

Housing Now – Bloor-Islington and Islington Bus Terminal – City-Initiated Zoning By-law Amendment and Plan of Subdivision – Decision Report – Approval

Date: March 18, 2024

To: Planning and Housing Committee

From: Interim Chief Planner and Executive Director, City Planning

Wards: Ward 3 – Etobicoke Lakeshore

Planning Application Number: 21 249190 WET 03 OZ and 21 249227 WET 03 SB

SUMMARY

The City-owned properties at 3326 and 3330 Bloor Street West and 1240 and 1226 Islington Avenue comprise the Bloor-Islington Housing Now site and the new Islington bus terminal. This is one of 22 sites approved by City Council for redevelopment through the Housing Now Initiative. This report recommends approval of City-initiated Zoning By-law amendments to Zoning By-law 569-2013 to permit a proposed multi-tower development concept and performance standards for the new TTC Islington bus terminal, which is being relocated to the northern portion of the property to support the overall redevelopment of the site.

The Housing Now redevelopment will result in approximately 1,415 new dwelling units on this site, of which, approximately 471 new affordable rental units will be targeted through the Housing Now Initiative. The development concept supports a complete community in this part of Etobicoke Centre, providing approximately 9,946 square metres of non-residential space, which will be programmed for community, commercial, and retail uses.

The report also outlines the proposed Draft Plan of Subdivision for the site, creating a new public street linking Bloor Street West and Islington Avenue, implementing the Etobicoke Centre Secondary Plan vision to improve pedestrian connections. The Draft Plan of Subdivision sets out four development blocks: two blocks for mixed-use Housing Now development, one block for the relocated TTC bus terminal and one for a new publicly accessible space.

The recommended Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the Provincial Policy Statement (2020), conforms with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the City's Official Plan and Etobicoke Centre Secondary Plan.

RECOMMENDATIONS

The Interim Chief Planner and Executive Director, City Planning, recommends that:

1. City Council amend Zoning By-law 569-2013, as amended, for the lands at 3326 and 3330 Bloor Street West and 1240 and 1226 Islington Avenue substantially-in-accordance with the recommended Zoning By-law Amendments attached as Attachment 9a and Attachment 9b.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the recommended Zoning By-law Amendments as may be required.
3. In accordance with the delegated authority under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision for the lands at 3326 and 3330 Bloor Street West and 1240 and 1226 Islington Avenue as generally illustrated on Attachment 6a and 6b subject to:
 - a. The City obtaining the lands shown as Block 5 on the Draft Plan of Subdivision, currently a portion of the hydro corridor, under the jurisdiction of Hydro One Networks Inc.
 - b. The condition that a Lease Agreement has been entered into between the City and the development partner that includes, to the satisfaction of the Chief Planner and Executive Director, City Planning, standard subdivision obligations as applicable and with necessary modifications for implementation of the proposed plan as well as site-specific subdivision requirements as set out in the Lease Agreement; and
 - c. Revisions to the proposed Draft Plan of Subdivision and additional or modified subdivision requirements for inclusion in the Lease Agreement with the development partner, as the Chief Planner and Executive Director, City Planning, may deem appropriate to address matters arising from the ongoing technical review of this development.
4. City Council request the Chief Executive Officer, CreateTO, in consultation with the Chief Planner and Executive Director, City Planning, to engage City partners and the development partner to advance the detailed design of development requirements identified in Attachment 5 to the satisfaction of the Chief Planner and Executive Director, City Planning, and to secure the delivery of the development requirements on terms, including details and timing, in a Lease Agreement with the development partner.
5. City Council direct that any future planning applications for this development be reviewed in the context of the Bloor-Islington Block Context Plan included as Attachment 7.

FINANCIAL IMPACT

City Council has authorized Open Door incentives for Bloor-Islington for up to 471 affordable rental homes for 99 years (2019 EX1.1). This includes exemption from the payment of development charges, a waiver of all planning application and building permit fees and parkland dedication fees (\$23,410,000) and the exemption of municipal and school taxation over the 99-year term (\$17,670,000) estimated at a total of \$41,080,000, as shown in Table 1.

Table 1: Open Door Incentives for Bloor-Islington

Site	Net New Affordable Rental Homes	Estimated Affordability Period (Years)	Estimated Development Charges*	Estimated Planning Fees and Charges**	Estimated Total Value of Incentives	Estimated Net Present Value of Property Taxes***
Bloor-Islington	471	99	\$15,129,123	\$8,284,511	\$23,413,634	\$17,672,989

* Calculated using August 2023 development charge rates.

**Includes estimated January 2024 building permit fees of \$672,500, January 2024 planning fees of \$547,000, and parkland dedication fees of \$7,060,000.

***Calculated using 2023 property tax rates.

The Housing Now capital program has faced significant funding and financing challenges caused by rising interest rates, rapid escalation of construction costs, and changes to Federal and Provincial housing policies and programs. As such, investments from both the Federal and Provincial governments are needed to deliver the full 10,000 affordable rental units envisioned under the program, including at Bloor-Islington (PH3.6). The Housing Secretariat and CreateTO are exploring various funding and financing opportunities including Federal and Provincial avenues to augment the current committed investments and further enhance the City's ability to deliver affordable rental housing on this site.

In connection with the Bloor-Islington Housing Now development, the City of Toronto will acquire a portion of the hydro corridor lands for a future public road to facilitate the development. The lands are owned by the Province of Ontario as represented by the Minister of Infrastructure (MOI). As authorized signing officers of MOI, Ontario Infrastructure and Lands Corporation (OILC) and Infrastructure Ontario (IO) have recently provided the current standard form of Agreement of Purchase and Sale for review. The funding for the purchase is included in the Housing Secretariat's approved 2024-2033 Capital Budget and Plan. The cash flows and required funding will be revisited and updated, if required, during future budget processes.

DECISION HISTORY

At its meeting of December 11, 12, and 13, 2007, City Council adopted Item [PG11.2](#) containing a report entitled "[Six Points Interchange Reconfiguration Class Environmental Assessment Study](#)" approving a reconfiguration of the Six Points

interchange in the Bloor Street West, Dundas Street West and Kipling Avenue area of Etobicoke. As part of that report, City Council was presented with the [West District Design Initiative](#) (WDDI) and the urban design visions for Bloor-Islington, Westwood and current Etobicoke Civic Complex lands.

City Council initiated Housing Now in December 2018 to accelerate the development of affordable housing and mixed-income, mixed-use, transit-oriented communities on 11 City-owned properties. In May 2020, City Council initiated Phase Two of Housing Now, including six additional sites, in November 2021 City Council initiated Phase Three adding four additional sites, and in April of 2023 City Council adopted the recommendations in the [Housing Now 2023 Annual Update](#) (PH3.6), relating to the impacts of legislative changes from Bill 23.

On December 14, 2022, City Council directed the City Manager to develop a Housing Action Plan for the 2022-2026 term of Council. The plan adopted by the Executive Committee on March 21, 2023 ([2023.EX3.1](#)) includes a range of actions to increase the supply of housing, including reviewing delivery targets for Housing Now sites, implementing more permissive land use planning policies and regulations, increasing housing opportunities within neighbourhoods, updating the Open Door Affordable Housing Program, and developing a publicly available affordable housing dashboard, among other key actions items.

