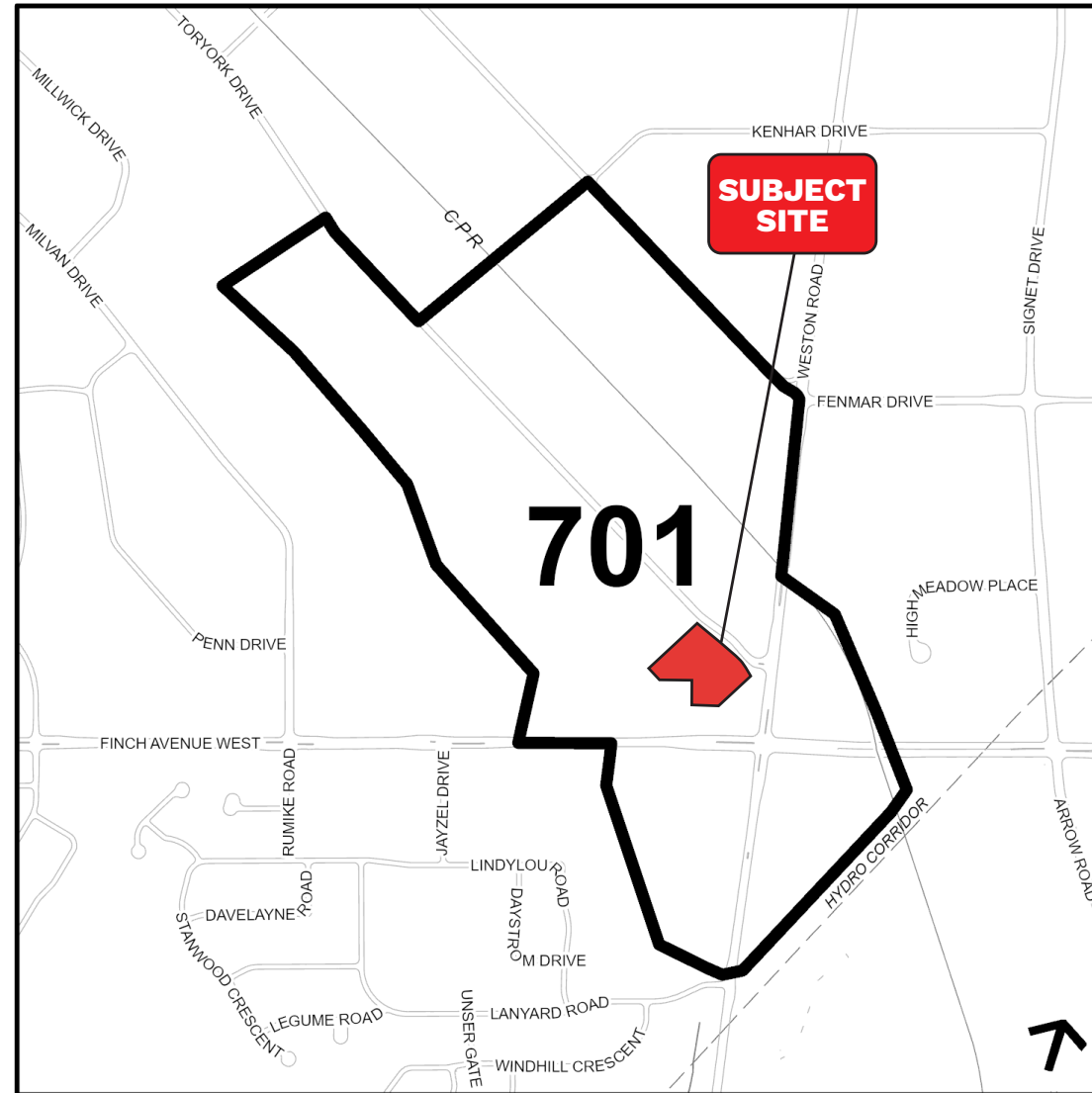


Figure 8 - SASP 701 - Map 1

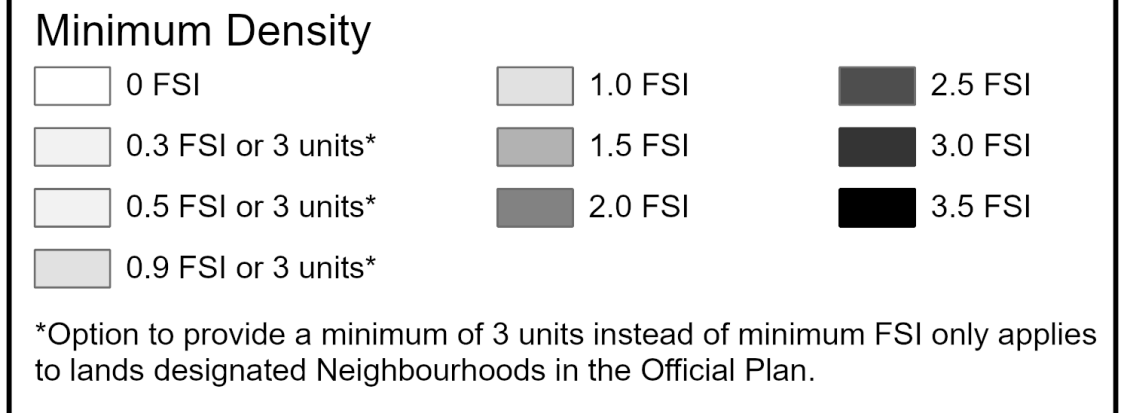
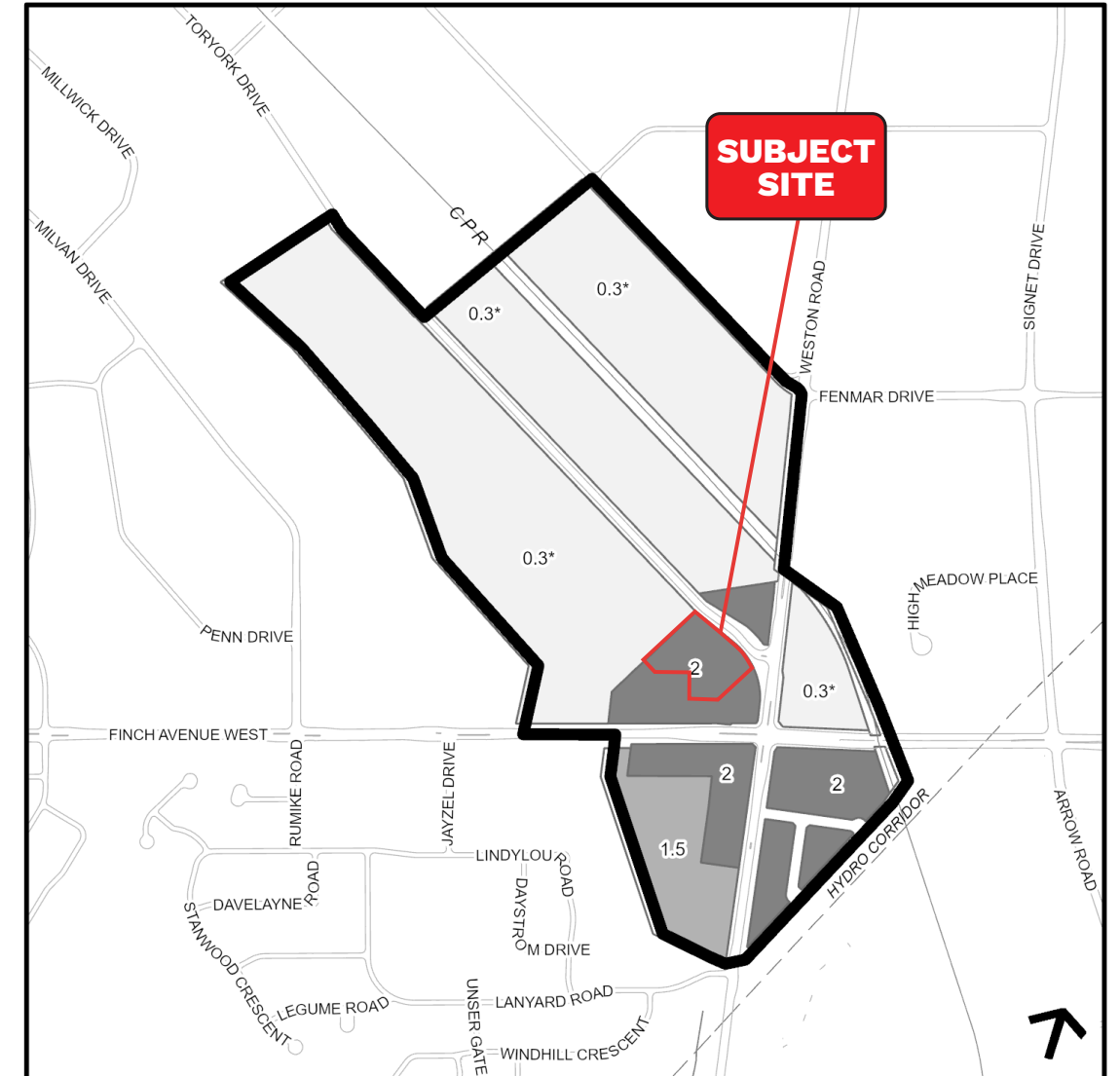


Figure 9 - SASP 701 - Map 2

## 4.6 Emery Village Secondary Plan

Official Plan Amendment No. 499, which was adopted by Council at its meeting of November 26-28, 2002, implemented the Emery Village Secondary Plan (“the Secondary Plan”). The Secondary Plan includes the Weston Road and Finch Avenue West intersection, including the Subject Site.

The Secondary Plan identifies key objectives including the reurbanization of Emery Village with new, incremental mixed-use development that is consistent with existing or planned infrastructure capacity. To meet the needs of the local community, a balance of high quality commercial, residential, institutional and open space uses should be provided, and the open space network should be enhanced and expanded. New buildings should be located and massed to emphasize the Finch Avenue and Weston Road intersection and provide transitions between areas of different development intensity and scale. The community should also feature a connected, attractive, safe and comfortable system of pedestrian bicycle routes and improved streetscapes to create an attractive pedestrian environment. A new system of roads is planned to provide alternative routes to the Finch/Weston intersection, create new development parcels and provide access to an enhanced open space network.

The Subject Site is designated as Mixed Use Areas “C1” in the Secondary Plan (see Figure 10 – Land Use Areas). Within Mixed Use Areas “C1”, Policy 3.4.2 provides that building heights are to range generally from 8 to 12 storeys in height at the intersection of Toryork Drive and Weston Road. A maximum density of 2.5 times the area of the lot is permitted. The policy goes on to state that subject to the density and height incentives policies of Section 3.5 (discussed below) of the Plan being fulfilled, in Mixed Use Area “C1”, building heights will generally range from 2 to 18 storeys in height, and a maximum density of 2.97 times the lot area is permitted.

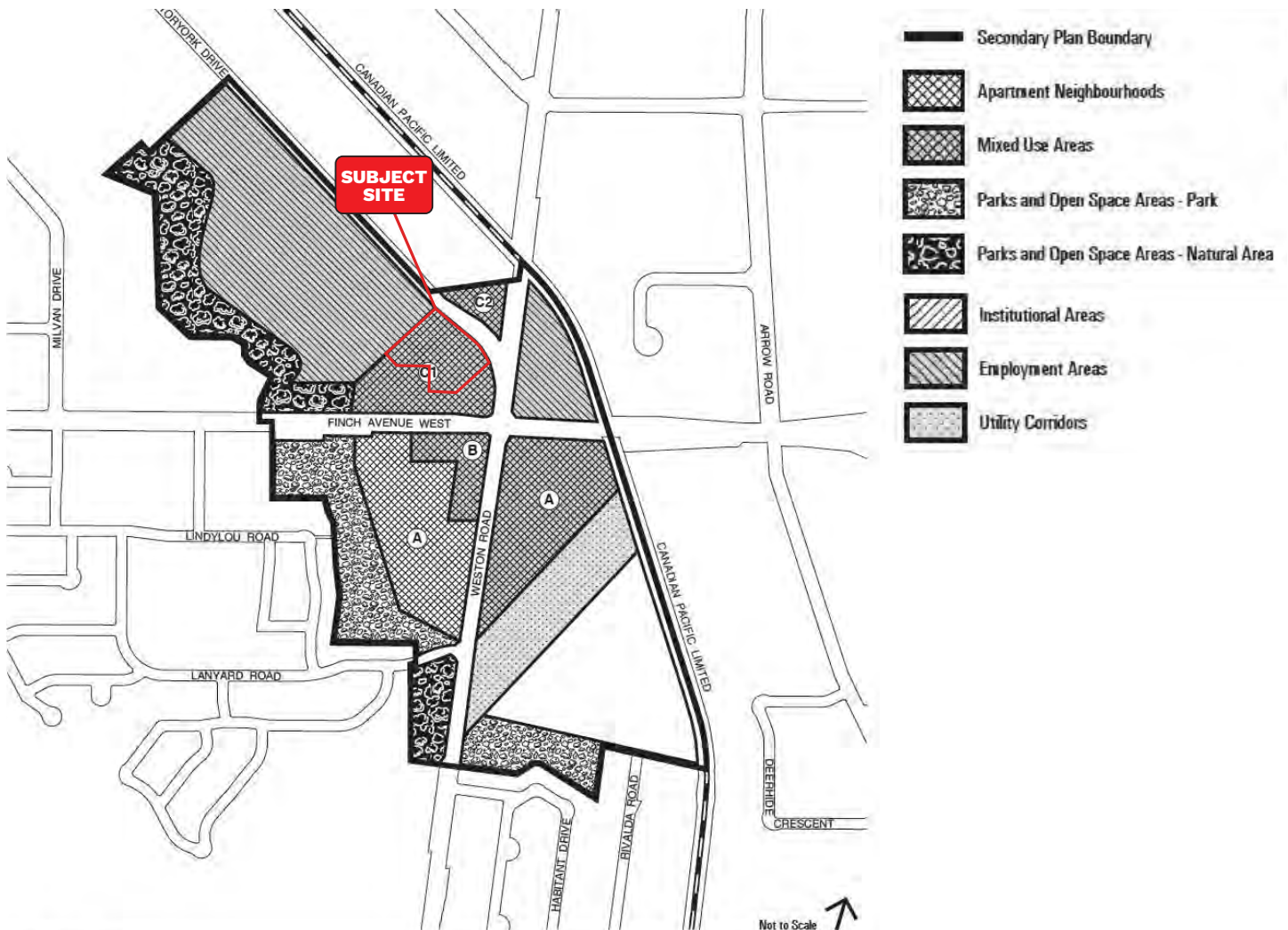


Figure 10 - Secondary Plan Land Use

The Secondary Plan's Structure Plan identifies the area along the Toryork Drive frontage as an area for streetscape improvement (see Figure 11 – Secondary Plan Structure Plan). The location of Road 2A is identified as a possible location of a local road on Map 26-2. On this map, the Secondary Plan also includes a possible local lane that connects Toryork Drive with conceptual Road 2A.

Section 4.2 sets out a number of built form principles which are to be incorporated into new development. Principles applicable to new development on the Subject Site include:

- Buildings will define and form edges along streets, parks and open spaces and public squares. If located on a corner site, buildings should be located to define both adjacent streets and give prominence to the corner;
- Buildings should be sited and organized at-grade to enhance and support streets, open spaces and pedestrian routes. In these building faces, grade-related retail and service commercial uses, street oriented residential units and entrance lobbies are encouraged. Building entrances are to be located on road frontages;
- Landscaping, public art and architectural features are intended to add visual interest;
- Loading and servicing areas should not face or be located adjacent to parkland. The use of shared lanes, driveways and courts within the block is encouraged, and access from local streets and service lands is preferred;
- The consolidation of vehicular access points is encouraged to maximize the efficiency of traffic movement and promote a safer pedestrian environment;
- Buildings should be massed to adequately define streets and open spaces, to define urban spaces with good proportion and to provide access to sunlight and sky views; and
- Where appropriate, sun/shadow studies and wind tests will be required to ensure impacts on the pedestrian environment and adjacent properties are acceptable.