EQUITY IMPACT STATEMENT

The Housing Now Initiative is part of the HousingTO 2020-2030 Action Plan and is a core component of the 2022-2026 Housing Action Plan. The Housing Now Initiative advances a number of the City of Toronto's equity strategies and commitments, including Social Procurement Policy, Strong Neighbourhoods Strategy, Toronto Newcomer Strategy, Toronto Poverty Reduction Strategy and the Toronto Seniors Strategy.

The Housing Now development calls for a mix of non-residential and community uses which support employment destinations on transit. Approximately 33% of units will be rented below the City-wide average market rent, providing households with lower incomes with the opportunity to access safer, quality housing near high-order transit. A combination of housing supports, and rental allowances will be deployed to deepen the affordability of these units. The new affordable homes will remain affordable for 99 years, providing housing for future generations.

HOUSING NOW OVERVIEW

City Council initiated the Housing Now Initiative to deliver affordable housing on 11 City-owned properties. The Housing Now Initiative is an approach to city-building whereby City-owned lands are used to facilitate private sector, or non-profit development of affordable rental, market rental and ownership housing within mixed-use, mixed-income, transit-oriented communities. The new affordable rental homes will remain affordable for

99 years, providing quality housing opportunities for future generations. Investment in these sites will also contribute to the broader community by delivering new amenities, revitalized public spaces and improved access to transit.

The Housing Now project partners (Housing Secretariat, City Planning and CreateTO) provide updates to City Council on the Initiative, including recommendations for updates to Council authorities to implement Housing Now, setting out the Housing Now program requirements, updating financial, real estate and planning program requirements, as appropriate. The [2023 Housing Now Progress Update](#) was presented to City Council in April of 2023.

PROPOSAL

Overall Site and Area

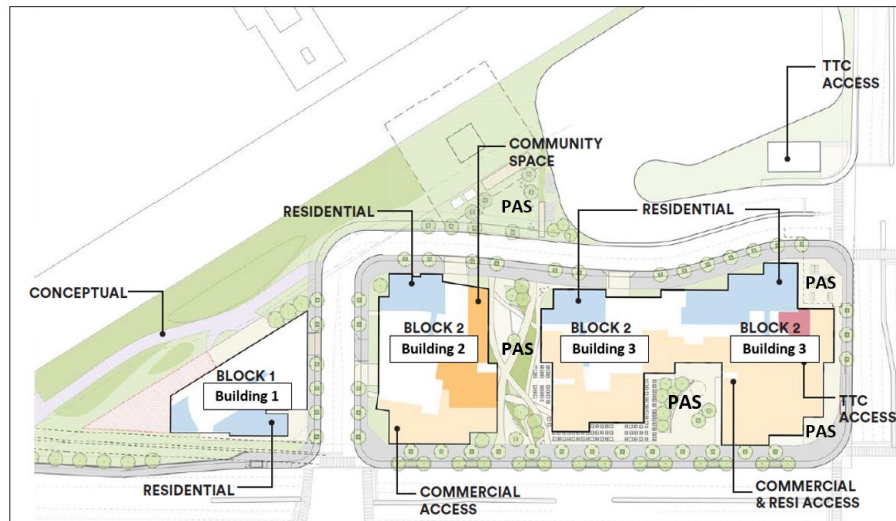
The site is triangular in shape and is bounded by Islington Avenue to the east, Bloor Street West to the south, and the hydro corridor to the northwest. The total site area is 17,718 square metres (approximately 1.77 hectares). The site is occupied by the existing TTC bus terminal and surface parking spaces. The bus terminal will be demolished and relocated to the north portion of the site (Block 7) abutting the hydro corridor.

Housing Now Development

The south portion of the site will become available for a mixed-use Housing Now site (Blocks 1 and 2) and a new public street connecting Bloor Street West and Islington Avenue (Blocks 4, 5 and 11). The north-south section of the proposed street extends the existing Green Lanes to north of Bloor Street West and is 20 metres wide. The east-west portion of the proposed street is the west extension of Aberfoyle Crescent and has a right-of-way width ranging from 15 to 15.25 metres. The Housing Now site is approximately 10,712 square metres, split between 2,080 square metres for Block 1 and 8,632 square metres for Block 2. Block 3 is a triangular shaped Publicly Accessible Space located north of the public street to provide green space for existing and future residents.

The Housing Now development concept consists of three buildings, including four towers, located on the two development blocks separated by the new public street. A total of 1,415 residential units are proposed, and approximately 33% (471 units) are to be affordable rental units provided through the Housing Now Initiative, with the remaining units to be split between market rate rental units (approximately 33%) and market condominiums (approximately 33%). The development also includes 9,946 square metres of non-residential space, including a community agency space, and five Publicly Accessible Spaces (PAS). Figure 1 illustrates the proposed site layout.

Figure 1: Proposed Site Layout



Proposed Building 1 is a stand-alone residential tower located within Block 1 with approximately 301 dwelling units. It has a height of 110 metres (approximately 35 storeys) with a four-storey base building. The shared loading and vehicle access to the underground garage is from the proposed public street. The underground garage contains 13 residential vehicular parking spaces and 235 bicycle parking spaces.

Proposed Building 2 is a stand-alone mixed-use building, located on the western side of Block 2. It has a height of 176 metres (approximately 55 storeys) with a two-storey street wall along Bloor Street West. This building includes approximately 463 dwelling units, and a community agency space on the ground floor and mezzanine. There are two separate loading and vehicular underground garage access points from the proposed public street. The underground garage contains 266 vehicular parking spaces (13 non-residential) and 361 bicycle parking spaces (349 residential, 12 non-residential).

Proposed Building 3 is located on the eastern portion of Block 2 and includes two tower components of 134 metres (approximately 41 storeys) and 107 metres (approximately 32 storeys) connected by a 32-metre (approximately seven storeys) base building. This building includes a total of 651 dwelling units and at least 7,119 square metres of non-residential gross floor area. A direct pedestrian connection to the TTC Islington Subway Station will be located along Islington Avenue. A shared loading and vehicular access to the underground garage from the proposed street will service both towers. The underground garage contains 294 vehicular parking spaces (35 non-residential) and 525 bicycle parking spaces (493 residential, 32 non-residential).

The recommended Zoning By-law Amendment in Attachment 9a includes a number of development requirements including the following:

- Market units are consistent with the ratios in the City's Growing Up Guidelines for two- and three-bedroom units;
- Parking may be shared between building blocks for residential occupants, however, required accessible spaces must be provided on the same block;

- The new city-wide parking standards will apply to the site; and
- Provision of Publicly Accessible Spaces.

Further details are provided in Attachment 1: Application Data Sheet and Attachment 10: Simplified Site Plan for Housing Now Development.

TTC Islington Station Redevelopment

The proposed TTC Islington bus terminal and subway station entrance in Block 7 is part of TTC's modernization to enhance accessibility and safety for customers and staff. The Islington subway station redevelopment will include a new fully accessible bus terminal as well as a new west entrance and will modify the existing underground subway station to be accessible.