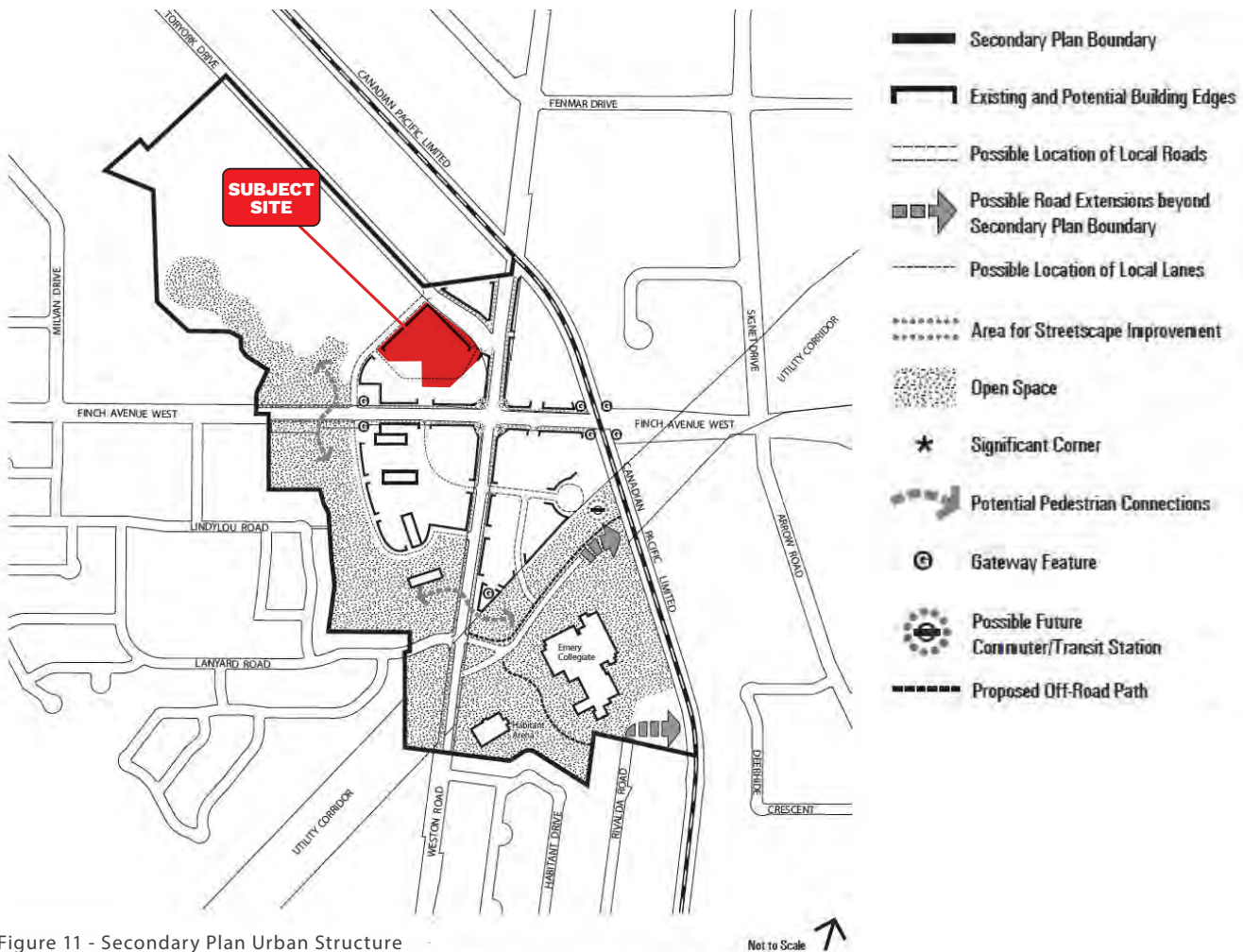


Figure 11 - Secondary Plan Urban Structure

## City-wide Zoning By-law 586-2013

Section 4.3 of the Secondary Plan includes policies regarding “physical amenity” and provides that streetscape improvements should promote a healthy and vibrant pedestrian environment. Along Toryork Drive, setbacks will accommodate the City’s streetscape initiatives (Policy 4.3.3). Reducing wind effects on pedestrian areas through building design and remedial elements is encouraged (Policy 4.3.4). Landscaping should be carefully integrated with on-site parking (Policy 4.3.5) and all utilities and associated works will, wherever possible, be located underground.

Policy 7.2 provides that public art may be secured in all developments exceeding 20,000 square metres of total GFA and contributions of one percent of the gross construction cost of the development will be encouraged.

Section 9 of the Secondary Plan includes policies regarding transportation, and states that a network of new and existing roads, pedestrian walkways and bicycle routes will provide access to the area. The schematic layout of new roads, shown on the Structure Plan, is intended to balance vehicular and pedestrian needs, among other objectives.

The Secondary Plan also states that roads and buildings will be designed and sited to accommodate transit vehicles and facilitate transit use. Policy 9.1 provides that a network of new and existing roads, pedestrian walkways and bicycle routes will provide access through this area and will be developed in order to support the redevelopment and revitalization of the Plan area. Policy 9.9 states that pedestrian amenities, pedestrian bridges, off-peak parking and cycling routes may be considered within the planned right-of-way of Toryork Drive.

## 4.7 Zoning

The new City-wide Zoning By-law No. 569-2013, as amended, was enacted by City Council on May 9, 2013. It was appealed to the Local Planning Appeal Tribunal in its entirety; however, substantial portions of the by-law have now been approved by the Tribunal and are in full force and effect. For portions of the by-law that have not yet been approved, By-law No. 7625, as amended, of the former City of North York remains in force.

City-wide Zoning By-law 569-2013 zones the site CR 2.5 (c1.0; r2.5) SS2 (x211) (see Figure 12). The CR zone permits a variety of residential building types as well as a number of different commercial, retail, office, and institutional uses.

The base CR zone specifies a height limit of 14.0 metres per Development Standard Set 2. A small portion of the northeast side of the Subject Site is subject to Policy Area 4, which sets out specific minimum and maximum parking requirements for apartment buildings.

Exception 211 specifies that By-laws 518-2003 and 422-2003 continue to prevail on this site, as outlined below.

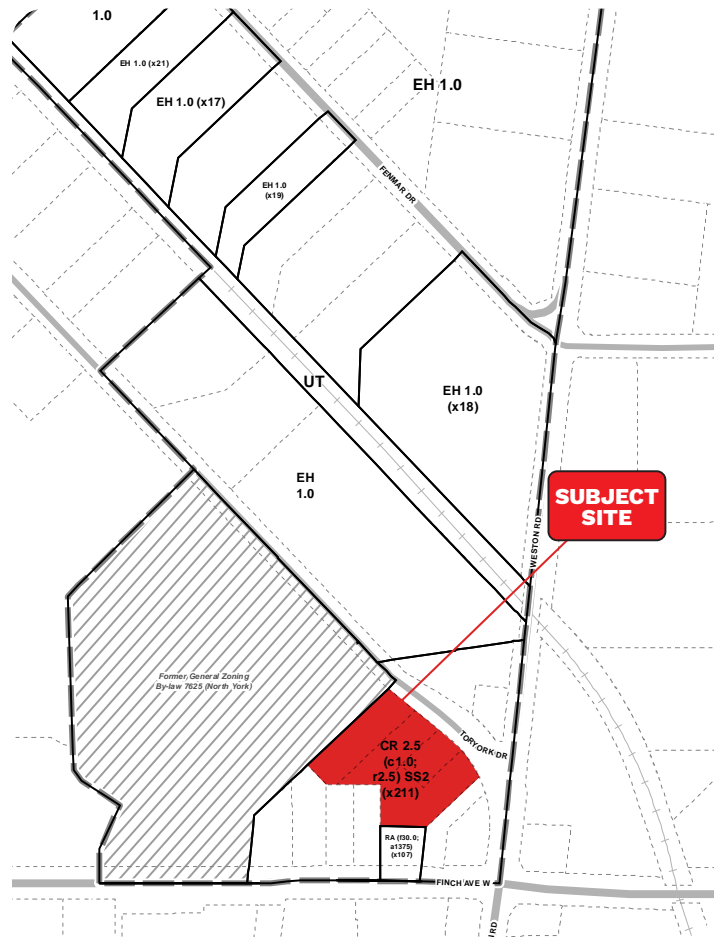


Figure 12 - By-law 569-2013 - Zoning

# Former City of North York Zoning By-law 7625, as amended

Zoning By-law No. 422-2003 was adopted by City Council to implement the Secondary Plan. The Zoning By-law, which amends North York Zoning By-law No. 7625, establishes performance standards for the Emery Village Secondary Plan Area.

The By-law zones the eastern portion of the Subject Site as MC(H) to C5(H1), and the western portion of the Subject Site as MC(73)(H) to C5(H1) (Mixed Use Commercial Zone), which permits mixed use development to a maximum density of 2.5 FSI (see Figure 13) and adds additional use permissions for the site.

The By-law specifies permitted height ranges for the Subject Site, the majority of which, a minimum of 3 storeys (9.6 metres) to a maximum of 8 storeys (23.6 metres) is permitted. A small eastern portion of the Subject Site is within an area that permits a minimum of 8 storeys (23.6 metres) to a maximum of 12 storeys (35 metres).

Section 27(10)(a)(iii) sets out the criteria to remove the holding provision (H1), including the submission of a Traffic Impact Study and Traffic Certification Report, a Soil Investigation Report, a Phase 1 Environmental Assessment Report, a Preliminary Engineering and Servicing Report, a Noise and Vibration Study and a Development Plan.

Zoning By-law No. 518-2003 was adopted one month after By-law 422-2003. This by-law modified the height permissions for the Subject Site ranging from two to 18 storeys, but with no change to the permitted density.

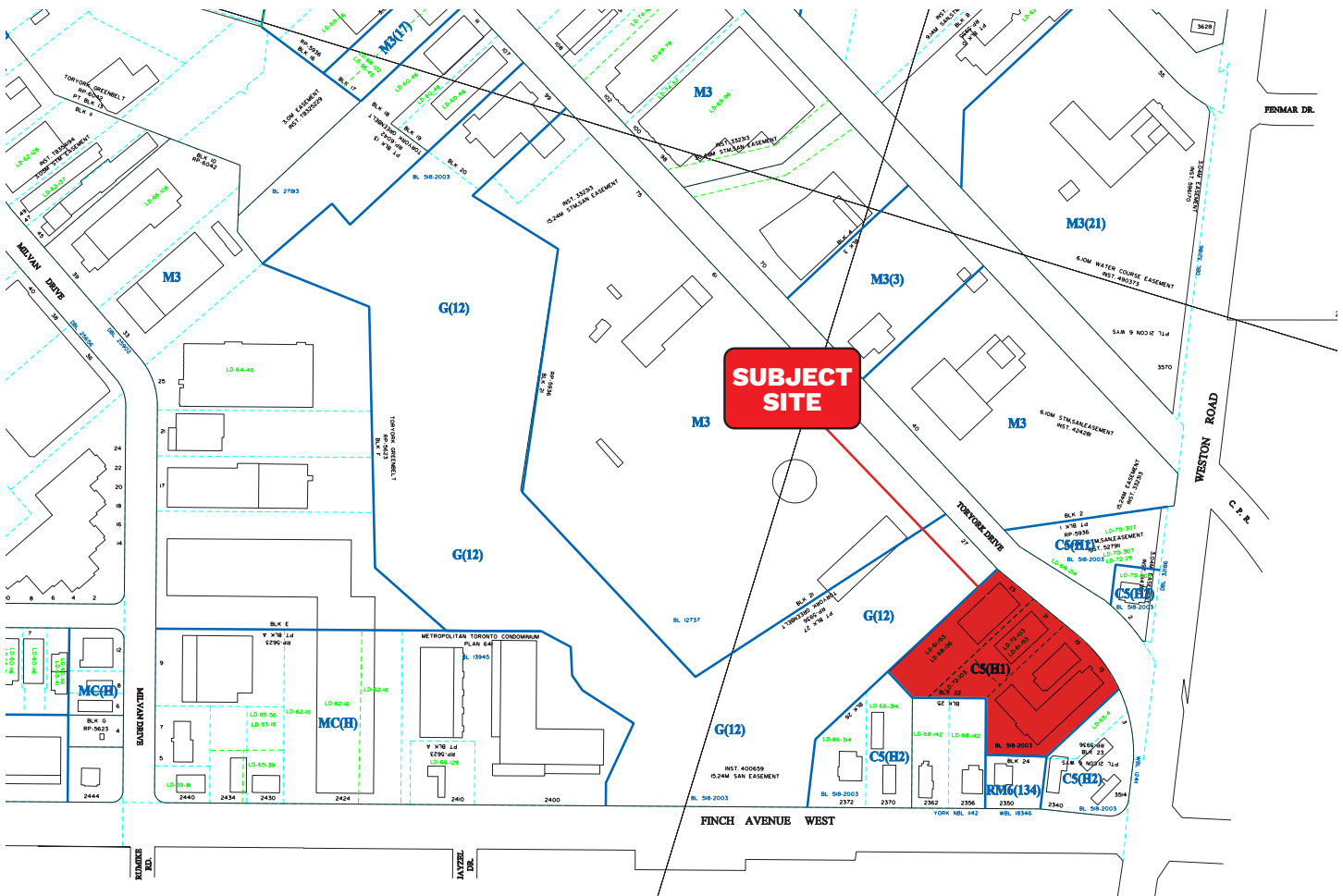


Figure 13 - North York Zoning By-law 7625

## Urban Design Guidelines

The City Guidelines applicable to the proposed development were reviewed in the September 2021 Planning Rationale. The evaluation of the proposed development with respect to the Growing Up Guidelines and Pet Friendly Guidelines remains the same as that provided in the 2021 Planning Rationale. The guidelines in the Tall Building Guidelines and the POPS Guidelines are reviewed below, as they have helped to inform the changes incorporated in the Revised Proposal. The evaluation of the proposed development with regard to these guidelines is provided in Section 5 below.

### 4.8 City-wide Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (2013 Guidelines) which updated and replaced the "Design Criteria for the Review of Tall Building Proposals" (2006). Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the Planning Act.

The applicable Guidelines to the Revised Proposal remain the same as in the previous September 2021 submission, including a minimum separation distance of 25 metres between towers (excluding balconies), a minimum setback of 12.5 metres from side and rear property lines or centre-line of an abutting lane, and a maximum residential tower floor plate of 750 square metres. A tower stepback of 3 metres is specified above the face of the base building, including balconies. The design of the Revised Proposal has been evaluated with respect to the Tall Building Design Guidelines, as discussed in Section 5 below.

### 4.9 POPS Guidelines

At its meeting from July 8-11, 2014 City Council adopted draft Urban Design Guidelines for Privately Owned Publicly-Accessible Space (POPS). The Guidelines note that there is an increasing need and demand to revitalize existing parks and open spaces as the City continues to grow, as well as to create new parks and publicly-accessible open spaces. POPS are a specific type of open space which the public is invited to use but remain privately owned and maintained. They are a key part of the city's public realm network, providing open space in much-needed locations across the city and complementing existing and planned publicly owned parks, open spaces and natural areas.

The Guidelines include sections related to the classification of POPS, design and elements of a POPS, as well as POPS signage. The guidelines encourage the design and programming of POPS that influence pedestrian comfort, are easy to access and walk through, contribute to the perception of safety, include active edges and are sited so they do not conflict with site servicing or vehicular access routes.

A photograph of two women in a professional setting, possibly a meeting or workshop. They are looking down at a large architectural model or plan on a table. The woman on the left is wearing a striped shirt, and the woman on the right is wearing a light blue button-down shirt. The image is dimly lit and has a blue tint. A large white circle with the number '5' is overlaid on the left side of the image.

5

## Planning & Urban Design Analysis

This section provides an analysis of the revised elements of the Revised Proposal. However, other aspects of the proposed development were discussed within the 2021 Planning Rationale. Subject to the additional comments set out below, the findings and analysis set out in our September 2021 Planning and Urban Design Rationale continue to be relevant and accurate.

## 5.1 Intensification

As stated in our September 2021 Planning and Urban Design Rationale, the intensification of the underutilized Subject Site with a mix of uses including residential units, retail space and parks and open spaces, is appropriate, desirable and in keeping with the policy framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan and the Emery Village Secondary Plan. All of these policy documents promote intensification on sites within built-up areas that are well served by municipal infrastructure, especially transit. In our opinion, the Revised Proposal continues to be supportive of these policy directions.

The Revised Proposal is in keeping with the Secondary Plan's vision of reurbanization. While the maximum density permissions set out in the Secondary Plan are exceeded, the proposed increase from the as-of-right permissions is appropriate given direction in the PPS and the Growth Plan, which came into well effect after the approval of the Secondary Plan. Importantly, the Finch West LRT which includes a new station within 100 metres of the Subject Site is under construction and is anticipated to be in operation later this year. The proposed intensification, as measured by the proposed density of 6.0 FSI, is appropriate, given the Site's location within a PMTSA.

The Official Plan, as amended by Council-approved OPA 570 defines SASP 701 for the Emery Village PMTSA which includes the Subject Site. The Growth Plan directs that the boundaries of MTSAs are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users within walking distance of the station. The Growth Plan provides that strategic growth areas including MTSAs are intended to accommodate intensification and higher-density mixed uses in a more compact built form.

## 5.2 Land Use

The proposed land uses, including residential, commercial and open space, are in keeping with Site's land use designation as Mixed Use Areas in the Official Plan. Mixed Use Areas is one of four land use designations identified in the Official Plan intended to accommodate most of the City's population and job growth over time.

The proposed uses will also advance the Secondary Plan's objective of reurbanizing the Emery Village community by facilitating new mixed-use development. The proposed development conforms with the Mixed Use Areas C1 land use policies, which permit street-related retail and service commercial uses and residential uses. The Revised Proposal also meets intent of the current zoning by-law which zones the Site CR (Commercial Residential).

Not only will the Revised Proposal deliver a larger park that fulfills the parkland dedication provisions of the Official Plan, but also it will provide an additional POPS space. Both POPS will improve the park's accessibility and pedestrian connectivity. The Revised Proposal conforms to the policies in the Official Plan and Secondary Plan that direct for the creation of a safe, comfortable and vibrant public realm.

A greater range of unit sizes are included in the Revised Proposal to contribute to housing diversity in a growing neighbourhood. Housing suitable for families in keeping with the City's Growing Up Guidelines will be provided as 33% of the housing will have two bedrooms and 10.5% have three bedrooms. The provision of purpose-built rental units will address one of the four key housing needs identified in the Official Plan – stimulating the production of new private sector rental housing supply.

### Compatibility Considerations

An Environmental Noise Assessment, dated March 2, 2023, was undertaken by SLR to identify any existing and potential land use compatibility issues between the Revised Proposal and nearby employment areas and/or major facilities.

The Environmental Noise Assessment analyzed the impacts of both transportation and stationary noise. Based on the assessment, noise impacts within the common outdoor amenity areas are expected to meet guidelines, however upgraded glazing is required within the development to mitigate transportation façade sounds levels. Type C and D warning clauses are recommended for units within the development. CPR Warning Clause are also required for all units in the development.



Stationary noise impacts are predicted to exceed Class 1 guidelines within the development. Due to the number and types of equipment within the surrounding area (e.g., excavators, cranes, wood chipping, shredding equipment, truck pass-by noise, etc.) source-based noise controls are not considered to be practical or feasible for the levels of reductions needed to meet the Class 1 limits. The majority of facilities are predicted to meet the Class 4 area designation guideline limits of the MECP NPC-300, with no additional noise controls. The Class 4 area guideline limits can be met for the remaining facilities, when combined with site/building configurations, installation of noise controls/equipment replacement and inclusion of acoustic barriers. Therefore, a Class 4 area designation is considered appropriate by SLR, who recommends this classification be sought from the City. Further mitigation measures will be determined as the design progresses.

A Compatibility & Mitigation Study related to Air Quality, Dust and Odour, prepared by SLR, was submitted with the September 2021 original applications. The report is currently undergoing peer review. An update to the Compatibility & Mitigation Study will be prepared after the peer review comments have been received.

### 5.3 Built Form

As noted in Section 5.1 above, the Subject Site is an appropriate location for significant residential mixed-use intensification. From a built form perspective, it is our opinion that the Subject Site is a contextually appropriate location for tall buildings of between 26 to 38 storeys given its proximity to a planned transit station, its location adjacent to a Major Arterial Road and the changing nature of the planning and development context in Emery Village.

The Revised Proposal conforms to the built form and tall building policies of the Official Plan, including Policies 3.1.3(1), (2), (3), (4), (5), (6), (7), (8), (9), (10), (11), (13), 3.1.4(1), (8), (9), (10), (11), (12) and Policy 4.5(2). The revised elements of the Proposal are reviewed below in relation to these policies.

Official Plan Policy 3.1.3(1) directs development to fit within its existing and planned context, by framing adjacent streets, parks and open spaces, to promote the use of the public realm and promote civic life. To achieve this goal, this policy directs that development generally locate buildings parallel to the street with consistent front yard setbacks (3.1.3(1) a), make building entrances on prominent façades, fronting on public street, parks or open spaces and directly accessible

from the public sidewalk (3.1.3(1)c), provide ground floor uses, entrances and windows that allow views from and access to adjacent streets, open spaces, and parks (3.1.3(1)d), and provide comfortable wind conditions at the street and open spaces (3.1.3(1) f). Policy 3.1.3(2) directs development to provide accessible open space and Policy 3.1.3(4) states that vehicle access should be located and organized to minimize their impact and improve the safety and attractiveness of the public realm. The Proposal conforms with the direction provided in these policies.

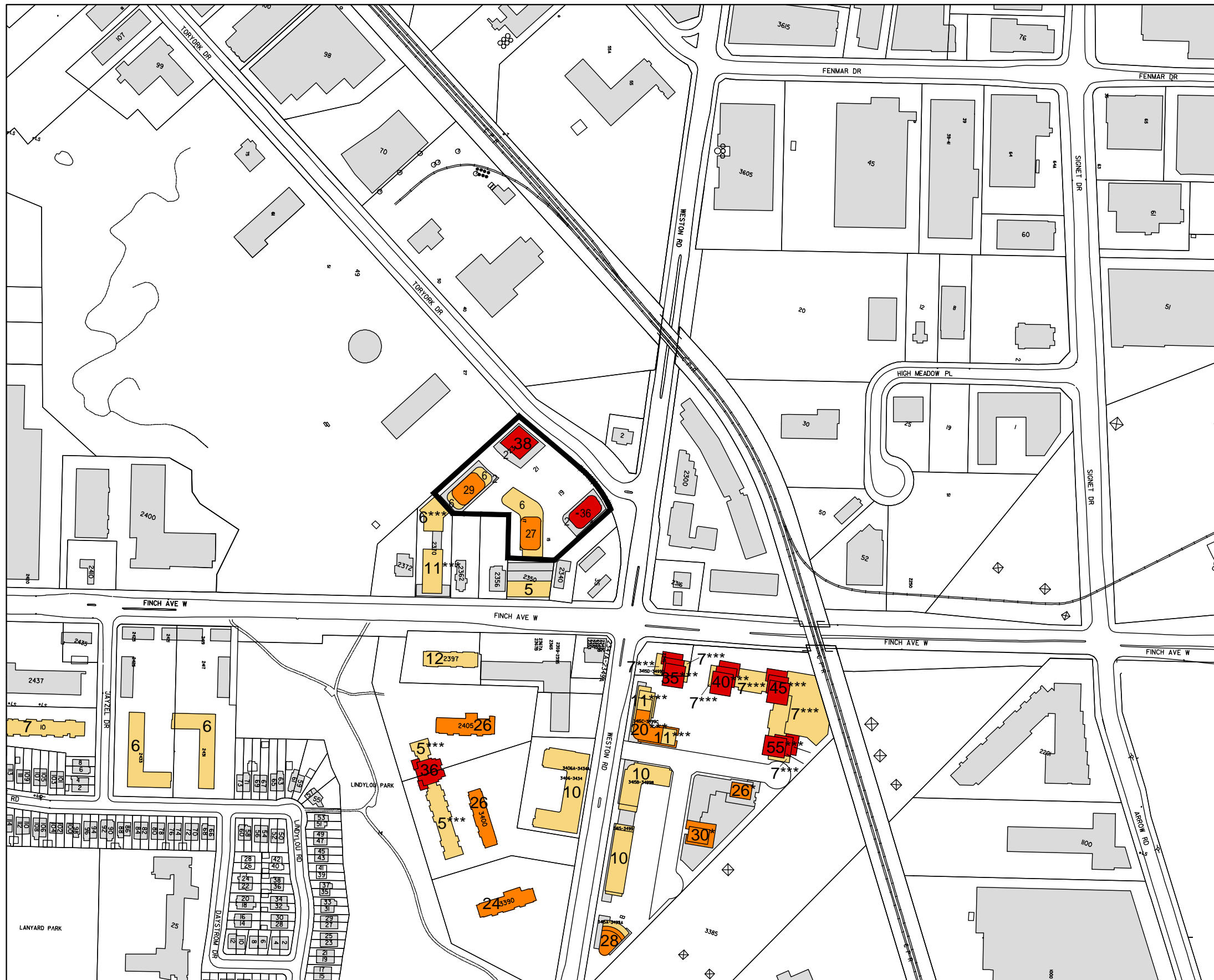
In the Revised Proposal, the building locations and massing have been revised to better frame adjacent streets and open spaces and promote the use of the public realm and improve pedestrian comfort and safety (Policy 3.1.3(1)). Additionally, as discussed below, the Revised Proposal will provide comfortable wind conditions at the street and within open spaces. The relocation of POPS A and the addition of POPS B will support the accessibility of the proposed park (Policy 3.1.3(2)). Vehicle access for Block 1 has been consolidated away from the park to minimize impacts on the public realm (Policy 3.1.3(4)). The new at-grade residential units will front on the park and the new public street, to frame these elements of the public realm, promote their use and allow access (Policy 3.1.3(1)c and d).

While the Revised Proposal requires an amendment to both the Secondary Plan and By-law 569-2012 to permit the proposed height, heights have been reduced from those in the original proposal and Tower C is now proposed at 26 storeys, which is appropriate given the current development and planning policy contexts. We note that there are existing and approved apartment buildings of up to 30 storeys (see Figure 14 – Height Map), and proposed heights of up to 55 storeys.

The reduced height of Tower C also helps to provide a transition in scale. As in the original proposal, height is proposed to step down from the north towards the new public park and adjacent properties to the south (Policy 3.1.3(6) and (8)). Placing the lowest heights next to the proposed new park will also adequately limit any shadow impact.

The proposed built form facilitates providing additional open space to help create a comfortable and connected public realm. By providing a mix of heights and building types on the Site, the Revised Proposal will enhance the public realm.

# HEIGHT MAP



## LEGEND

- # Height in metres
- \* Under Construction
- \*\* Approved/Not yet built
- \*\*\* Proposed
- 1 - 4 storeys
- 5 - 14 storeys
- 15 - 30 storeys
- 31+ storeys
- Subject Site

Figure 14 - Height Map

## Public Realm

From a massing perspective, the dimensions and siting of the proposed buildings respond to the built form context of the Subject Site, meeting the intent of the Official Plan and Secondary Plan built form policies, and in particular conforming with the development criteria for Mixed Use Areas.

The new buildings contain distinct elements which ensure conformity with Section 3.1.3 and 3.1.4 of the Official Plan. The revised base buildings will contribute to a pedestrian scale and good street proportion, break up long façades and provide articulation, rhythm, active grade-related uses and materiality to ensure positive grade relationships (Policies 3.1.3(9), 3.1.4(9)). The proposed at-grade residential units in Blocks 1 and 3, as well as the finer grain retail proposed along Toryork Drive will provide articulation and animation that contributes to a pleasant pedestrian-oriented environment.

Tower setbacks and stepbacks in addition to other envelope controls such as the proposed separation distances and floorplate size will reduce the visual and physical impacts of the proposed towers, maximize access to sunlight and skyview from the public realm, limit shadow impacts on surrounding properties and the public realm, and provide access to daylight within the tower (Policies 3.1.4(10) and (11)). The proposed massing on Block 3 has been shortened to create room for a new POPS which will provide an expanded open space for pedestrians and cyclists to access the Site.

The density of the Revised Proposal is reduced from the original proposal and results from several different built-form design and contextual considerations, which implement both provincial and municipal policy directions and the City's urban design policies and guidelines. In our opinion, the height, massing and density can be achieved without any unacceptable built form impacts, as outlined in the section below.

The Revised Proposal will create a high-quality public realm that incorporates a new public road, new open spaces and landscaped areas that enhance the liveability of the Emery Village neighbourhood. The Revised Proposal conforms with the public realm policies in the Official Plan, including Policies 3.1.1(2), (3), (6), (8), (11), (12), (13), (14), (15), (16), (18), (19), (20) and (27) a. The revised elements of the Proposal are reviewed below in relation to these policies.

The proposed public realm has been expanded in the Revised Proposal and improved to better contribute to a safe, vibrant, walkable and well-connected pedestrian environment that supports active transportation and transit use (Policy 3.1.1(2) and (15)). The relocated public street will connect to the existing and planned street network, allow for the safe and convenient movement of all users, including vehicles, pedestrians and cyclists, while providing space for street trees and other landscaping elements (Policies 3.1.1(6), (8) and (9)). It will additionally improve the prominence and visibility of the proposed public park and include appropriate uses fronting onto the park to contribute to safety and comfort (Policy 3.1.1(6), (8) (12), (14)). The road will also provide address for and access to the park and proposed buildings (Policy 3.1.1(6) and (8)).

By expanding the public park, the Revised Proposal supports its functionality and will contribute to a high quality of life in the Emery Village community (Policy 3.1.1(1) and (3)). The proposed park is located, as directed in Policy 3.1.1(18), to provide for future opportunities for expansion, ensure comfortable wind and sunlight conditions (discussed below), contribute to the unique aspects of the community's character and provide spaces that can support a variety of activities.

The location, number and design of the proposed open spaces has been improved in the Revised Proposal. POPS A and B are located and designed to provide safe and comfortable pedestrian spaces that expand the local pedestrian network (Policy 3.1.1(12)). POPS A is now proposed at a location that will improve pedestrian access to the park from Toryork Drive and Weston Road and POPS B will facilitate access from future Road 2A (Policy 3.1.1(8)). Both POPS will connect with the network of sidewalks that provide continuous pedestrian routes through the Site (Policy 3.1.1(13) and (18)). Additionally, the two POPS will be highly accessible, visible and will feature attractive landscaping elements such as trees and decorative pavers (Policy 3.1.1(20)).

## 5.4 Built Form Impacts

### Light, View, and Privacy

Light, View, and Privacy (LVP) impacts were considered through the design in order to ensure that the residents of the existing and proposed buildings have adequate access to light, views and privacy. LVP impacts are generally addressed through the orientation of buildings and their internal uses, and spatial separation and mitigating measures between buildings.

The City-wide Tall Building Design Guidelines recommend a separation distance of 25.0 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines, or the centreline of an abutting lane, measured to the external walls of the building.

All towers that form part of the Revised Proposal are separated from each other by at least 27.5 metres, exceeding the minimum standard. All towers are also set back by at least 12.5 metres from the property lines shared with other parcels. As identified in the Block Context Plan, which is included in support of this submission, these setbacks are sufficient to ensure an appropriate separation distance to potential future towers on adjacent properties.

In addition, the podium components of each block in the Revised Proposal are separated from other buildings by either the new public road, or the new public park, which will allow for appropriate LVP conditions.

Within the context described above, it is our opinion that the Revised Proposal conforms to the built form policies of the Official Plan that addresses LVP impacts on the Subject Site, as well as the impacts from the Revised Proposal to adjacent properties.

### Shadow Impacts

Official Plan Policy 3.2.3(3) requires that new development be massed to adequately limit any resulting shadowing of neighbouring streets, properties and open spaces, and to minimize any additional shadowing on neighbouring parks (as necessary to preserve their utility). A shadow study was completed by Giannone Petricone Associates Inc. Architects, dated March 3, 2023, in order to assess the shadow impacts at the equinoxes (March 21<sup>st</sup> / September 21<sup>st</sup>).

It should be noted that the properties adjacent to the Subject Site are primarily occupied by commercial and light industrial uses designated Core Employment Areas and General Employment Areas or Mixed Use Areas.

### Surrounding Properties

On March 18, starting at 9:18 am, Towers A and D will shadow the Emery Parks Yard facility at 27 Toryork Drive. At 11:18 am, Tower A's shadow crosses Toryork Drive and falls partially on the entrance to 6 Toryork Drive. This shadow moves to that site's eastern parking lot by 12:18 pm. Tower A's shadow remains in paved areas of 2 and 6 Toryork Drive until 4:18pm, when it crosses Weston Road. Tower B begins to shadow paved areas on the north side of Toryork Drive at 11:18am; its shadows begin to fall on the building at 6 Toryork Drive at 1:18pm and move off by 3:18pm. At 2:18pm, Tower B's shadow begins to cross Weston Road and, by 3:18 p.m. it extends to the east side of Weston Road and a portion of the 2300 Finch Avenue West property. At 4:18, the shadows of Towers A and B reach the CPR rail tracks and long shadows from all towers extend east at 5:18 and 6:18pm.

On September 18, Towers A and D will shadow the Emery Parks Yard facility at 27 Toryork Drive starting at 9:18 am. At 10:18 am, Towers A and B cast shadows on Toryork Drive and, starting at 11:18 am, Tower A and B's shadows cross Toryork Drive and fall partially on 2 and 6 Toryork Drive. These shadows move across this largely paved area and, at 2:18 pm, Tower B's shadows begin to cross Weston Road. At 3:18 pm, Tower B's shadows fall on a portion of the 2300 Finch Avenue West property and at 4:18pm, Towers A and C's shadows are cast across this property. All towers cast long shadows to the east at 5:18 pm and 6:18 pm.

## New Public Road

The new L-shaped public road connects with Toryork Drive between Tower A and B and then turns west to connect with the planned Road 2A. In March, Towers B and C shadow the north-south portion of the new public road between 9:18 and 11:18 am and again at 1:18 pm. Some daylight penetration occurs on the north-south leg at 11:18 am, 12:18 pm and 2:18 pm. This leg is partially shadowed at 9:18 am, 12:18 pm and between 2:18 to 6:18 pm, although shadows in the afternoon hours are generally limited. The east-west portion of the road is generally free of shadows at 10:18 am and 1:18 pm.

In September, Towers B and C cast shadow on the north-south portion of the new public road between 9:18 and 1:18 pm and 5:18 pm to 6:18 pm with some daylight penetrating at 9:18 am, 11:18 am, 12:18 pm and 5:18 pm. Between 2:18 pm and 4:18 pm, this leg is largely free of shadow. The east-west leg is in shadow at 9:18 –10:18 am and 12:18 to 6:18 pm although it is only in full shadow at 11:18 am.

## New Public Park

The new public park is located between Tower C and Tower D at the southern portion of the Subject Site. At both equinoxes, the shadow impacts are similar. While there is considerable shadowing 9:18 am, the shadowing is reduced at 10:18 am and by 11:18 is limited to the northeast corner. At 12:18 pm, only a small portion is shadowed, and this is almost entirely gone at 1:18 pm. At 2:18 and 3:18 pm, the park is entirely free of shadow, with a tiny shadow cast on the west side at 4:18 pm, which is slightly larger at 5:18 pm. At 6:18 pm, the majority of the park is in shadow.

Based on this analysis, it is our opinion that the incremental shadow impact on the Park and adjacent surrounding properties is “adequately limited” in accordance with the applicable Official Plan policies, both in terms of the extent of new shadowing as a result of the development proposal and the amount of time during which these properties and streets experience shadowing. The Revised Proposal also minimizes shadowing on the proposed public park, which will preserve its utility.

## Wind Impacts

A Pedestrian Level Wind Assessment was prepared by SLR (dated March 3, 2023) in support of the application.

The assessment was conducted using computational fluid dynamics (“CFD”) to predict wind comfort conditions on and around the development site to identify potentially problematic windy areas. Wind flows were predicted for both the existing site, and with the Proposal for comparison purposes. The analysis was undertaken for all four seasons, however only the seasonal extremes of summer and winter are discussed within the report. The results of the Pedestrian Level Wind Assessment are summarized below:

- The wind safety criterion is met in most areas on an annual basis both the Existing and Proposed Configurations. The exceptions include a few localized areas on-site and off-site, as well as on the proposed terraces. Wind control measures are recommended.
- Wind conditions at most of the entrances and exits are predicted to be predominantly comfortable for sitting or standing during the summer and winter. In a few areas, winter winds achieve windier than desired wind conditions. Wind control measures are recommended for these areas.
- Wind conditions in the on-site park and outdoor amenity areas are predicted to be suitable for the intended use in summer months with windier conditions anticipated in the winter. As winter use is anticipated, the parkland landscape plan should incorporate wind control features.
- Overall, the wind conditions on the outdoor amenity terraces of the proposed development are windier than desired. Wind control features are recommended and should be developed as the design progresses.
- On the sidewalks surrounding the proposed development, including the transit stops, wind conditions are predicted to be suitable for the intended use.

Based on the foregoing, the Proposal results in acceptable wind impacts.