The new main Islington subway station west entrance building would be located on the west side of Islington Avenue with direct access from the street level to the station's existing concourse level. A new driveway and circulation area around the bus terminal will have a signalized access to Islington Avenue. The bus terminal is approximately six metres in height and the subway entrance is approximately eight metres in height. The total gross floor area will be 2,762 square metres, resulting in a floor space index of 0.37 times the lot area. The existing south entrance and pick-up and drop-off north entrance will be demolished once the new bus terminal and access is complete. Please refer to Attachment 11 for the rendering of the proposed bus terminal and subway entrance.

Block Context Plan

Given the significance of the Bloor-Islington location and its designation as an Urban Growth Centre, City Planning and CreateTO initiated a Block Context Plan (BCP) exercise to provide a set of design and development principles and performance standards to inform the City-initiated Zoning By-law amendments and guide future Site Plan Control applications.

The BCP introduces built form that emphasizes well-defined streetwalls, varying base building heights and strategically placed towers, organized around a Publicly Accessible Space network with through-block connections to improve pedestrian access to the Islington subway station.

The following BCP principles will guide investment and growth as development advances, and as the area evolves in order to achieve:

- The design of a complete community: Bloor-Islington will become the heart of the Etobicoke Centre creating a community for both city and local residents to enjoy.
- Design excellence: Innovative building typologies, efficient built form and quality living spaces will be designed to build new communities. The BCP emphasizes attention on the quality of microclimates (sunlight, outdoor comfort, wind conditions) created by new development, which informed the location and orientation of buildings.

- A walkable and active public realm: Publicly Accessible Spaces will provide pedestrian through-block connections, forecourts and courtyards to improve access to the Islington Subway station.
- Human Scaled Massing: Emphasis will be placed on well-defined streetwalls, varying base building heights, well-articulated buildings and active uses at the ground level.
- Tower Articulation: The shifted, tiered or tilted tower massing can be used to reduce shadows cast, improve light and sky view access, and mitigate pedestrian level winds.

The Bloor Islington Block Context Plan is provided as Attachment 7 to this report. As part of the Lease Agreement, the future developer partner will be required to provide architectural drawings as part of the Site Plan Control application that are in keeping with the principles and design of the Block Context Plan.

Reasons for Application

Zoning By-law Amendment

City-wide Zoning By-law 569-2013 does not currently apply to these lands as a Site-Specific Zoning By-law under the Etobicoke Code is in place for the Etobicoke Centre Secondary Plan area. Through this report, the proposal is to bring both the Housing Now and TTC Islington subway station lands into Zoning By-law 569-2013 by way of the recommended Zoning By-law Amendments in Attachments 9a and 9b.

The developable areas of each Housing Now Block are subject to height, setback, separation distance and built form requirements. Provisions in the recommended Zoning By-law Amendment ensure comfortable public realm conditions, tapering of tall buildings to create architectural interest, and securing tower form that minimizes the impact of wind at the ground level. Through the Housing Now Initiative, Development Requirements, such as provision of publicly accessible spaces and a community agency space, will be secured through the appropriate legal agreements, such as the ground lease and public access requirements. A list of Development Requirements is found in Attachment 5.

Plan of Subdivision

The subdivision is proposed to be registered to facilitate the orderly development of the site and to enhance connections in accordance with the vision set out in the Etobicoke Centre Secondary Plan. The Draft Plan of Subdivision is in Attachment 6a and 6b.

Construction of the street, services and infrastructure will be the responsibility of the development partner and will be coordinated with the development to be approved on these lands.

As the City will retain ownership of the lands, implementation obligations that would normally be secured in a standard subdivision agreement with an owner will be secured through the Lease Agreement with the City's development partner. Such standard obligations would include matters relating to retention of a consulting engineer, release for construction of services, servicing requirements, construction management,

inspections, insurance, indemnity, financial security and fees, permit requirements, acceptance and assumption. Standard requirements relating to plan registration, permit and construction timing, land conveyance and environmental matters will be modified to reflect preliminary work prepared in support of this submission in the context of the Housing Now Initiative process as set out through [2019.EX1.1](#).

The proposed new public street is illustrated as Blocks 4, 5 and 11 on the Draft Plan of Subdivision rather than a street to facilitate the leasing arrangement with a future development partner. Upon the development partner's completion of the infrastructure work and its acceptance by the City, the street blocks will be removed from the lands subject to the Lease Agreement and dedicated as a public highway.

Block 11 on the Draft Plan of Subdivision is currently owned by Ontario Infrastructure and Lands Corporation, also known as Infrastructure Ontario (IO). The City of Toronto has received authorization from IO, on behalf of the owner, His Majesty the Province of Ontario as represented by the Minister of Infrastructure, to include this parcel of land in the Zoning By-law Amendment and Draft Plan of Subdivision applications. IO has recently provided their current standard form of Agreement of Purchase and Sale for review. Staff are targeting Q2 2024 to execute this agreement with IO for the acquisition. Hydro One Networks Inc. (HONI) have also completed their technical review for this roadway, raising no significant concerns.

In addition to standard obligations, the site-specific obligations identified through circulation of the Draft Plan of Subdivision will also be secured with additional details, including appropriate timing of obligations, through the Lease Agreement with the development partner to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor. Subdivision obligations that relate to the City lands that are not part of the future mixed-use development blocks will be facilitated through temporary Lease Agreements and licensing requirements during construction and implementation.

APPLICATION BACKGROUND

Application Requirements

The following reports/studies were submitted in support of the application:

- Architectural Plans
- Revised Block Context Plan
- Toronto Green Standard Statistics
- Environmental Impact Phase 1 and Phase 2
- Geotechnical Study
- Hydrogeological Report
- Hydrological Review Summary
- Hydrological Review Summary Form
- Landscape Plans
- Servicing Report

- Servicing Report Groundwater Summary
- Stormwater Management Report
- Survey Plans
- Transportation Impact Study
- Pedestrian Level Wind Study
- Electromagnetic Field Management Report
- Rail Safety Report (Peer Reviewed)
- Draft Plan of Subdivision

The above-mentioned plans, reports and studies are available on the [Application Information Centre](#).

Agency Circulation Outcomes

The application, together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used in evaluating the application and to formulate appropriate Zoning By-law standards.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to Provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, the Greenbelt Plan, and others.

Official Plan

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The [Official Plan](#) Urban Structure Map 2 identifies the site as a *Centre*. The land use designation for the site is *Mixed Use Areas*. See Attachment 3 of this report for the Official Plan Land Use Map.

Secondary Plan

[The Etobicoke Centre Secondary Plan](#) (Secondary Plan) identifies the site as Bloor/Islington Focus Area which is intended for high-rise office and residential buildings. The Secondary Plan designates the site as *Mixed Use Areas A* where a broad range of commercial and residential uses are permitted. See Attachment 4 of this report for the Secondary Plan Land Use Map.

Site and Area Specific Policy

Official Plan Amendment 570 (By-law 889-2022), approved by City Council on July 19, 2022 and is awaiting approval by the Ministry of Municipal Affairs and Housing, establishes 57 new Protected Major Transit Station Areas (PMTSAs) through Site and

Area-Specific Policies. Within OPA 570, SASP 570 delineates a Protected Major Transit Station Area (“PMTSA”) around Islington Station, including the subject site, and provides minimum density provisions for new development. This PMTSA is targeted to provide a minimum 300 residents and jobs combined per hectare. The minimum density (floor space index) for the subject site is two times the lot area.