## 5.5 Urban Design

From an urban design perspective, the Revised Proposal will result in a major improvement to an underutilized site by both increasing density near major transit, and by providing key new public elements to support the development. The new public road, the larger park, the new/reconfigured POPS A and B and revised ground floor uses, will further contribute to an enhanced public realm and pedestrian experience. The revised massing of Tower C will frame the public park and creating space for the relocated POPS A. This POPS now provides a contiguous pedestrian connection to the public park from Toryork Drive. The reduced height of Tower C will provide improved transition to adjacent properties and the new public park. The building locations and massing continue to provide comfortable tower separation distances both within the Site and with surrounding buildings.

From an urban design perspective, it is our opinion that the Revised Proposal is appropriate, desirable and will fit harmoniously within the existing, planned and emerging context. Subject to the additional comments set out below, the findings and analysis set out in our September 2021 Planning and Urban Design Rationale continues to be relevant and accurate.

### City of Toronto Official Plan

From an urban design perspective, it is our opinion that the proposed development is appropriate and desirable in that it conforms with the applicable public realm and built form policies of the Official Plan. In particular, the design of the Revised Proposal meets the intent of Policies 3.1.1(6), 3.1.1(8), (9), (13), (18), (19), (20), (21), 3.1.2(1), (3), (4), (5), (6), (7), (8), (9), (10), (11), (13), 3.1.3(1), (9), (10), (11), (12) and 4.5(2)) as set out below:

1. The proposed new public road will divide the larger Subject Site into smaller development blocks that promote convenient, safe connections between blocks and facilitate the expansion of the public park;
2. Loading and servicing access in Block 1 has been shifted to the Block's east frontage and no longer faces the public park;
3. The new public road continues to provide opportunities for street-oriented development. The south frontage of Block 1 is now proposed to feature at-grade residential units which will enliven this frontage which is opposite the new public park;
4. Streetscape improvements are proposed along Toryork Drive, including street trees, wide sidewalk zones and an enhanced public realm. Smaller retail units are now proposed along this street to contribute to a finer grain urban fabric;

5. The proposed streetscapes along the new public road have been revised for this submission and now include active uses that extend along the east side of the north-south leg.
6. Pick up and drop off areas for Blocks 1 and 3 are provided adjacent to Road 2A and away from the pedestrian-oriented parts of the public realm;
7. An additional POPS (POPS B) is provided to provide a comfortable and safe route for pedestrians from Road 2A to the new park;
8. POPS A has been relocated to provide a more direct connection for pedestrians from Toryork Drive to the new park. This redesigned open space will feature trees and decorative pavers and will be animated with active uses;
9. The redesign of the Tower C massing has allowed for the base building to be located more parallel to the new public road and frame the street edge with good proportion at a comfortable pedestrian scale;
10. The proposed tower locations and massing adequately limit shadow impacts on the adjacent park;
11. Tower C has been reduced by one storey to improve the transition between areas of different intensity and scale;
12. Entrances to residential units, lobbies and retail spaces are clearly visible and identifiable with direct access from public sidewalks and street frontages;
13. Active ground floor uses including retail and amenity space and residential units, have been provided throughout the Subject Site to animate the adjacent public realm and various open spaces;
14. Indoor and outdoor amenity spaces in accordance with City standards are provided with each proposed building. The outdoor amenity space adjacent to Tower C is now proposed along the south edge of this building to allow for a linear, more prominent connection of POPS A and the public park;
15. The Revised Proposal continues to provide for the redevelopment of an underutilized Site in proximity to public transit;

### Emery Village Secondary Plan

In our opinion, the Revised Proposal continues to be in keeping with the Emery Village Secondary Plan as it relates to matters of public realm, built form and urban design including Policies 4.2, 4.3.1, 4.3.3, 4.3.4, 4.3.6, 8.2, 8.4, 9.1 and 9.2. Relevant features of the Revised Proposal include the following:

1. The revised massing on Block 2 and Block 3 will better frame and define existing and proposed streets, parks and open spaces with good proportion and provide access to sunlight and sky views. These revisions also improve pedestrian and cycling connections through the Site and allow greater access to the proposed open space;
2. Uses at-grade in Block 1 now include residential units that will provide improved animation of the public realm;
3. The loading and service areas and underground parking ramps for Block 1 is now located away from the proposed parkland;
4. The east frontage of Block 3 now features at-grade residential units to provide an animated and safe environment within the park;
5. The proposed open space network has been expanded to provide additional amenity for residents of the area;
6. The new POPS B provides a new pedestrian and cycling connection that links to the existing pedestrian network and improves connectivity throughout the Site and surroundings; and
7. The relocated POPS A provides a more efficient, animated and attractive route for pedestrians and cyclists which is better integrated with the existing pedestrian network. This revised design will improve connectivity within and through the Site including access to the park.

## Tall Building Design Guidelines

With respect to the Tall Building Design Guidelines, it is our opinion that the design of the Revised Proposal is in keeping with the applicable performance standards set out in the City's guideline document as outlined below. A select number of the Guidelines are reviewed here to provide an analysis of the elements of the proposed development that have changed since the last submission. Subject to the additional comments set out below, the findings and analysis set out in our September 2021 Planning and Urban Design Rationale continues to be relevant and accurate.

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

- The existing context is characterized by low-rise commercial uses, many of which are envisioned for

mixed-use intensification in the Official Plan. As such, the surrounding area is evolving with a number of proposed, approved and recently built mid-rise and high-rise mixed-use developments. The proposed reduction in Tower C's height as well as its revised massing will improve the Revised Proposal's ability to achieve harmonious fit in scale and form with the planned context while respond appropriately to the existing low-rise context by providing appropriately scaled base buildings and locating and massing towers to minimize their built form impacts on the surrounding properties and public realm.

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

- The Revised Proposal includes a refined approach to the organization of new buildings, public streets, pedestrian connections, and open spaces to improve connections with the existing context and compatible relationships can be achieved with the adjacent properties.
- A Revised Block Context Plan has been prepared by Bousfields Inc. to demonstrate the potential redevelopment of the remainder of the block and illustrate how the Proposal fits within this structure.

**Guideline 1.3 – Fit and Transition in Scale:** Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks, and open space.

- The proposed tall buildings have been sited to fit harmoniously onsite and within the broader built form context. While there is significant separation distance between the Subject Site and the nearest Neighbourhoods designated lands and parks/open spaces, the tallest proposed tower heights (i.e. 35 and 36 storeys) have been located along Toryork Drive, with lower tower heights (i.e. 26 and 28 storeys) to the south and southwest of the Subject Site. The stepping down of building heights provides an appropriate transition to the mid-rise buildings immediately south of the Subject Site as well as to the parks and naturalized areas to the southwest and the low-rise residential neighbourhood south of Finch Avenue West.

**Guideline 1.4 – Sunlight and Sky View:** Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.

- As discussed in Section 5.4 of this report, the tall buildings proposed have been situated, oriented, and massed such that they cast slender, fast-moving shadows that will not unduly impact sunlight and sky views onsite or within the surrounding context of streets, parks, public and private open space and other shadow sensitive areas. The proposed point towers typify slender floor plates atop appropriately scaled base buildings and provide adequate setbacks and separation distance between towers (and any potential future buildings on adjacent properties that are not part of this application). Additionally, locating most of the proposed towers north of the new public park minimizes shadow impacts on the open space, affording the park sunlight for the majority of the day.

**Guideline 2.1 – Building Placement:** Locate the base of tall buildings to frame the edges of streets, parks, and open space, reinforce corners, and to fit harmoniously within the existing context.

- The proposed base buildings are designed to frame the edges of Toryork Drive, future Road 2A and the new public street, creating a strong streetwall condition and providing a pedestrian-scaled backdrop to the new public realm. To that end, base buildings are proposed to frame the new public park and POPS with good proportion and are further enhanced with the incorporation of soft and/or hard landscaping within the public realm. The revised massing of Tower C and the ground floor design of Block 2 will also improve the framing of the north-south leg of the new public road, as well as the east edge of the park.

**Guideline 2.2 – Building Address and Entrances:** Organize tall buildings to use existing or new public streets for address and building entrances. Ensure primary building entrances front onto public streets, are well-defined, clearly visible, and universally accessible from the adjacent public sidewalk.

- Primary building entrances to retail and residential uses in each proposed building are oriented toward either existing or new public streets and are accessible from the adjacent public sidewalk. The primary building entrances will be well-defined and easily identifiable by way of a variety of types and scales of canopies, awnings and/or overhangs throughout the Subject Site.
- To provide increased animation and activation along the proposed new public park, at-grade residential units, POPS space and outdoor amenity are oriented toward the new park space. Associated entrances, by way of canopies and architecturally distinct

overhangs/features, will be easily identifiable from the pedestrian pathway which provides access to these spaces.

**Guideline 2.3 – Site Servicing, Access and Parking:** Locate “back of house” activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, away from the public realm and public view.

- Loading, servicing and utility areas within each block have been integrated into the base of the buildings to minimize the visual impact of such spaces from the public realm. In the Revised Proposal, loading and servicing for Block 1 has been moved from the south frontage and across from the park to the east side of this building. Instead, the south frontage features residential units that will provide an animating use along the primary façades. The space for vehicle access in Block 3 has additionally been expanded and reimagined as a POPS to ensure pedestrians and cyclists can move safely and comfortably through the area.

**Guideline 2.4 – Publicly Accessible Open Space:** Provide grade-related, publicly accessible open space within the tall building site to complement, connect, and extend the existing network of public streets, parks, and open space.

- The Revised Proposal includes a larger area for high-quality publicly accessible open spaces. The proposed public park is now larger, and is connected to a new POPS, at the south side of Block 3. The linear POPS A has also been relocated to the west side of Block 2, fronting Toryork Drive and the new public road. This space provides an alternative connection for pedestrians to move throughout the Subject Site and connects to the central proposed park to create a green link. The space will be well-framed by the appropriately scaled adjacent base buildings and animated by their active grade-related uses.

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

- A full range of private open spaces will be provided as part of the Revised Proposal, including landscaped outdoor amenity areas at grade and private balconies and terraces. Block 1 provides shared indoor amenity on the ground floor as well as the 3<sup>rd</sup> and 6<sup>th</sup> floor. Outdoor amenity space is provided at the 3<sup>rd</sup> and 6<sup>th</sup> floor, directly connected to the indoor amenity spaces. Block 2 includes indoor amenity at the ground floor of the Tower C, with direct connections



to outdoor amenity at grade. Connected indoor and outdoor amenity is provided at the 3<sup>rd</sup> floor and on the 6<sup>th</sup> floor above the podium level connecting Tower B and C. Flex amenity space is provided on the ground floor of Tower B and will contribute to the animation of POPS A. Block 3 provides indoor amenity space at the northeast and southwest corners of the ground floor. At the northeast corner, the indoor amenity space is connected to outdoor amenity, and it adjacent to the public park. At the southwest corner, the indoor amenity space is adjacent to the southern POPS space. At the 3<sup>rd</sup> floor, additional indoor and outdoor amenity space is provided, overlooking the public park. At the 7<sup>th</sup> floor, additional indoor and outdoor amenity space is provided overlooking the southerly POPS. Additional outdoor space is provided at the MPH level in all of the Blocks.

**Guideline 2.6 – Pedestrian and Cycling Connections:**

Provide comfortable, safe, and accessible pedestrian and cycling routes through and around the tall building site to connect with adjacent routes, streets, parks, open space, and other priority destinations, such as transit and underground concourses.

- The Revised Proposal has been designed to provide increased permeability and improved circulation for pedestrians and cyclists across the Subject Site. Pedestrians will have access to new public sidewalks lining the proposed new public road and two POPS which connect to the centrally located public park. As well, cyclists will have access to various short- and long-term bike parking options.

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

- The base buildings within each Block are proposed to be programmed with active grade-related uses to animate the public realm and provide views into and out of the building. Each base building incorporates active grade-related retail and/or residential lobby uses or grade-related residential units. An at-grade flex amenity space is proposed along the west frontage of Block 2 which will diversify activation of the public realm. Blocks 1 and 3 are now proposed to provide at-grade residential units to create an urban residential character internal to the Site and maintain compatibility with the adjacent park.

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

- Proposed ground floor heights range from 6.0 metres to 8.3 metres, giving prominence to the street level and providing the appropriate flexibility for a variety of ground floor uses.

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

- The design of the base buildings has been coordinated to generally terrace above the second storey to fit harmoniously with the existing low-rise context and contribute to a pedestrian scale street wall.
- The proposed base buildings have been designed to provide an appropriate relationship to the adjacent rights-of-way by lining streets with active grade-related uses to animate the public realm. Ground floors adjacent to the proposed park and POPS will incorporate a high degree of transparency to ensure passive overlook provides “eyes on the street” to create a sense of safety and community. The Revised Proposal incorporates a finer-grain design for the retail units along Toryork Drive and includes at-grade residential units adjacent to the park to contribute to pedestrian interest and safety.

**Guideline 3.2.2 – Tower Placement:** Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

- The proposed towers are generally set back from podium base buildings along all façades so that the base buildings are the primary defining element of the built form to appropriately frame the existing and new streets, parks and open spaces. Above the base buildings, towers have been sited adjacent to street corners to add prominence and are located furthest away from the proposed public park and POPS to minimize their impacts on open spaces. The tower separation from the park in the Revised Proposal achieves a minimum distance of 11.4 metres, which is improved since the last submission in which the minimum tower separation distance was 9.8 metres.

Guideline 3.2.3 – Separation Distances: Setback tall building towers 12.5 metres or greater from the side and rear property lines or centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.

- With respect to tower separation distances, all proposed tower elements on the Subject Site have been located such that a minimum separation distance of 27.5 metres between buildings is maintained. As well, all tower elements are located at minimum of 12.5 metres from side and rear property lines to maintain adequate separation between any future tall buildings on adjacent properties.

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

- The towers are positioned on the Site to limit the width and duration of shadow impacts and co-ordinated in design with similar massing and configuration. The massing of Tower C has been revised as a pentagonal shape to be distinctive from the other towers on the Site and achieve improved fit within the surrounding context.

Guideline 4.1 – Streetscape and Landscape Design:

Provide high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks, and open space.

- The Proposal will provide high-quality spaces along streets, adjacent to buildings and within open spaces. The base buildings will provide for generous streetscape and landscape conditions along street frontages with space for a variety of public realm functions, such as seating areas, bike racks and pedestrian-scaled lighting. Unit pavers, various plantings and new trees are provided along all street frontages to create a comfortable environment for pedestrians.
- POPS A and B and the public park will incorporate pedestrian pathways and landscape features that will allow for passive and active programming opportunities suitable for the spaces. Each of these spaces will complement the uses that front onto them to provide a variety of types of spaces for pedestrians, community members and future residents to enjoy.

Guideline 4.2 – Sidewalk Zone: Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements, and activities related to the uses at grade.

- The sidewalk zones adjacent to proposed base buildings have been designed to provide a generous amount of space for pedestrians to move through the public realm across the Subject Site, in addition to ample space for street trees and a variety of types of hard and soft landscaping. To provide a minimum sidewalk zone of 6.0 metres (measured from the building face to the street curb), base buildings are typically set back approximately 4.0 metres from property lines along the Toryork Drive and Road 2A frontages, and 2.5 to 3.0 metres along the new public road. This setback increases to significantly along the west side of Block 2, as POPS A is 10 metres wide. Block 3's setback from the south lot line is increased in the Revised Proposal from 11 metres to 17.3 metres to create expanded space for POPS B. Hardscaped and landscaped areas within the public right-of-way, between the property line and the curb, will accommodate a variety of pedestrian amenities to animate the public realm.

Guideline 4.3 – Pedestrian Level Wind Effects: Locate, orient, and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on adjacent streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

- As indicated in Section 5.4 above, the proposed development incorporates measures to ensure comfortable wind conditions for pedestrians on existing and new adjacent streets, as well as at the proposed park and various proposed outdoor amenity areas. The Pedestrian Level Wind Study prepared by SLR Consulting and included as part of the submission package provides a detailed analysis of the wind impacts throughout the Subject Site

## 5.6 Block Context Plan

A Block Context Plan was prepared by Bousfields Inc. to describe and analyze how the physical form of the proposed development fits within the existing and planned context. Furthermore, it identifies conceptual redevelopment sites ("Soft Sites") within the study area, outlined below, that may develop in a manner generally consistent with the built form approach taken by the Proposal.

The Block Context Plan studies the area bounded by Toryork Drive to the north, Weston Road to the east, Finch Avenue West to the south and the Emery Creek ravine lands to the west.

The Study shows the proposed development in the context of planned public roads, namely the Emery Village Link 2A, in relation to the proposed public road and park on the Subject Site, which form the organizational structure of the block.

Through a massing exercise, the Block Context Plan illustrates potential mid-rise and high-rise redevelopments at three identified Soft Sites: 3514 Weston Road and 2340 Finch Avenue West (38-storey tall building), 2356-2362 Finch Avenue West (11-storey mid-rise building), and 2372 Finch Avenue West (25-storey tall building).

These conceptual redevelopments have been designed to incorporate transit-oriented buildings that respond appropriately to the low-rise and open space surroundings; support improved connectivity through an enhanced circulation network; and contribute to the expansion of green space system by extending the proposed public park on the Subject Site.

Overall, the Block Context Plan demonstrates that the proposed development is contextually appropriate, will be compatible with the height and massing of existing and approved development in the Emery Village neighbourhood, and will make a positive contribution to the existing and emerging character of the area. Moreover, the proposed development will not restrict the development potential of the adjacent properties and will be a positive precedent for mixed-use redevelopment within the block.

## Transportation

A Transportation Impact Study Report was prepared by Nexttrans Consulting Engineers ("Nexttrans") in support of the proposed redevelopment of the Subject Site. The report, submitted as part of this application under separate cover, contains a traffic operations review to assess the potential impacts of this proposal, as well as a review of the appropriateness of the proposed parking, bicycle parking, and loading facilities.