Zoning

The site is zoned Etobicoke Centre 2 (EC2) in the Etobicoke Zoning Code, as amended by the Etobicoke Centre By-law 1088-2002. The EC2 zone permits a wide range of residential and non-residential uses. The maximum building height permitted is 60 metres and the maximum floor space index permitted is 3.5 times the area of the lot. In the EC2 zone, a minimum of 25% of the site area is required to be reserved for landscaped open space. The Etobicoke Zoning Code also provides performance standards including maximum base building height, minimum and maximum building setbacks and maximum tower floorplate size.

City-wide Zoning By-law 569-2013 does not apply to this site as a site-specific zoning is in place; however, by way of this development application, the lands are to be brought into Zoning By-law 569-2013.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Etobicoke Centre Urban Design Guidelines
- Etobicoke Centre Public Space and Streetscape Plan
- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Design Guidelines for Privately-Owned Publicly Accessible Spaces
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Toronto Accessibility Design Guidelines
- Guidelines for the Design and Management of Bicycle Parking Facilities

Toronto Green Standard (TGS)

The Toronto Green Standard (TGS) is a set of performance measures for green development. City Council direction requires the City’s Agencies, Corporations and Divisions to apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings. The development at Bloor-Islington will be designed to meet Tier 2 Version 4 of the Toronto Green Standard.

Site Plan Control

A Site Plan Control application will be required for the Housing Now development and will be submitted by the future development partner. The TTC station redevelopment has submitted a separate Site Plan Control application (file number 21 153222 WET 03 SA), and the review has been completed.

Draft Plan of Subdivision

A Draft Plan of Subdivision has been submitted (file number 21 249190 WET 03 OZ). The Chief Planner and Executive Director has delegated authority for Plans of Subdivision under By-law 229-2000, as amended.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff are of the opinion that the proposal is consistent with the PPS and that it conforms with the Growth Plan.

Land Use

The proposed land use of the development proposal is consistent with the requirements of the Official Plan's *Mixed-Use Areas* and Etobicoke Centre Secondary Plan policies. In addition to the provision of new affordable rental housing and new market housing, the redevelopment will provide non-residential uses on site in the block adjacent to Islington subway station, comprising approximately 10% of the total gross floor area on Block 2.

Density, Height, Massing

The site is located within the Bloor-Islington Focus Area, as identified in the Secondary Plan, which envisions high-rise residential uses on the site, to lend prominence to the highly visible Bloor and Islington intersection. The proposed height, density and massing of the mixed-used development satisfies the Secondary Plan's envisioned massing and residential uses, without limiting the feel, function or prominence of the pedestrian realm.

Figures 2 and 3 illustrate the heights and massing of the proposed development concept. The articulation of the base building and tower elements are visible, including the building heights in the context of nearby developments in the Etobicoke Centre Secondary Plan area.

Figure 2: Massing of Proposed Housing Now development, Looking North



Figure 3: Rendering of the Proposal, Looking North from Bloor Street West



Policies within the Secondary Plan state that the general scale of buildings in Etobicoke Centre will promote an urban character with the greatest heights and densities around the Kipling and Islington subway stations. The proposed development with a height peak of 176 metres (approximately 55 storeys) would represent the tallest building within the Secondary Plan area, consistent with the vision of the Block Context Plan, and policy direction to permit the greatest heights and highest densities around the Kipling and Islington subway stations. To achieve the development targets and design envisioned through the Bloor-Islington Block Context Plan, the recommended Zoning By-law Amendments permit a floor space index of 11.48 times the lot area for Block 1 and 11.42 on Block 2.

In accordance with the Secondary Plan's Urban Design Guidelines and Block Context Plan, the proposed development concept is for intensification through tall buildings. The

proposed development concept introduces a unique approach to tall building design introducing a variety of heights with tapered towers, that are oriented strategically to optimize microclimatic conditions around the public realm and to minimize impact on the surrounding area. The provision of differing building heights and sculpted massing also helps with establishing a distinct skyline character and promoting a unique presence within the Centre consistent with the Secondary Plan vision.

Tall Building Massing

The departure from a traditional tower-base building form was considered within the Block Context Plan to create a unique architectural expression at this transit focal point, while accommodating the target number of new affordable housing units, range of non-residential uses in the base building and significant enhancements to the public realm on Bloor Street West.

Despite these departures, the proposed development concept remains consistent with the established policy and guideline standards for tall buildings. The buildings are generally comprised of a base, middle and top. A pedestrian scale and good proportion are maintained with building setbacks and stepbacks along streets and open spaces. Floor plate sizes are limited as heights increase and the tower separation distances range from 25 metres to over 37 metres. These measures are designed to ensure access to sunlight and sky view from the public realm, and to daylight and privacy for interior spaces within the buildings. This is consistent with the greater tower separation distances that characterize the existing context within Etobicoke Centre and reinforces the Tall Building Design Guidelines' direction that separation distances should respond to the area context. The resulting slender point tower elements with generous separation distances contribute to a distinct skyline character and allow views through the sites.

Microclimate

This proposal conforms to the policy direction of the Official Plan and the Secondary Plan. City Planning staff are satisfied that the submitted Shadow Study demonstrates that the massing, tower locations and building heights have been designed to minimize shadow impacts on the daycare at 9 Mabelle Avenue and the lands south of Bloor Street West.

City Planning staff are satisfied with the expected wind conditions resulting from the proposed development, subject to further detailed assessment through subsequent Site Plan Control applications for additional mitigation strategies. The wind conditions at the grade-level pedestrian areas within and surrounding the development site are expected to be suitable for the intended use throughout the summer, spring and fall season. As the project advances to detailed design, additional mitigation measures may be required to further improve the wind conditions during the winter season.

Various performance standards have been included in the recommended Zoning By-law Amendment to ensure the built form is carefully regulated and designed to mitigate wind impacts on site, while maintaining the vision of the Block Context Plan. The development concept will support investment in the Bloor Street West streetscape and

public spaces. The intersection will have high pedestrian volumes as residents and visitors from the site access the transit and grade-level uses. The recommended Zoning By-law Amendment includes minimum tower setbacks above the base buildings, setbacks at grade, and building projections to improve the wind conditions within the pedestrian zones in the surrounding area.

To achieve wind mitigation at the northwest corner of Building 3, a future encroachment into the municipal right-of-way may be required. This encroachment will be limited to the greatest extent possible to ensure the health of street trees. A wind tunnel study will be required as part of the future Site Plan Control application to confirm further wind mitigation measures.

Amenity Space

The recommended Zoning By-law Amendment requires that amenity space be provided at a rate of two square metres per unit for indoor and two square metres per unit for outdoor areas. The development proposes approximately 1,241 square metres within Block 1, and 4,669 square metres within Block 2. The spaces include generously sized areas on roofs that can accommodate a variety of needed outdoor spaces. The proposed location of these spaces provides an opportunity to achieve integrated landscape areas that carry the green spaces at street level up into the buildings to create elevated community oases, as envisioned through the Block Context Plan.

Publicly Accessible Space and Parkland

This development is exempt from the parkland dedication requirement under Chapter 415, Article III, Section 415-30 A (9) and (15) of the Toronto Municipal Code. However, five areas of Publicly Accessible Spaces (PAS) are provided within Blocks 2 and 3 of the development site.

Block 2 contains PAS between proposed Buildings 2 and 3 as a mid-block connection, at grade courtyard in front of Building 3, and at the southeast and northeast corners of Building 3. Figure 4 illustrates the PAS located at the southeast corner of Building 3, at the intersection of Bloor Street West and Islington Avenue. The PAS between Buildings 2 and 3 provides safe pedestrian connections from Bloor Street West to the Block 3 PAS and the TTC station. These PASs within Block 2 provide large and small gathering spaces that will serve as active and passive recreation opportunities, and foster community identity and a sense of place.

The entirety of Block 3 is a PAS which will provide the opportunity for additional programming and gathering areas, as an extension of the Block 2 open space network through the site originating from Bloor Street West.

Figure 4: Rendering Looking Northwest from the Islington Avenue and Bloor Street West Intersection



Mobility, Parking and Loading

TTC Islington Station Relocation and Integration

The Secondary Plan requires development over the TTC Islington Subway Station to comprehensively address the integration of new or reconfigured station facilities within the development, including station entrance facilities for pedestrians and TTC bus terminal facilities. The TTC station concourse, subway infrastructure and underground mechanical facilities are integrated with the building and street design. Building 3, located at the southeast corner of the site will have a pedestrian entrance connecting pedestrians to the TTC subway via the underground concourse. CreateTO has worked closely with the TTC to confirm the design and access requirements for the concourse. The development partner will be required to construct the concourse with the full build-out of the site and completion of Block 2 and Building 3. This requirement is set out in Attachment 5: Development Requirements.

The TTC bus terminal will be relocated to the north portion of the site to allow the development of the mixed-use Housing Now blocks along Bloor Street West. The new bus terminal will take access from Islington Avenue through a new driveway aligned to Aberfoyle Crescent adjacent to the east-west portion of the new public street. Transportation Services, City Planning, CreateTO and the TTC have undertaken detailed work at the development concept stage, including a pedestrian safety audit, to arrive at intersection and road designs for Islington Avenue and the proposed street that provide for safe crossing distances, visibility and support the TTC's operational requirements. This intersection will be completed prior to occupancy of Building 3, until which time it will be used exclusively by TTC and construction vehicles. The east-west portion of the proposed street will have a basic two-lane cross section with one lane in each direction and a total width of nine metres. The TTC driveway will operate under the new signalized traffic signals at the Islington Avenue and Aberfoyle Crescent intersection. The Islington Avenue lane configuration will be modified by narrowing the

two existing southbound through lanes to create a southbound right turn lane for TTC buses only. The lane modification is intended to improve and generate access from the north for buses to enter the terminal.

The recommended Zoning By-law Amendment related to the TTC terminal, included as Attachment 9b, will permit the ancillary uses within the existing subway station and establish the parking standards for the new bus terminal in accordance with TTC guidelines.

Transportation Network and Mobility

The Secondary Plan requires the Etobicoke Centre to have a balanced approach to transportation needs for west end residents, and commuters living beyond the City boundaries who choose transit as their primary mode of transportation.

The site is well suited to encourage a range of non-automobile mobility options such as cycling, walking and transit. The redevelopment of the site advances planned cycling improvements in the area from the Etobicoke Centre Streetscape Master Plan. The proposed public street will form a low-speed street, accommodating cyclist safety, and providing safer connections to the TTC entrance and Aberfoyle Crescent and Islington Avenue. The Transportation Impact Study has identified potential opportunities for the future extension of the cycling network, and linkages between the Six Points Focus Area and Bloor Islington. A formal connection to the future extension of the cycling network on Bloor Street West will be investigated through the site plan control review stage.

A new vehicular access to the block will be provided from Bloor Street West to Islington Avenue through the new proposed public street. The Islington Avenue access of the proposed public street will operate with a right-in and right-out condition, and the proposed TTC driveway will be controlled by a new traffic signal at the intersection of Aberfoyle Crescent and Islington Avenue, with separate signal phases for TTC vehicles to improve access for surface transit vehicles. The north-south portion of the proposed street will have a width of 10-11 metres where the turn lane exists and will taper down to 8.5 metres where the turn lane is no longer present. The east-west portion of the proposed street will maintain an 8.5-metre drive surface, with flush curbs and increased landscaping treatments to make the street and sidewalk space cohesive.

Pick Up and Drop Off

Opportunities for traditional pick-up and drop-off (PUDO) activity are limited due to the development pattern, high visibility as well as high vehicle and pedestrian demands. Both Block 1 and 2 buildings have proposed lobby entrances along the proposed public street where short term PUDO activity will occur. The Transportation Impact Study recommends no parking on the west and south sides of the public street, to prioritize curbside space for high turnover pick-up/drop off activity associated with the TTC and residential uses.

Travel Demand Management (TDM)

Prior to City Council's adoption of the Recommended Parking Requirements for New Development (PH29.3), the TDM Framework was developed to justify the reduction of vehicular parking on site, to reduce single occupancy vehicle use, and provide options for residents to find alternative ways to travel to and from the area. As the City's direction on parking requirements has evolved, the TDM Framework will still play a central role in facilitating a development that can successfully support multiple modes of travel. The TDM program and active transportation strategy will be secured through the Lease Agreement and Site Plan Control, to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

The Housing Now TDM Framework contains initiatives that can be undertaken to reduce the number of vehicle trips generated by Housing Now developments.

Streetscape

Details of streetscape design will be confirmed through the Site Plan Control process. These details will align with the Etobicoke Centre Public Space and Streetscape Plan as well as the Block Context Plan's vision of an enhanced streetscape on Bloor Street West to support new retail uses and the increase in pedestrian activity. The proposed variation in building setbacks and street wall articulation in Block 2 will frame the public realm and create a dynamic experience, emphasizing different grade-related uses and a pedestrian scale and rhythm, which is consistent with the policies and guidelines for Etobicoke Centre.

A westerly extension of the main street shopping area along Bloor Street West will add to the level of pedestrian activity and contribute positively to the public realm. The Bloor Street West frontage will feature two rows of trees, with additional bicycle parking spaces and street furniture, contributing towards a safe and attractive pedestrian environment. The widening of Bloor Street West will be implemented through the development concept, with key pedestrian routes having sidewalk widths ranging from 2.1 metres to 3.8 metres. New pedestrian crossings will be provided at the signalized intersection of Bloor Street West and Green Lanes and Islington Avenue and Aberfoyle Crescent, providing additional safe and convenient access to the relocated TTC station.

The proposed Publicly Accessible Space between Buildings 2 and 3 provides a mid-block connection within Block 2 facilitating a range of pedestrian routes and connections for the community and to the adjacent TTC Islington Station. The Publicly Accessible Space will also link the mid-block connection to the public open space to the north of the proposed street.

Servicing

As part of the inter-divisional review of the proposed development concept, City staff reviewed a number of reports and studies related to servicing for all blocks within the development block. Staff are satisfied that sufficient capacity exists in the municipal water distribution system and municipal sanitary infrastructure to service the proposed development without any external upgrades or retrofits.

Electromagnetic Field Management Plan

The site is adjacent to a hydro utility corridor with four 115kV transmission lines. An Electromagnetic Field (EMF) Management Plan is required for all Zoning By-law Amendment applications for lands within or abuts a hydro corridor. An EMF Management Plan prepared by EMF Inspections, dated February 5, 2022, was submitted to confirm the EMF impact and identifies no-to-low-cost EMF exposure reduction measures.