## Traffic Operations Analysis

Overall, the report finds that the proposed development is expected to generate:

- 278 total two-way auto trips (44 inbound and 234 outbound) and 285 total two-way auto trips (186 inbound and 99 outbound) during the AM and PM peak hours, respectively; and

- If a 20% modal split (non-auto) is applied, the proposed development is expected to generate 56 total two-way non-auto trips (9 inbound and 47 outbound) and 57 total two-way non-auto trips (37 inbound and 20 outbound) during the AM and PM peak hours, respectively.

Under the existing, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the westbound left turn at the Weston Road/Toryork Drive/Private Access intersection. However, this critical movement can be addressed by simple signal timing optimization, such as adding an advance green phase to this movement.

Under the 2026 future background and future total traffic conditions, with the Finch West LRT and Future Road 2A, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the through movements during the afternoon peak hours at the Finch Avenue W/Weston Road intersection. It should be noted that the proposed development will only add approximately 1 second to the through movement at this intersection.

This is due to the fact that the signal will be prioritize for the future Finch West LRT and U-turn movements (fully protected phase) and the elimination of the existing third shared through/lane at the Finch Avenue W/Weston Road intersection.

Nexttrans has conducted a sensitivity analysis with an anticipated 20% reduction of the car trips along the Finch Avenue W corridor with the completion of the Finch West LRT by 2023, which is well within the 2026 horizon year assessment. The analysis indicates that the intersection of Finch Avenue W/Weston Road is expected to operate at acceptable levels of service with all v/c ratio for critical movements are below 1.0. This confirms that the lane configurations for this intersection is appropriate. Therefore, the proposed lane configurations for the Finch Avenue W/Weston Road, Finch Avenue W/Future Road 2A and Toryork Drive/Future Road 2A intersections are acceptable and appropriate.

The analysis indicates that advance green arrows in the east-west direction will be required for the Toryork Drive/Weston Road intersection.

The analysis indicates that the site accesses are expected to operate at acceptable levels of service with minimum delay or queue.

The analysis indicates that the transit passenger demands generated by the proposed development per transit vehicle can be accommodated by the future Finch West LRT (with maximum of 40 passengers per 10 transit vehicle or 4 passengers per vehicle). No improvements are required beyond what have been proposed for the area.

Based on the current Zoning By-law requirements, the maximum allowable vehicle parking for the proposed development is 1,302 vehicle parking spaces (including resident, visitor and retail). This is a significant amount of vehicle parking supply, and it is not sustainable nor supportive of the sustainable visions and objectives in the City's Official Plan. Based on comprehensive parking justifications provided in this Addendum Study, the proposed development will provide a total of 819 vehicle parking spaces. This is about 37% reduction from the maximum allowable vehicle parking spaces for this proposed development. Given that the existing transit modal split based on 2016 TTS data is already at 41% during the morning peak periods and 32% during the afternoon peak periods, the proposed reduction is justified on this basis alone. It should be noted that the surplus parking spaces, if any, can be used for carshare spaces or additional bicycle parking spaces, if appropriate.

The proposed development will require a total of 968 bicycle parking spaces, including 98 short-term spaces and 870 long-term spaces. The proposed development provides a minimum of 968 bicycle parking spaces, inclusive of short-term and long-term spaces, which meets the Zoning By-law requirements.

Currently, the subject site has six direct full moves access onto Toryork Drive. As part of the proposed redevelopment of site, a north-south to east-west public road (Street 1) will be constructed by the proposed development and Future Road 2A will be constructed by the City of Toronto. The two proposed site accesses for Block 1 and Block 2 will be provided via these proposed public roads, with Block 3 access will be provided onto Future Road 2A. The proposed road network is consistent with the Emery Village Secondary Plan Structure Plan.

Under the City's By-Law 569-2013, 3 Type "G" loading spaces (13 m Length, 4.0 m Width and 6.1 m Vertical), one Type "B" loading space (11 m Length, 3.5 m Width and 4.0 m Vertical) and one Type "C" loading space (6m Length, 3.5 m Width and 3 m Vertical) are required for the proposed development.

It is Nextrans' understanding the City of Toronto current Zoning By-law allows shared loading space for proposed uses that are located within the same building. Given that the proposed residential and commercial are located within the same building, one Type "G" loading space is required for each Block as loading Type "G" is largest type of loading space.

Based on this assessment, Nextrans recommends that the proposed development only requires to provide one Type "G" loading space for each Block. The vehicle turning templates (AutoTURN software) has been provided to demonstrate the accessibility for the types of vehicles that will access the site.

## Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report ('FSSR') was prepared by Fabian Papa & Partners in support of the applications. The report presents a site servicing strategy for the proposed development and illustrates that the proposed development is feasible from municipal servicing and stormwater management perspectives, as described below.

This report illustrates that the proposed development area is feasible from municipal servicing and stormwater management perspectives. Proposed fire and domestic water demands are within acceptable ranges and can be accommodated by the existing municipal water supply infrastructure within Toryork Drive.

The proposed sanitary sewer network within the proposed Municipal Road, Street A can accommodate each proposed development, and the existing sanitary sewer network within Toryork Drive has been analyzed (i.e., downstream hydraulic grade line analysis) and was found to be acceptable.

Each development entity shall incorporate on-site storage, and the controlled discharge release rate for the overall development shall be attenuated and released to Toryork Drive at the 2-year predevelopment discharge rate, and therefore satisfies the City's stormwater management objectives.

According to Fabian Papa & Partners, in order to support the development of the Site, the servicing infrastructure in Road 2A must include the following:

- a. A 250 mm diameter sanitary sewer (approximately 61 metres in length) from the intersection of the new public road to Toryork Drive;
- b. A 200 mm watermain from the southern property line of the Site to Toryork Drive, for a more stable looped system; and
- c. A storm sewer (currently 1200 mm diameter) from the new public road to the existing culvert crossing a Toryork Drive, which sewer size is subject to engineering review including the additional site drainage.



# Conclusion

The Revised Proposal has been developed through extensive discussions with City Staff to address the proposed built form, land use and public realm. A number of important improvements have been incorporated to provide for a high-quality mixed-use development in proximity to planned transit. In particular, the Revised Proposal will introduce a new public road which will provide frontage for a new, larger public park. Other revisions include changes to the uses proposed at grade and two new POPS spaces that will improve the accessibility of the Site for pedestrians and contribute to Site porosity. The proposed height and density, which have been reduced from the original application, are in keeping with current policy direction, including plans for the transformation of Emery Village. The Revised Proposal will make a significant contribution to the City's purpose-built rental housing stock, with unit types now expanded to include new units at grade.

The Revised Proposal is consistent with the PPS, conforms with the Growth Plan and conforms to the intent of the Official Plan. Located within a PMTSA, and designated Mixed Use Areas the Subject Site is an appropriate location for the proposed intensification.

The proposed amendment to the Secondary Plan will allow an increase in height and density, which is appropriate given the size and configuration of the Subject Site, its relationship to existing uses and its proximity to the future Emery LRT station. The Revised Proposal will help to develop a complete community with a broad range and mix of housing, retail and dedicated parkland.

From an urban design perspective, not only will the new buildings conform with the built form policies of the Official Plan, but also the proposed heights and massing reflect the current and emerging development context. The podiums have been designed to frame the abutting public streets, the park and the POPS spaces and to enhance the pedestrian experience and the public realm. Additional open spaces are proposed that will improve the accessibility of the park and increase Site porosity.

In our opinion, the Revised Proposal will result in an appropriate and desirable use of the Subject Site and represents good planning and urban design. We recommend that the proposed Official Plan Amendment and Zoning By-law Amendment be approved.





# Block Context Plan

**15-23 Toryork Drive**  
City Of Toronto

**Prepared For**  
Berkshire Axis  
March 2023

**Job Number  
19141**

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# 1

## Introduction

This Block Context Plan has been prepared by Bousfields Inc., on behalf of Berkshire Axis, to amend the Emery Village Secondary Plan, the City-wide Zoning By-law 569-2013, as amended, and the former City of North York Zoning By-law 7625, as amended. The applications have been filed with respect to the lands generally located near the northwest quadrant of the Finch Avenue West and Weston Road intersection, abutting Toryork Drive, municipally known as 15, 19, 21 and 23 Toryork Drive (the “subject site”).

On September 12, 2021, development applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications for the Subject Site were filed with the City of Toronto. As part of the original applications, Bousfields prepared a Block Context Plan which was dated September 2021.

On March 16, 2022, City Council’s failure to make a decision respecting the original applications within the statutory time frames was appealed to the Ontario Land Tribunal (OLT).

On July 19, 2022 Council considered a Request for Directions Report prepared by the Planning Director and approved recommendations that City staff and the City solicitor attend the OLT hearing to oppose the appeal respecting the Official Plan Amendment and Zoning By-law Amendment applications for the Subject Site but authorized City staff to continue discussions with the applicant to negotiate an appropriate development proposal for the lands and to report back to City Council with any settlement proposal arising from the discussions.

As directed by Council, City staff met with the applicant’s team between September 2022 and December 2022 to try to resolve outstanding issues. Based on these discussions, a revised concept plan has been developed by the applicant that addresses City concerns. The revised concept plan is reflected in the materials submitted in support of this resubmission (the “Revised Proposal”).

The Revised Proposal contemplates the mixed-use redevelopment of the subject site with four towers, that range in height from 26 to 38 storeys, located on three blocks. The Proposal also contains a new public road, privately-owned publicly accessible spaces (POPS) and a public park. Approximately 1,275 new residential units, planned for rental tenure, and 1,024 square metres of retail space is proposed, resulting in a net density (excluding the public road area) of 6.0 times the area of the lot.

As per the Terms of Reference for the Block Context Plan, the Block Context Plan will describe and analyze how the physical form of the proposed development fits within the existing and conceptually planned context. Furthermore, it will also show how the proposed development conforms to the relevant design-related policies and guidelines. This Block Context Plan serves as a companion document – it should be reviewed with the accompanying reports, including the Planning and Urban Design Rationale Addendum Report and other technical studies.

Overall, it is our opinion that the Revised Proposal continues to fit within and contribute positively to the existing and planned context for the Emery Village neighbourhood.

# 2

## Study Area

As illustrated in **Figures 1** and **2**, the study area comprises of the remainder of the block where the subject site is considered.

The study area is bounded by Toryork Drive to the north, Weston Road to the east, Finch Avenue West to the south and the Emery Creek ravine lands to the west.

Properties within the Study Area include:

- 9-23 Toryork Drive (Subject Site);
- 3514 Weston Road;
- 2340 Finch Avenue West;
- 2350 Finch Avenue West;
- 2356 Finch Avenue West;
- 2362 Finch Avenue West;
- 2370 Finch Avenue West; and
- 2372 Finch Avenue West.

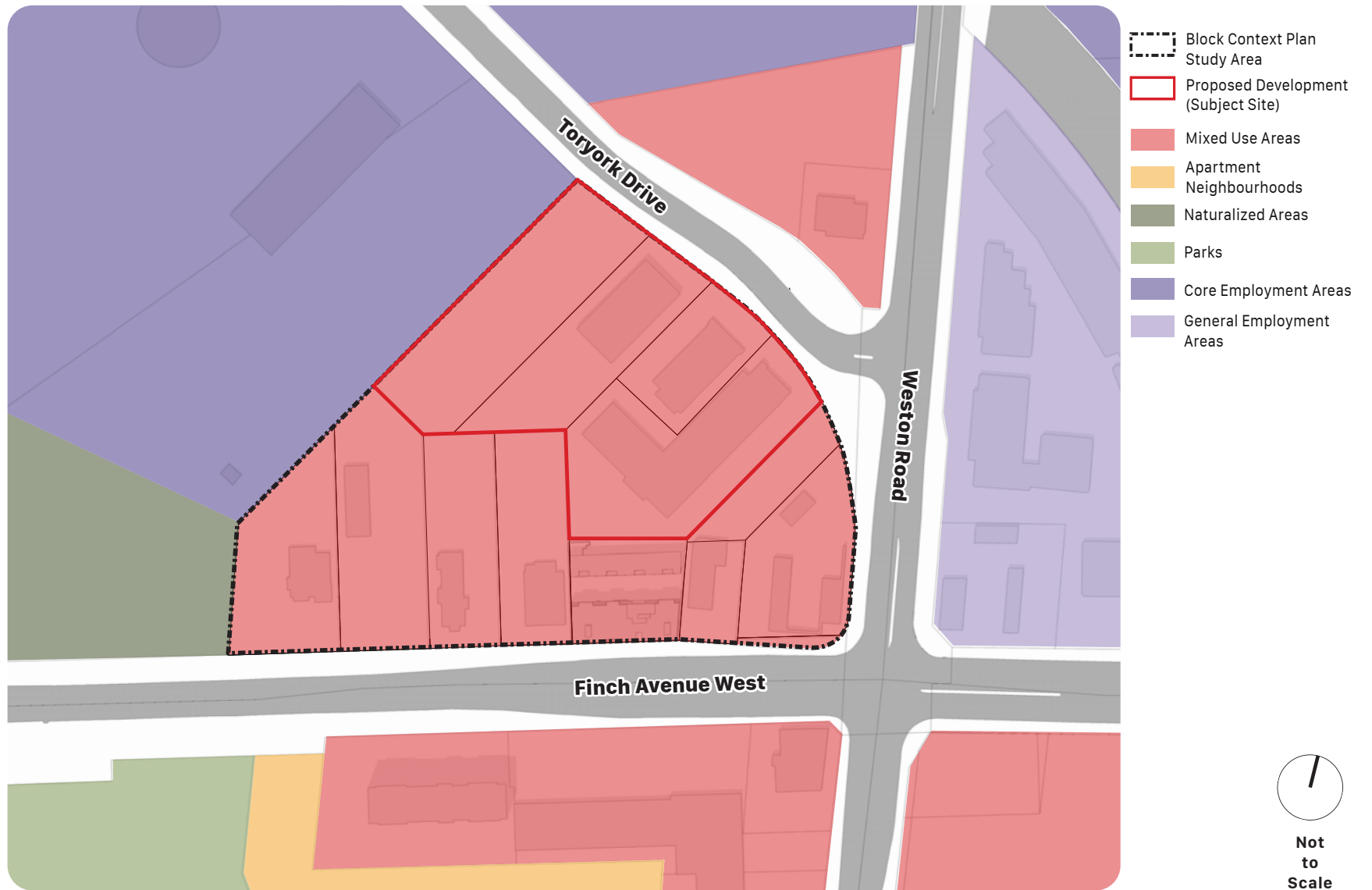


Figure 1 - Surrounding Context

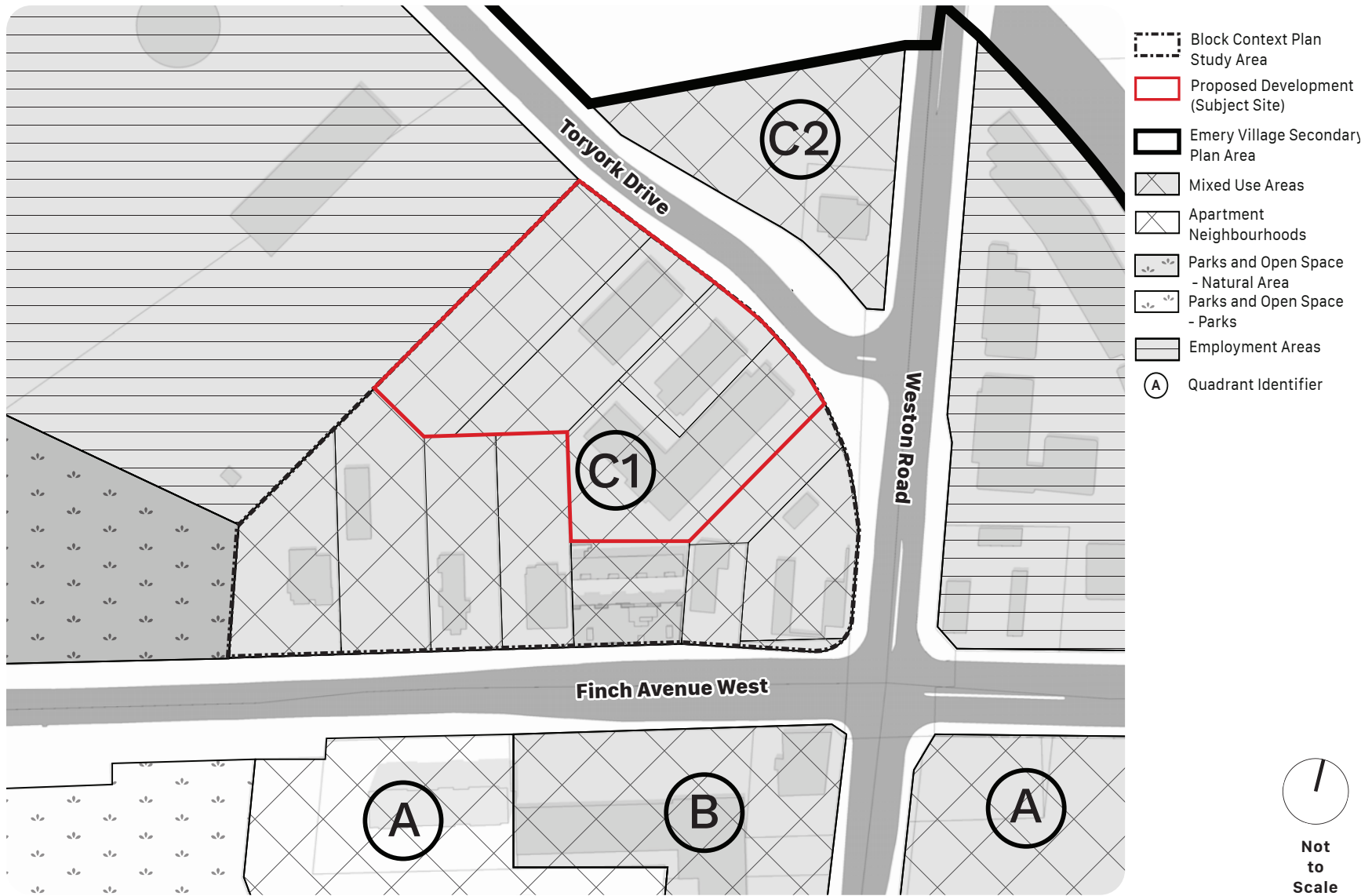


Figure 2 - Block Context Plan Study Area





**Figure 3 - Planning Context - Official Plan Land Use Designations**



**Figure 4 - Planning Context - Emery Village Secondary Plan Land Use Areas**

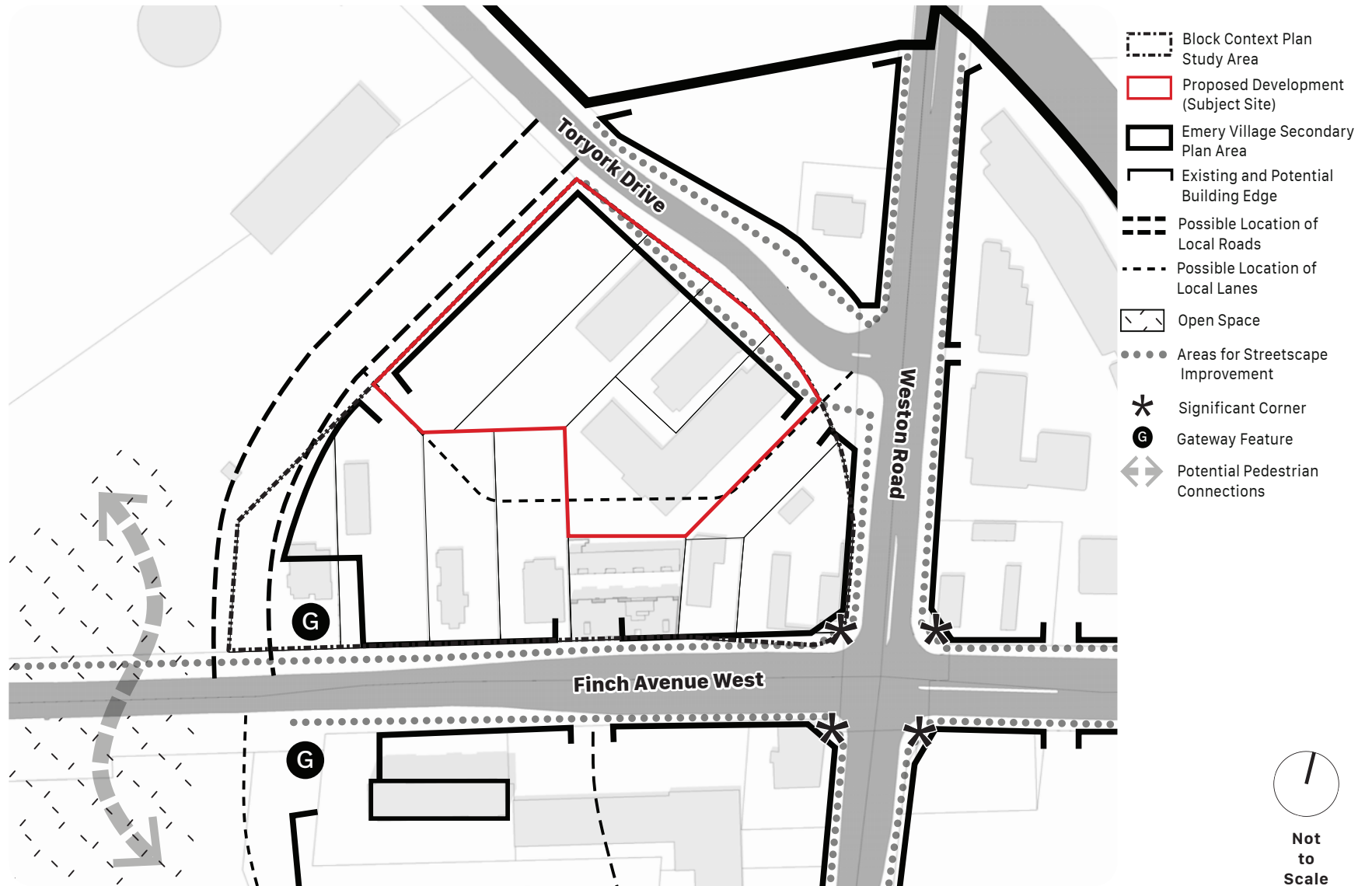


Figure 5 - Planning Context - Emery Village Secondary Plan Structure Areas

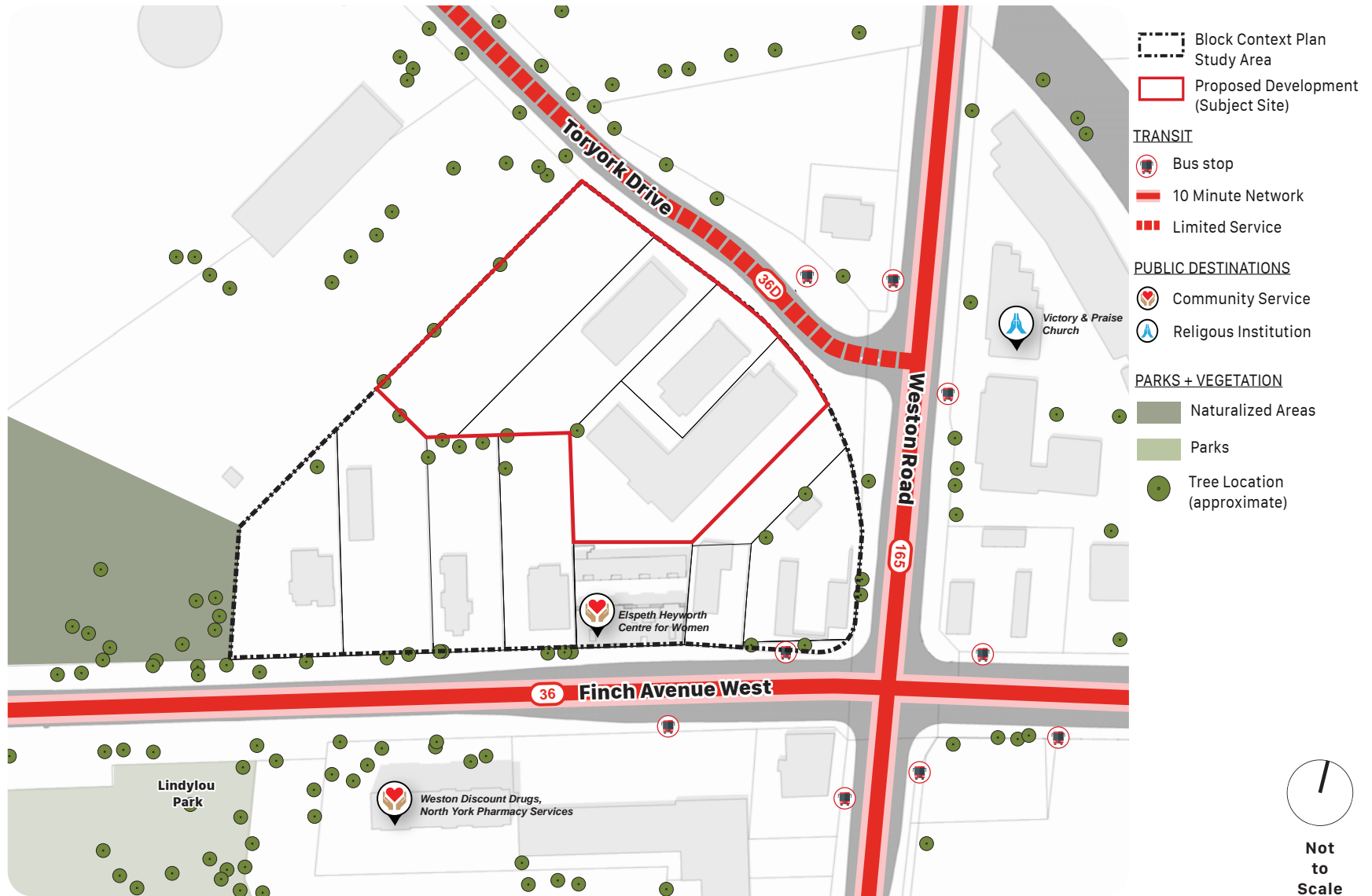


Figure 6 - Existing Immediate Context

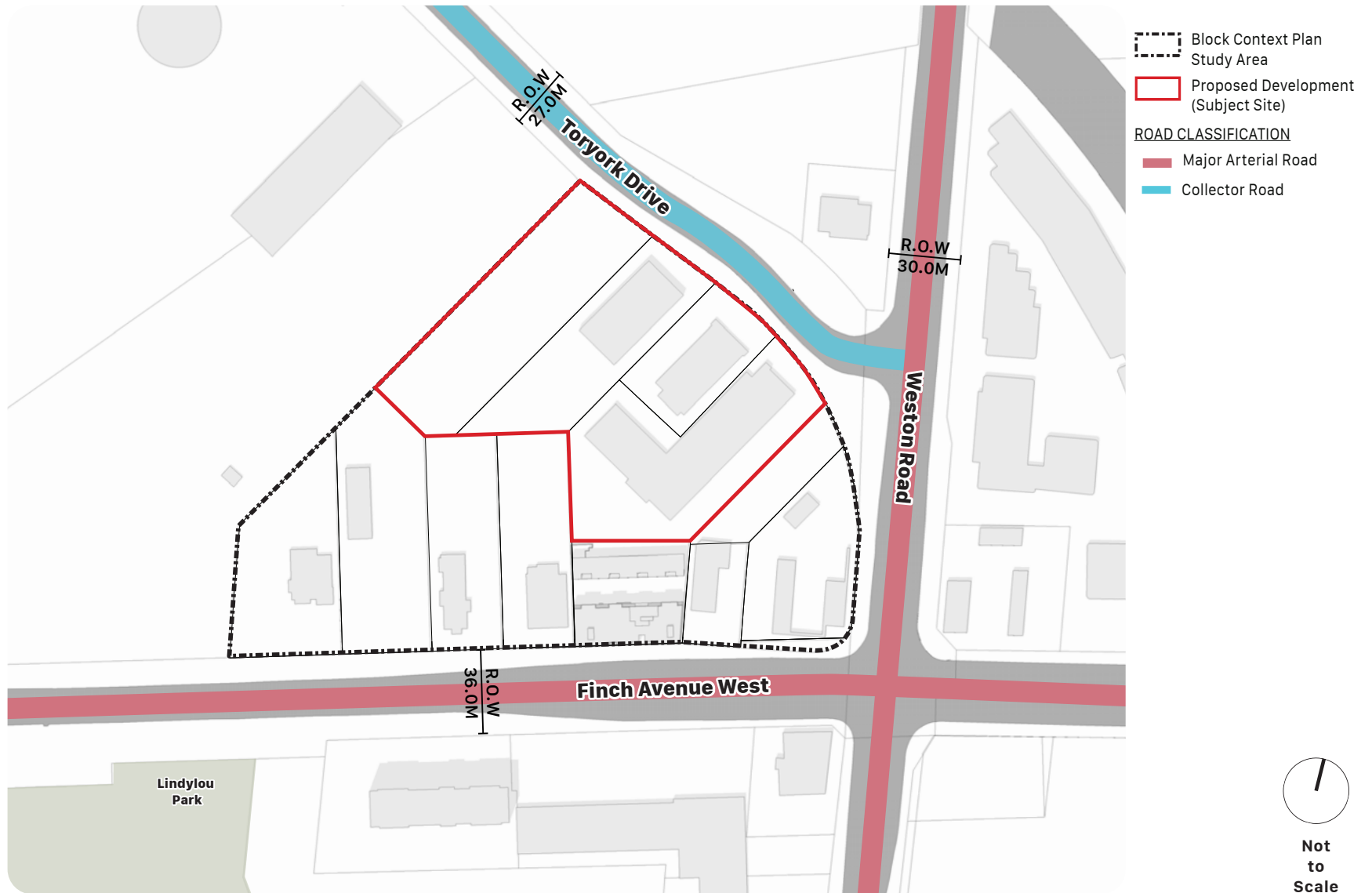


Figure 7 - Existing Road Network

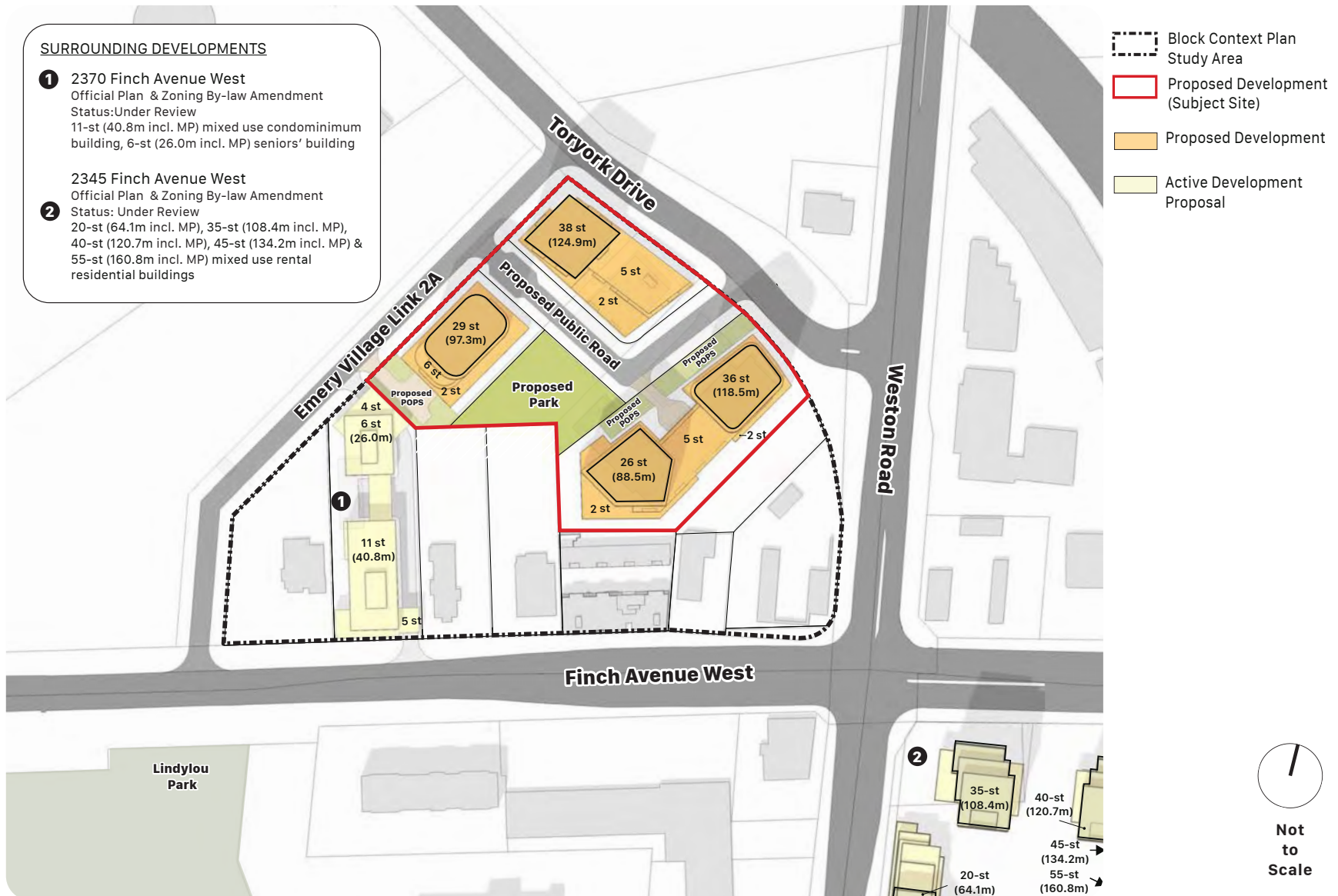


Figure 8 - Surrounding Developments

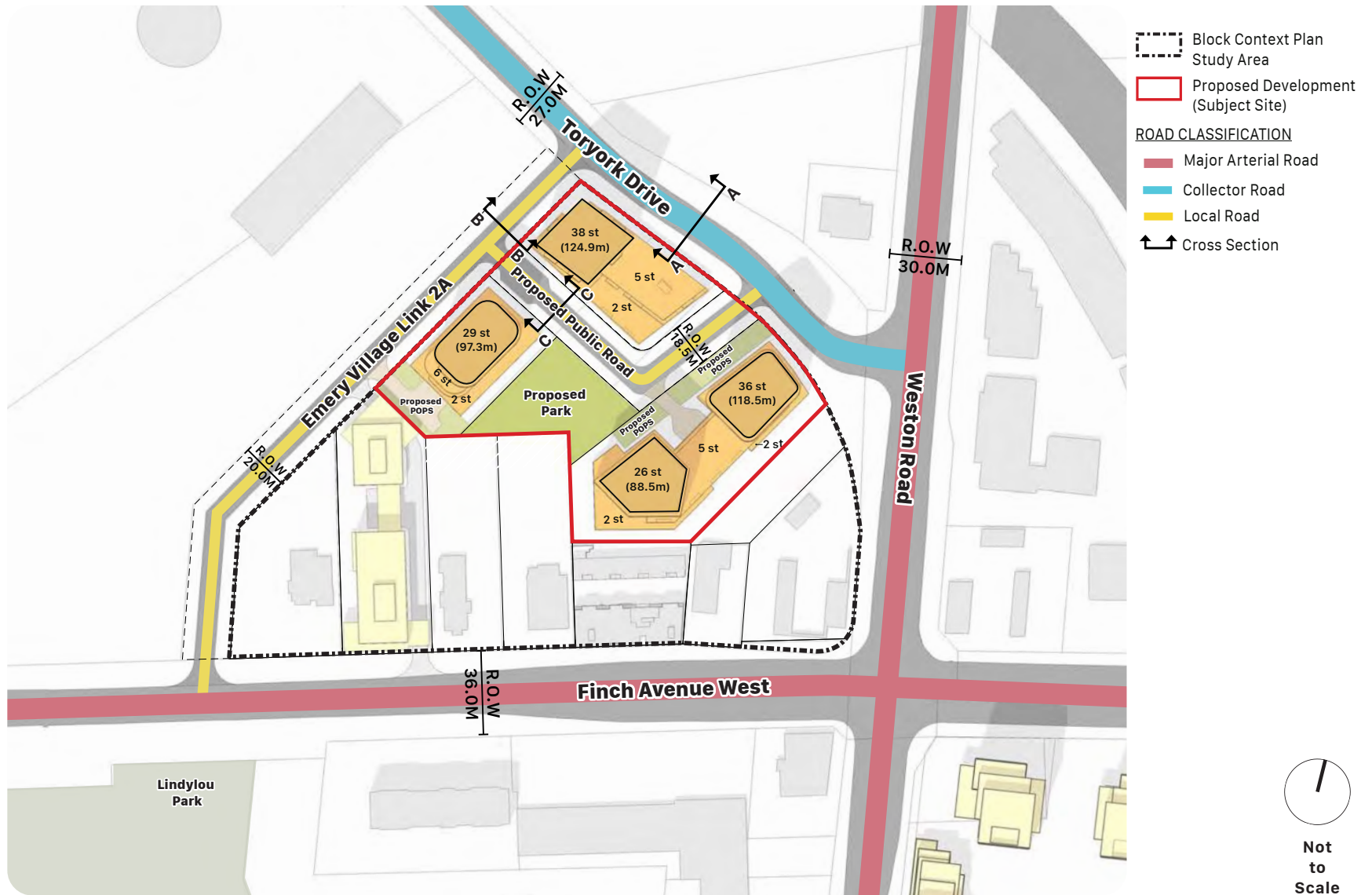
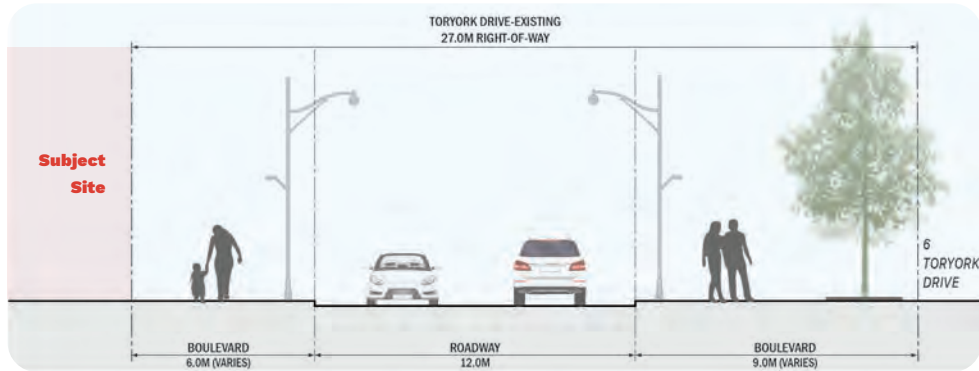
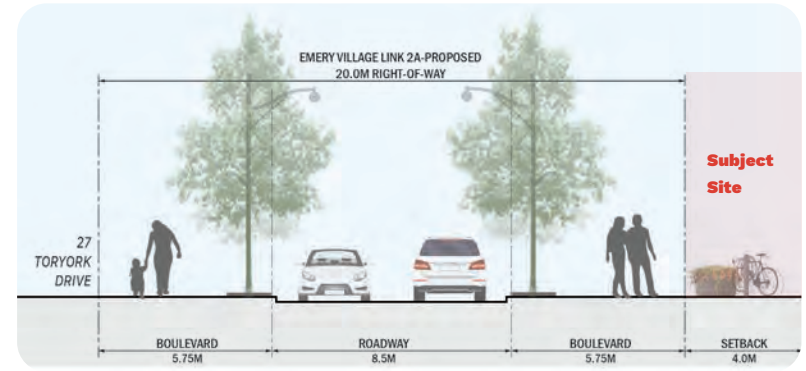


Figure 9 - Planned and Proposed Road Network

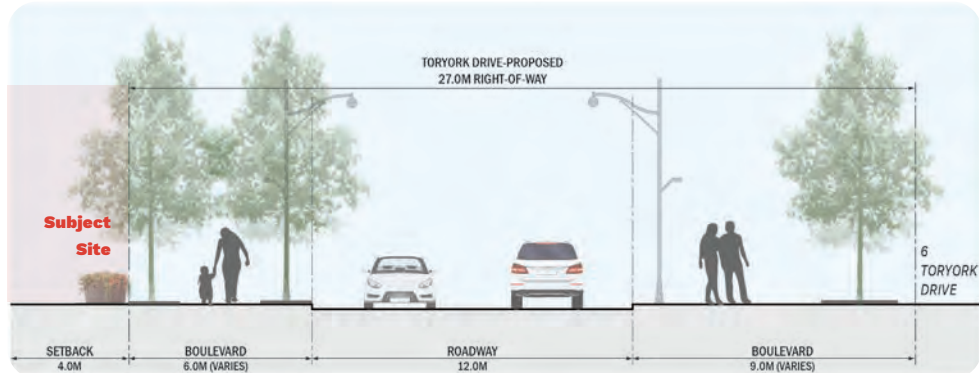
**Section A1 : Toryork Drive - Existing**



**Section B: Emery Village Link 2A - Proposed**



**Section A2: Toryork Drive - Proposed**



**Section C: New Public Road - Proposed**

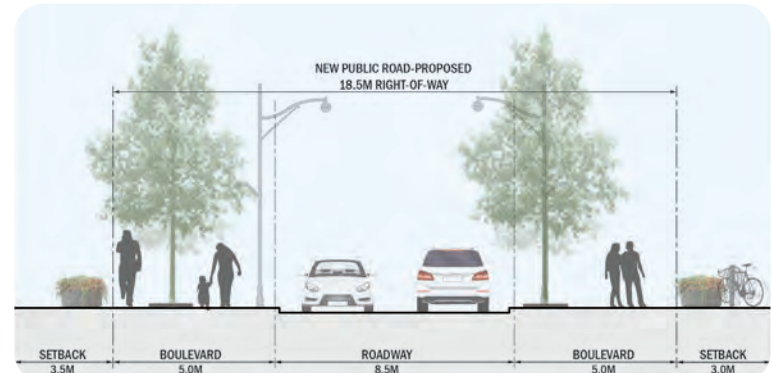


Figure 10 - Street Sections



# 3

## Conceptual Redevelopment

### 3.1 Urban Design Vision

The vision for the redevelopment of the Study Area is to develop the underutilized lands within the block with highly attractive, transit-oriented buildings that respond appropriately to the low-rise and open space surroundings and will develop and transform the area into a complete mixed-use community, where people can live, work, and play.

#### **Design Principles**

##### *Connectivity*

Improve connectivity throughout the Study Area and establish a distinctive site character while allowing for flexibility in the eventual overall comprehensive development of the block by:

- Providing a new public street to improve access and connectivity throughout the Study Area
- Integrating pedestrian circulation with the existing and planned pedestrian system in the surrounding area; and
- Providing opportunities for centrally located and accessible open space.

##### *Fit and Transition*

Achieve well-designed built form that is sited, massed and designed with consideration for the adjacent and surrounding context to create a liveable, functional and attractive environment by ensuring:

- building massing and scale complement and are compatible with the surrounding built environment;
- buildings define and frame the public realm and influence the site design and function;
- built form impacts (such as shadowing and winds) on streets, sidewalks and surrounding open spaces are considered;
- tall buildings fit within and contribute to the development of a distinctive and dynamic skyline, and create a cohesive design composition through their siting, orientation and height; and
- tall buildings provide transition down to the lower scale areas to the west and south of the Study Area, through measures such as setbacks and stepbacks and careful configuration of the tower locations.

##### *Enhanced Public Realm*

Provide a consistent and coherent streetscape and landscape that helps to define and animate the street edges and visually improve the Study Area as a whole by:

- introducing a large and central public park;
- providing well-connected pedestrian routes; and
- placing buildings along the street frontages to establish an attractive and safe pedestrian-oriented street edge condition.

### 3.2 Methodology for identification of Soft Sites

This Block Context Plan identifies conceptual redevelopment sites ("Soft Sites") within the Study Area that may develop in a manner generally consistent with the built form approach taken by the Proposal.