The EMF Management Plan recommended several magnetic field exposure reduction strategies including:

- Engage a firm specializing in the shielding of magnetic fields to investigate the possibility of passive or active shielding at the north face of Building 1 where the estimated maximum average magnetic field exposure is the highest;
- The building design will locate electrical conductors away from high occupancy areas, such as bedrooms, to the extent feasible;
- Electrical rooms, transformers, and conductors carrying large currents will be located along the central corridors of the building away from areas where residents will likely spend significant amount of time, such as sleeping areas or onsite facilities for children; and
- Plans which locate child-centric facilities as far as feasible from the hydro corridor will be investigated and considered.

The EMF Management Plan and the recommendations were reviewed and accepted by Toronto Public Health. The EMF Plan will be secured through the Lease Agreement and the development partner will be required to demonstrate how the recommended mitigation measures are addressed as part of the future Site Plan Control application.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. City Council direction requires the City's Agencies, Corporations and Divisions to apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings. The development at Bloor-Islington will be designed to meet Tier 2 Version 4 of the Toronto Green Standard.

The materials prepared in support of the proposed development concept included a summary of TGS performance measures to be incorporated at the preliminary design stage. Where possible and appropriate, these measures have been secured in the recommended Zoning By-law Amendment. Implementation of TGS requirements will be confirmed as part of the forthcoming Site Plan Control application and will be secured on site plan control drawings and through a Site Plan Agreement.

School Boards

The Toronto Catholic District School Board (TCDSB) has advised that the local school area surrounding the development site is experiencing significant enrollment pressures. The TCDSB has been actively working with stakeholders to identify and secure a school

site within the Etobicoke Centre. In the interim, the TCDSB has requested that appropriate signage be erected on site and appropriate warning clauses be included in all leases, rental, sale and tenancy agreements. These requirements are proposed to be secured in the Development Agreement and subsequent Site Plan Agreement(s).

The Toronto Lands Corporation (TLC) in consultation with the Toronto District School Board (TDSB) has determined that both the local elementary and secondary schools are currently presenting accommodation challenges. The TLC and the TDSB will continue to monitor the residential development within the local area to understand the cumulative impact on local schools and to determine where prospective students will attend.

In the interim, the TDSB has requested that appropriate signage be erected on site and appropriate warning clauses be included in all leases, rental, sale and tenancy agreements. These requirements are proposed to be secured in subsequent Site Plan Agreement(s).

Noise Vibration and Air Quality

The submission reviewed by staff included assessments evaluating the potential impacts of noise, vibration and air quality impacts on and from the proposed development. The reports' summary concludes that impacts of the surrounding environment on the development can be adequately controlled through feasible mitigation measures, façade designs and warning clauses.

The noise, vibration and air quality impacts on and from the proposal are anticipated to be negligible and can be adequately controlled by design guidance included in the technical reports. Given the early stage of the design and the level of analysis that has been completed, noise, vibration and air quality studies should be submitted as part of future Site Plan Control applications. Before acceptance of the technical report conclusions, a third-party peer review of the report together with a detailed design of the proposed development should be conducted at the selected developer's expense during the Site Plan Control process.

Rail Corridor

Official Plan Policy 2.2.4 states new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate, or minimize negative impacts on and from the transportation corridors and facilities. The site is immediately adjacent to the Canadian Pacific Railway Galt Subdivision line which also carries the Milton GO Transit train service. The proposed mixed-use buildings provide building setbacks between 30 to 93 metres measured from the base building to the rail corridor, with Building 1 being the closest to the rail corridor.

A Rail Safety Report was prepared by Entuitive dated April 2022, and revised in September 2023, in support of the mixed-use development. The report recommended the mitigation measure of maintaining a minimum 30-metre building setback and the

construction of two crash walls at the northern areas of Building 1 and 2 that meet the following requirements:

- Height of 2.135 metres from top of grade;
- Minimum 0.45-metre thick and be smooth and continuous;
- The applied impact load resulting from derailment will be at 1.8 metres from the top of rail;
- Designed to incorporate both horizontal and vertical continuity reinforcement to distribute the impact loads of a derailed train;
- Share a foundation with each respective basement; and
- No floor area of each building is supported by the crash wall, having independent columns inboard of the wall for support.

The Rail Safety Report and addendums were reviewed by ARUP, a qualified consultant retained by the City. The peer reviewer concurs with the recommendation and are satisfied that the proposal will meet the Federation of Canadian Municipalities and Railway Associations of Canada's Guidelines for New Development in Proximity to Rail Operations (2013).

Community Consultation

Beginning in the fall of 2019, City staff and CreateTO led community meetings and engagement events regarding the proposed development for Bloor-Kipling and Bloor Islington. These activities included three community consultation meetings (December 2019, February 2020 and April 2021), Local Advisory Group (LAG) meetings, and additional community engagement activities. This engagement focused on the comprehensive redevelopment of blocks within Etobicoke Centre related to the Housing Now Initiative.

Table 2: Summary of Community Engagement Events

Meeting Date	Meeting Type	Meeting Location	Number of Attendees
December 10, 2019	Community Consultation Meeting #1	St. Andrew's Presbyterian Church Islington – 3819 Bloor St. W.	246 members of the public
January 8, 2020	Local Advisory Group Meeting #1	St. Andrew's Presbyterian Church Islington – 3819 Bloor St. W.	7 LAG members
January 23, 2020	Local Advisory Group Meeting #2	Montgomery's Inn – 4709 Dundas St. W.	11 LAG members
February 13, 2020	School event	Islington Junior Middle School – 44 Cordova Ave.	Approximately 15 Grade 5/6 students
February 20, 2020 – afternoon and evening sessions	Community Consultation Meeting #2	St. Andrew's Presbyterian Church Islington – 3819 Bloor St. W.	290 members of the public

Meeting Date	Meeting Type	Meeting Location	Number of Attendees
April 22, 2021	Local Advisory Group Meeting #3	Virtual Event via WebEx	6 LAG members
April 28, 2021	Community Consultation Meeting #3	Virtual Event via WebEx	123 members of the public

Members of the community provided comments on a range of issues including safe access to active and public transportation opportunities; creating new outdoor gathering spaces, parks and green spaces; developing destinations for entertainment and everyday services; opportunities for small scale retail; the importance of family units; and development scale and intensification.

Input from members of the public through the consultation process has shaped the Block Context Plan and recommendations in this report. Updates made to the design during the process include refinements to the open space network, the introduction of opportunities for a range of retail along Bloor Street West, and the incorporation of a range of residential unit sizes to accommodate families at Bloor-Kipling and Bloor-Islington. The Comments section of this report expands on many of these considerations and how they are addressed by the development. Staff anticipate presenting updated plans to the Design Review Panel once a development partner, as part of the Site Plan Control application process.

Conclusion

Development of the Bloor-Islington Block Context Plan will result in approximately 1,415 new housing units, of which approximately 33% (471) will be new affordable rental units delivered through the Housing Now Initiative. All new affordable rental units will be secured for 99 years, advancing the Official Plan priority of adequate and affordable housing for all Torontonians.