Soft sites are understood to be under-utilized sites where opportunities to redevelop into a more intense, urban and transit-oriented land use and built form exist. For the purposes of this Block Context Plan, three soft sites have been identified, that exhibit reasonable redevelopment potential in the future:

- 3514 Weston Road & 2340 Finch Avenue West (Soft Site 1);
- 2356–2362 Finch Avenue West (Soft Site 2); and
- 2372 Finch Avenue West (Soft Site 3).

This Block Context Plan assumes that sites with active development applications constitute potential redevelopment scenarios for those properties and have been included in the conceptual built out of the block. Each remaining property on the block was analyzed in terms of its existing use, property ownership composition, block dimensions, access and potential for land assembly, in order to identify sites that were most likely to have redevelopment potential.

Assessment criteria:

- Existing land uses: the lands within the Study Area are designated *Mixed Use Areas* and are anticipated to accommodate growth and intensification in retail, office and service employment in the city, as well as provide new housing;
- Proximity to transit: The Study Area is located within a "strategic growth area" as it is located along a "priority transit corridor" and anticipated to be located within a "major transit station area" associated with the future Emery LRT Station on the Finch West LRT line.

- Opportunity for assembly: In some cases, property assembly would be required to achieve a lot size favourable for redevelopment;
- Lot Depth: Lands with very shallow property depths i.e. generally less than 30 metres are less likely to develop in the form of tall buildings (on the basis that the provision of underground parking, ramps, loading and reasonable floor plate depths are difficult to accommodate on very shallow sites); and
- Recent reinvestment: Properties that have recently been the subject of renovation or alteration are less likely to redevelop in the near term.

### 3.3 Methodology Applied to Conceptual Massing Scenarios

The conceptual redevelopment of the Study Area has regard for the development criteria and built form policies of the Official Plan, Emery Village Secondary Plan, as well as the key elements of the Tall Building Design Guidelines and the Avenues and Mid-Rise Buildings Study, where applicable. The principles used in this Study are consistent with the City's policy framework and are widely accepted as appropriate standards in urban design practice. In our opinion, the proposed built form approach, if applied to the soft sites, will not have adverse impacts on the surrounding context.

The conceptual massing for each soft site, as shown in **Figure 11**, was based on a number of contextual considerations including:

- the size and depth of the site;
- proximity to existing and planned transit infrastructure;
- surrounding built form context;
- proximity to *Parks* and *Neighbourhoods* designated properties; and
- preliminary analysis of shadow impacts.

In particular, the massing scenarios were developed based on the following set of built form parameters:

- provide a setback along the front property line where necessary to align with the existing setback pattern and/or achieve the planned right-of-way width;
- provide a street wall height that is scaled appropriately in relation to the width of the adjacent right of way;
- provide a setback above the street wall, (generally a minimum of 3.0 metres).
- provide a minimum 7.5-metre rear yard setback on sites suitable for redevelopment in a mid-rise form;
- provide a minimum 5.5-metre side yard setback above the street wall or at grade where appropriate;
- site towers to maintain a minimum separation distance of 25.0 metres, or provide a minimum setback of 12.5 metres from shared property lines; and
- mass towers to have a maximum floor plate area of 750 square metres.