The Block Context Plan has established a framework that clearly reinforces the City's expectations for development at this site, and requires a high degree of design excellence and creative building design from the development partner. The innovative built form and massing of the redevelopment will promote a walkable, active and safe complete community, while ensuring that much needed affordable housing in the city can be provided. The visually stimulating and creative approach taken by the Block Context Plan will contribute towards establishing the Etobicoke Centre as a focal point for the western part of Toronto.

The recommended Zoning By-law Amendments have been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and the Etobicoke Centre Secondary Plan. Staff are of the opinion that the recommended Zoning By-law Amendments are consistent with the PPS (2020), and conform with and do not conflict with the Growth Plan (2020). The recommended Zoning By-law Amendments conform with the Official Plan and are in keeping with the Centres directing growth towards *Mixed Use Areas* and areas served by transit, and compatible with adjacent land uses. The proposal also conforms to the Secondary Plan and meets the intent of the design guidelines and planned vision for this key focal point within the Etobicoke Centre.

CONTACT

Desiree Liu, Senior Planner, Community Planning, 416-394-8233,
Desiree.Liu@toronto.ca

Liam O'Toole, Planner, Strategic Initiatives, Policy and Analysis, 416-338-5628,
Liam.Otoole@toronto.ca

SIGNATURE

Kerri A. Voumvakis
Interim Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Etobicoke Centre Secondary Plan Land Use Map
Attachment 5: Development Requirements
Attachment 6a: Draft Plan of Subdivision – Ground Level
Attachment 6b: Draft Plan of Subdivision – Level P1
Attachment 7: Bloor-Islington Block Context Plan (provided separately)
Attachment 8: Existing Zoning By-law Map
Attachment 9a: Recommended Zoning By-law Amendment for Housing Now (provided separately)
Attachment 9b: Attachment 9b: Recommended Zoning By-law Amendment for the TTC Site (provided separately)
Attachment 10: Simplified Site Plan for Housing Now Development
Attachment 11: Rendering for TTC Bus Terminal and Subway Entrance

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 3326 and 3330 Bloor Street West and 1240 and 1226 Islington Avenue
Date Received: December 16, 2021

Application Number: 21 249190 WET 03 OZ

Application Type: Zoning By-law Amendment and Draft Plan of Subdivision

Project Description: Bloor Islington Housing Now project is a City-initiated Zoning By-law Amendment to permit four towers on this mixed-use block with heights between 32 to 55 storeys, consisting of 1,415 residential units (including affordable housing units) and 9,946 square metres of non-residential space. Zoning permissions will also be established for the new TTC Bus Terminal. The associated Draft Plan of Subdivision application is proposing to create a public road to service the Housing Now development.

Applicant	Agent	Architect	Owner
CreateTO 61 Front Street West, East Wing, Third Floor Toronto, Ontario M5J 1E5	N/A	Adamson Associates 401 Wellington Street West, Third Floor, Toronto, Ontario, M5V 1E7	City of Toronto 100 Queen Street West, Toronto, Ontario, M5H 2N2

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas	Site Specific Provision: No
Zoning: EC2	Heritage Designation: No
Height Limit (m): 90	Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq m): 17,718

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				
Residential GFA (sq m):			113,280	113,280
Non-Residential GFA (sq m):			12,708	12,708
Total GFA (sq m):			125,988	125,988
Height - Storeys:			34, 55, 41 and 32	34, 55, 41 and 32
Height - Metres:			109, 176, 134, and 107	109, 176, 134, and 107

Lot Coverage Ratio (%): Floor Space Index: 7.11

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	113,280	
Retail, Institutional/Other GFA:	12,708	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			952	952
Freehold:				
Condominium:			463	463
Other:				
Total Units:			1,415	1,415

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			776	494	145
Total Units:			776	494	145

Parking and Loading

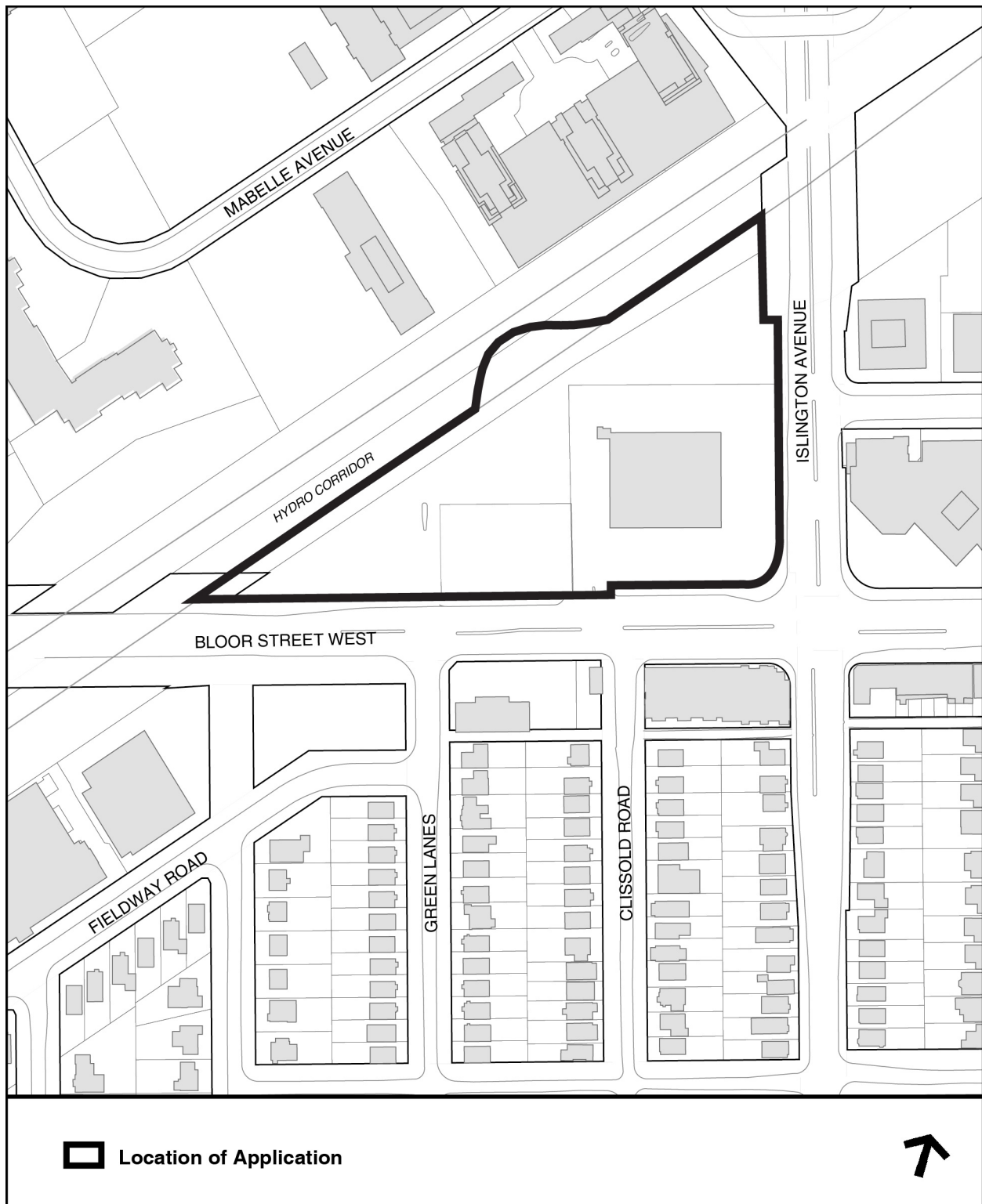
Parking Spaces: 573 Bicycle Parking Spaces: ,121 Loading Docks: 6

CONTACT:

Desiree Liu, Senior Planner
(416) 394-8233

Desiree.Liu@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Decision Report – Approval - Housing Now - Bloor-Islington and Islington Bus Terminal



Attachment 5: Development Requirements

The development of 3326 and 3330 Bloor Street West and 1240 and 1226 Islington Avenue, as part of the Housing Now Initiative, will be subject to the provisions of the improvements set out below on terms secured in the Definitive Agreements between the City and the development partner, satisfactory to the Chief Planner and Executive Director, City Planning, the City Solicitor, in consultation with the City Divisions involved.