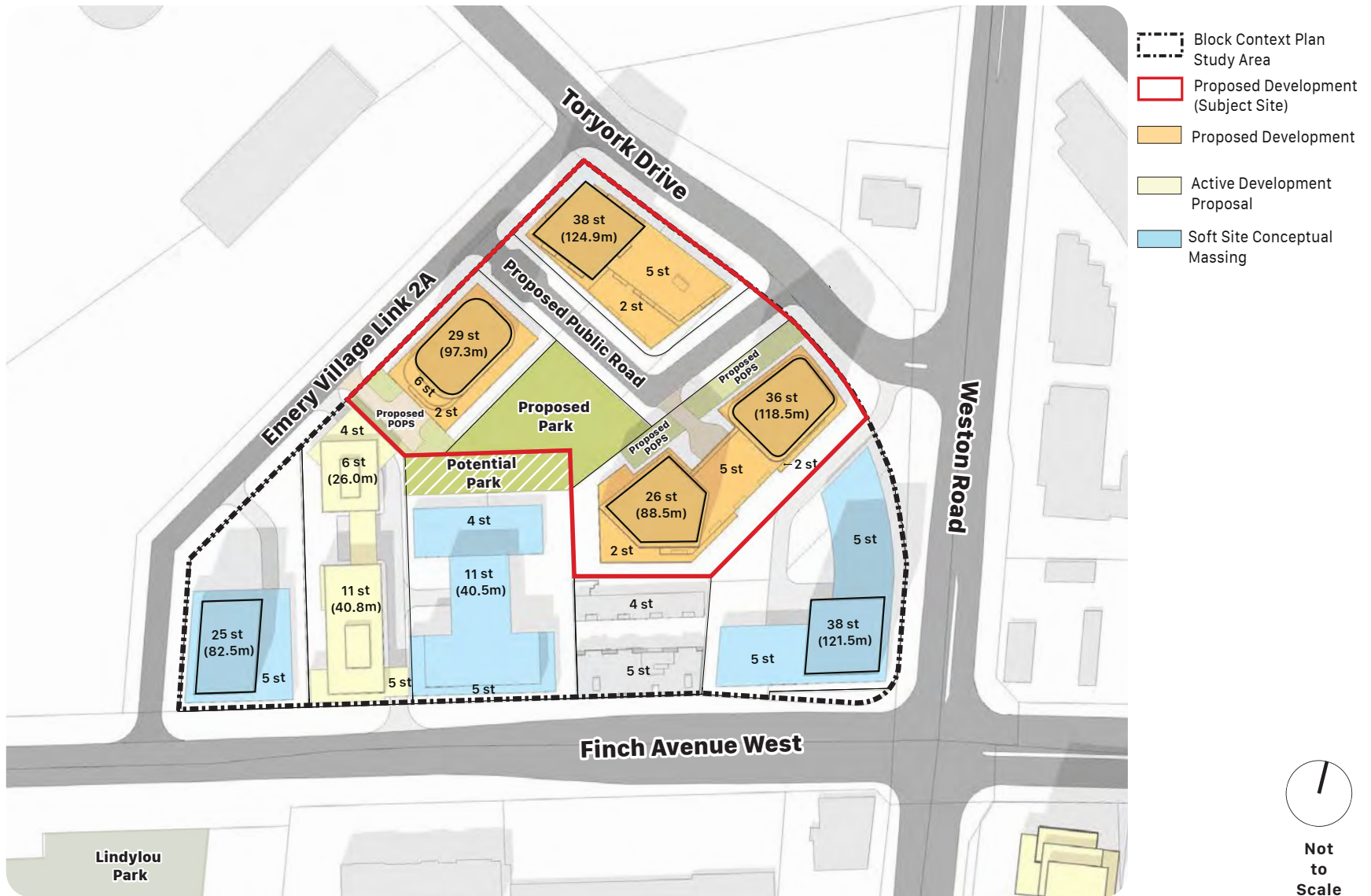


Figure 11 - Surrounding Developments and Potential Soft Sites

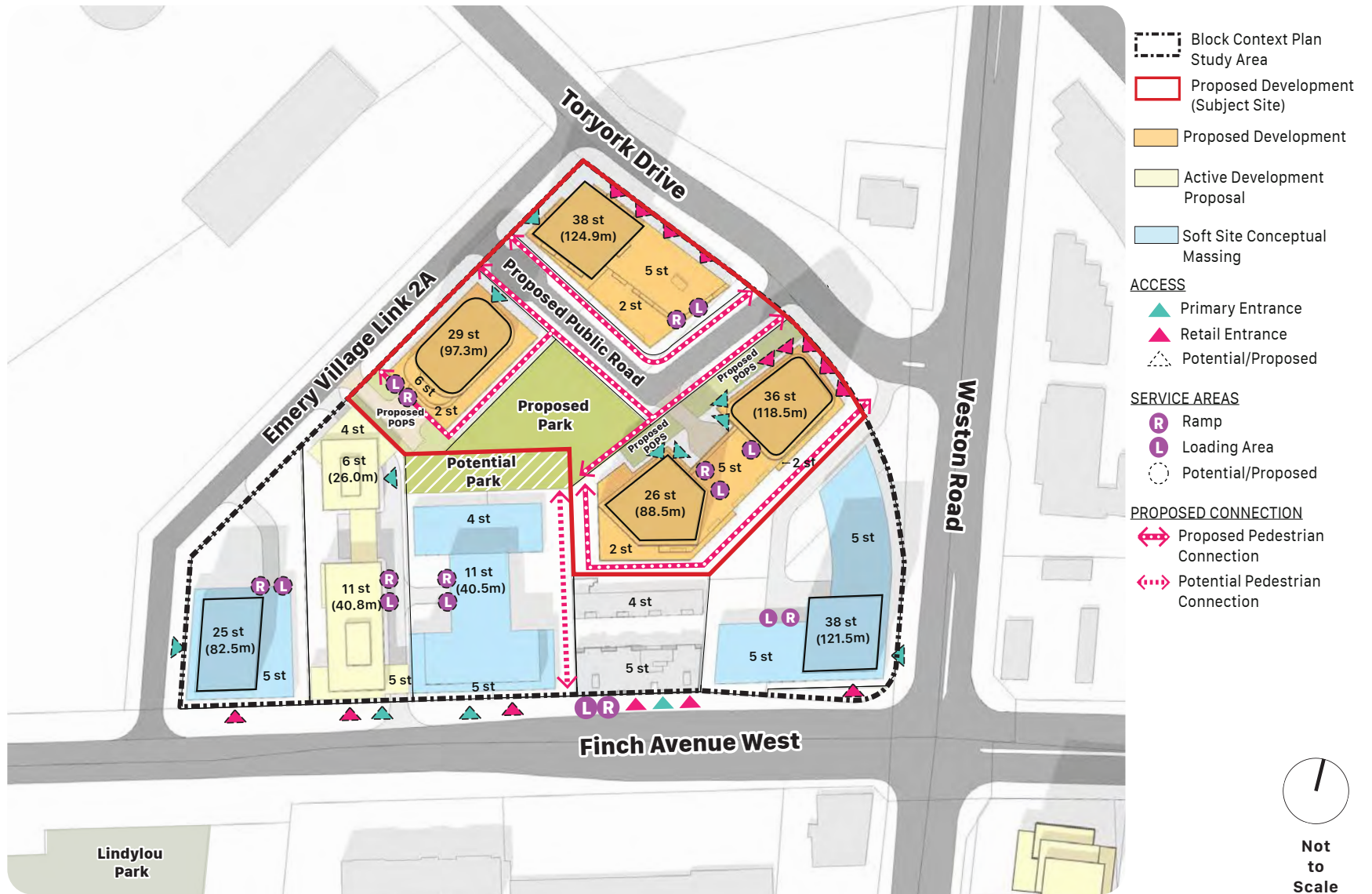


Figure 12 - Potential Access Points

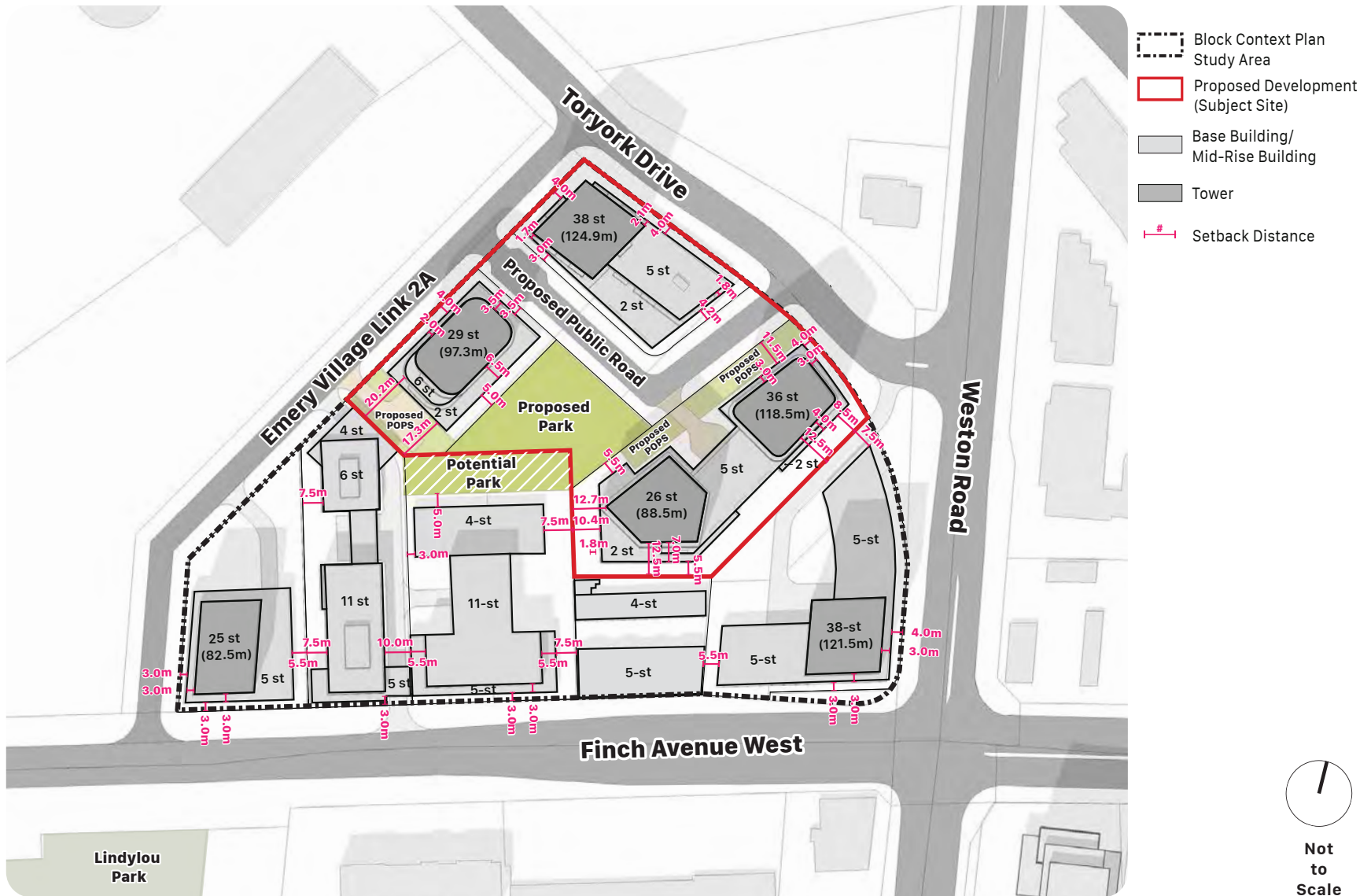


Figure 13 - Potential Building Setbacks

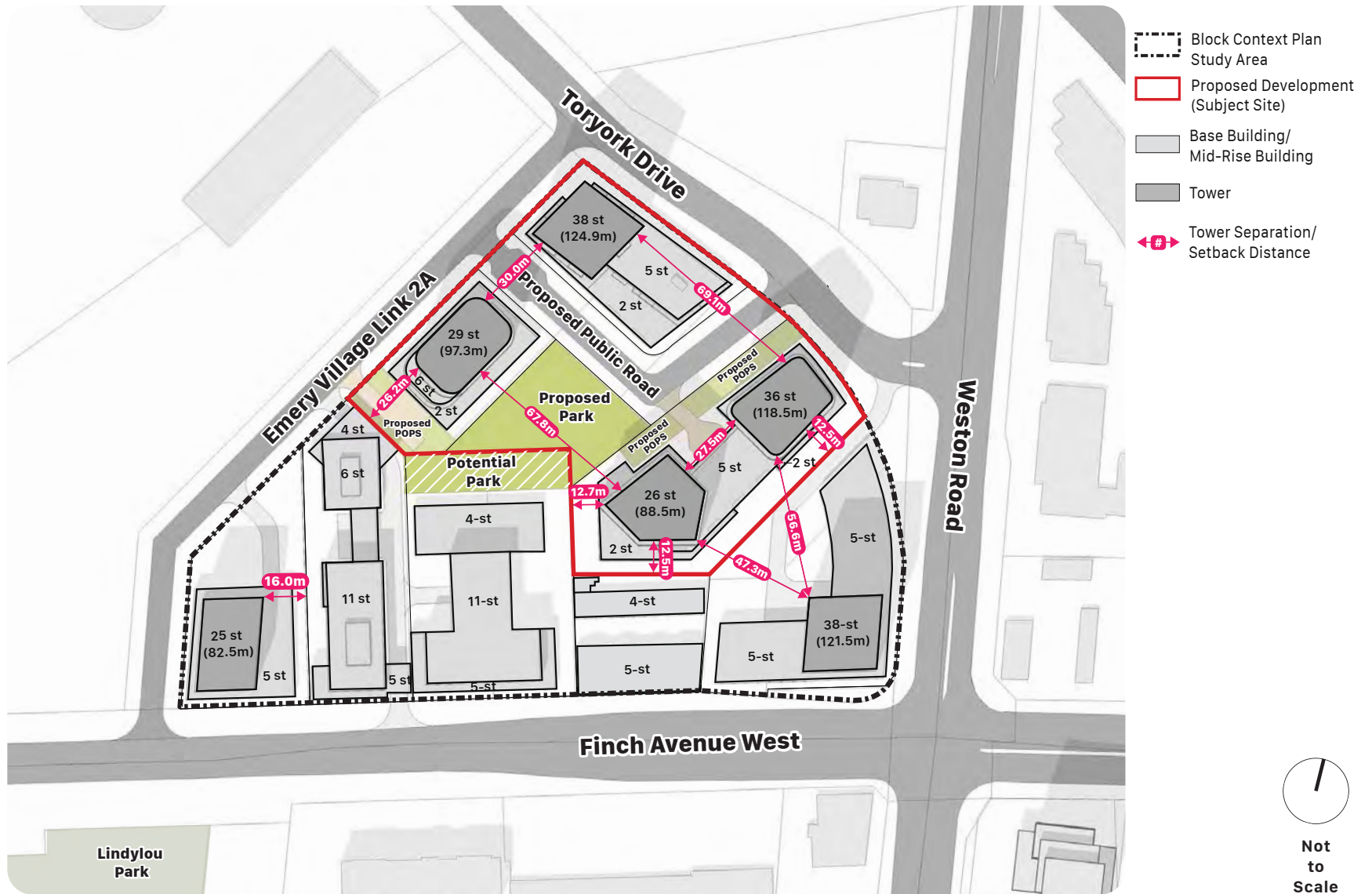
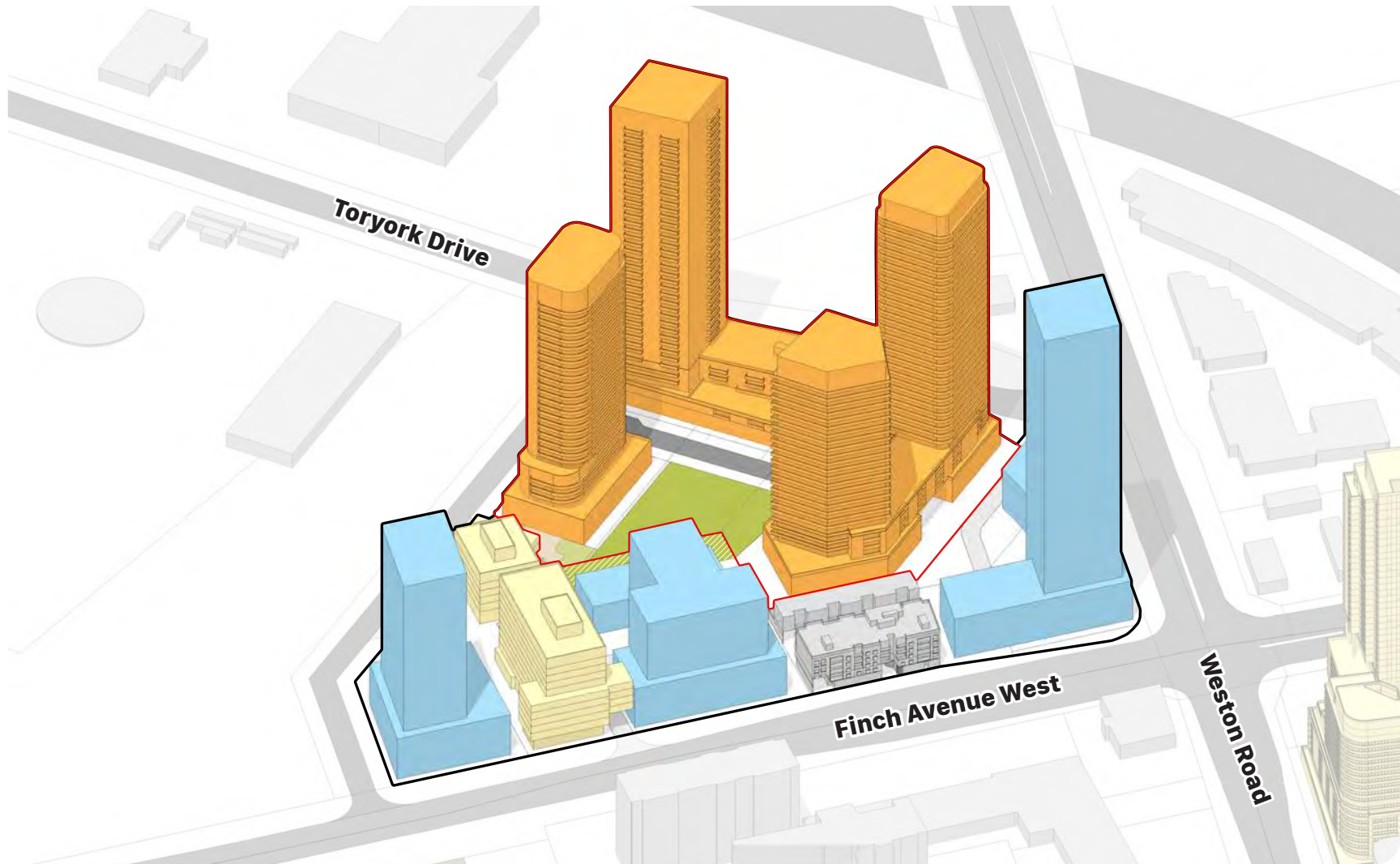


Figure 14 - Potential Tower Separation Distances



- Block Context Plan Study Area
- Proposed Development (Subject Site)
- Proposed Development
- Active Development Proposal
- Soft Site Conceptual Massing

**Figure 15** - Northwest Axonometric View



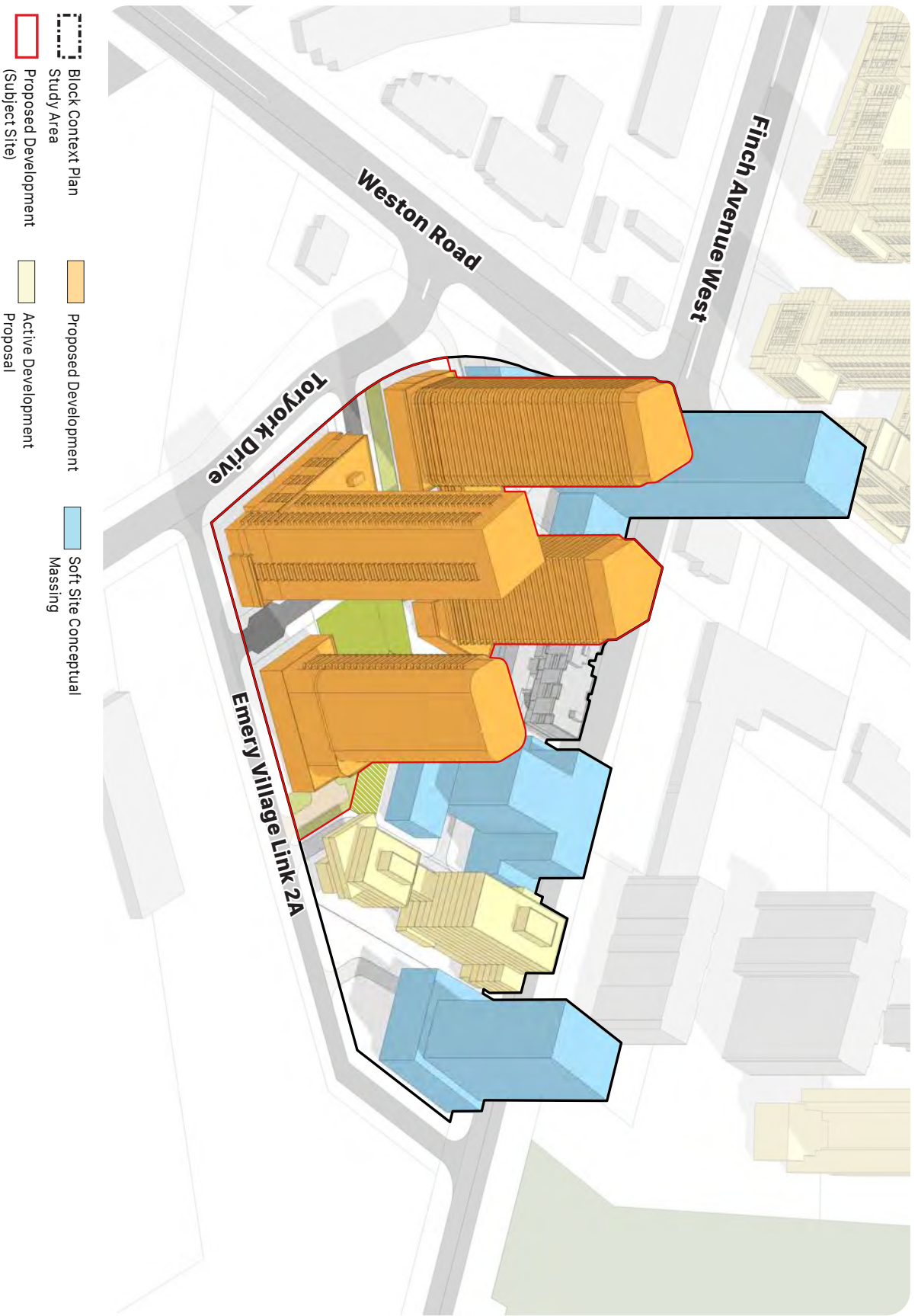


Figure 16 - Southeast Axonometric View

# 4 Conclusion

Overall, it is our opinion that the Revised Proposal continues to be contextually appropriate, will be compatible with the height and massing of existing and approved development in the Emery Village neighbourhood and will make a positive contribution to the existing and emerging character of the area.

The Revised Proposal will not restrict the development potential of the adjacent properties and will be a positive precedent for mixed use redevelopment within the block.

We note that, in assessing possible impacts from the conceptual redevelopment potential identified in this Block Context Plan, a number of important considerations must be kept in mind, including:

- the redevelopment of a number of the conceptual redevelopment sites would require demolition of existing commercial uses, which may or may not be economically viable;
- the redevelopment of some of the conceptual redevelopment sites, as demonstrated, would require property assembly or consolidation, which may or may not occur; and
- the conceptual redevelopment identified for each of the sites does not comply with the existing zoning and would require a Zoning By-law Amendment and/or Official Plan Amendment. In that regard, the built form represented in the conceptual redevelopment scenarios could be refused or reduced through the application review process.

As a result, although the conceptual development potential as identified through this Block Context Plan is theoretically achievable, it is possible that some of the soft sites may not redevelop, even over the to long-term.