Where applicable, terms will include that the final detailed scope and design will be confirmed in the Site Plan Approval process:

City Planning

1. Publicly accessible spaces (PAS) and pedestrian connections (design, construction, maintenance, and public access) as follows:

- a mid-block connection between Bloor Street West and the new public street between Buildings 2 and 3;
- a PAS at the southwest corner of Islington Avenue and the new public street;
- a PAS located on Block 3 of the Draft Plan of Subdivision (Attachment 6a and 6b to this report);
- A courtyard PAS located between Building 3 and Bloor Street West; and
- An open PAS area located at the northwest corner of Islington Avenue and Bloor Street West.

2. The provision of the percentage of two- and three-bedroom units as set out in the City's Growing Up Guidelines for units not subject to the Affordable Housing Contribution Agreement.

3. Streetscape improvements on Bloor Street West and Islington Avenue.

4. TTC subway station pedestrian connection in Building 3.

5. The provision of a community agency space in accordance with the standard terms sheet and provision of two dedicated parking spaces in the development's parking facility to service the community agency space to the satisfaction of Executive Director of Social Development, Finance and Administration.

6. The provision of Transportation Demand Management measures to be determined through the Site Plan Control process and allocation of space for two Bike Share stations.

7. The achievement of Tier 2 Version 4 of the Toronto Green Standard; and architectural drawings as part of the Site Plan Control application that address the Block Context Plan, for review and acceptance in the context of Site Plan Control approval.

8. A Wind Tunnel Study and further improvement of the wind conditions at the northwestern corners of Buildings 1, 2 and 3 is required. The recommended design

modifications should be incorporated in the site plan application to the satisfaction of the Chief Planner and Executive Director, City Planning, including but not limited to the following potential mitigation measures:

- Large canopies wrapping the north and west facades;
- Introducing or extending base building setbacks to include both the north and west facades; and
- Rounding, chamfering the northwest tower corners to reduce wind-splitting action which causes accelerations.

9. A revised Rail Safety Study to address the remaining peer review comments as part of the Site Plan Control application.

10. Implement the recommendations of the Rail Safety Study including the minimum 30-metre building setback to the rail line and the crash walls within Building 1 and 2.

11. The Air Quality Study, Noise Impact and Vibration Study will need to be submitted and peer reviewed at the cost of the development partner.

12. Implement the electromagnetic field (EMF) mitigation measures accepted by Toronto Public Health in their comments dated December 21, 2022.

13. The provision of a new public street.

14. Engagement with provincial agencies to obtain all necessary permits for development within the Hydro Corridor.

Urban Forestry

15. An Arborist Report, Tree Preservation Plan, and Soil Volume Plan and Sections must be submitted with Site Plan Control application.

16. For landscaped open space areas over any underground structure, including parking structures, where tree planting is proposed for the purpose of growing large shade trees, the following must be provided and maintained:

- A minimum of 1.2 metres between the top of structure and the final grade at the base of the tree is required;
- The 1.2 metres includes any protective board over waterproofing membranes, any insulation that would be required in the case of a heated structure below, an engineered drainage layer and the specified soil;
- The soil specifications are a minimum of 600 millimetres of sandy loam soil, comprising 50 to 60 percent sand, 20 to 40 percent silt, 6 to 10 percent clay, 2 to 5 percent organic, with pH of 7.5 or less;
- The sandy loam soil must be topped with a minimum 150 millimetre of minimum two-year-old woodchip mulch. Apply mulch in two lifts. Dig-in the first lift with the sandy loam soil;
- Each tree requires a minimum of 30 cubic metres soil volume based on a minimum soil depth of 0.8 metre; and

- It is recommended that the 30 cubic metres of soil for each tree are contiguous for the trees to share the soil volume for their mutual benefit.

TTC

17. Prior to any construction, or the issuance of the first below grade permit, the applicant shall complete a TTC Technical Review of the proposed development, as applicable to the permit application, and obtain TTC's written acknowledgement that the owner has satisfied all the conditions arising out of the review. As part of the review process, the applicant shall provide the requisite information and pay the associated review fee to the TTC.

18. Prior to the issuance of a building permit for any below grade works, the applicant shall enter into an encroachment agreement with TTC or the City of Toronto in a form acceptable to TTC, for any above or below-grade encroachments into TTC or City property, including, but not limited to, tie-backs and crane swings.

19. A minimum three-metre clearance is required between the proposed development and all existing TTC infrastructure.

CP Rail

20. A clause be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300 metres of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and the individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.

21. The recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities be followed.

Hydro One

22. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.

23. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.

24. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected along the common property line after construction is completed.

25. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.

26. Proposals for any secondary land use including road crossings on the transmission corridor are processed through PSUP. HONI, as OILC's service provider, will review detailed engineering plans for such proposals separately, in order to obtain final approval. Should approval for a road crossing be granted, the developer shall then make arrangements satisfactory to OILC and HONI for the dedication and transfer of the proposed road allowance directly to the City of Toronto. Access to, and road construction on the transmission corridor is not to occur until the legal transfer(s) of lands or interests are completed.

TDSB

27. The applicant shall erect and maintain signs in accordance with Toronto Lands Corporation specifications, at points of egress and ingress of the development site, advising that: "The Toronto District School Board (the TDSB) makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available. For information regarding designated school(s), please call 416-394-7526."

28. The applicant shall include the following warning clauses in all offers of purchase and sale/lease/rental/tenancy agreements of residential units for a period of ten years from the date of this agreement: "Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be available in the neighbourhood schools for all students anticipated from the development area. Students may be accommodated in school facilities outside the neighbourhood or students may later be transferred to other school facilities. For information regarding designated school(s), please call 416-394-7526. Residents agree that for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the TDSB's bussing policy, students will not be bussed from their home to the school facility but will meet the bus at designated locations in or outside of the area. The above warning clauses (including this sentence) shall, for a period of ten years following registration of this Site Plan Agreement, be included in all agreements of purchase and sale and all tenancy agreements (including agreements to lease or rent) for residential units in the development covered by this Site Plan Agreement."

29. The applicant shall advise the Toronto Lands Corporation of the estimated occupancy date and commit to providing the Toronto Lands Corporation with periodic updates on expected occupancy to ensure that the Toronto Lands Corporation has at least six (6) months' prior notice of the occupancy date. The intention is to provide the

Toronto Lands Corporation and the Toronto District School Board with information for enrolment projections.

TCDSB

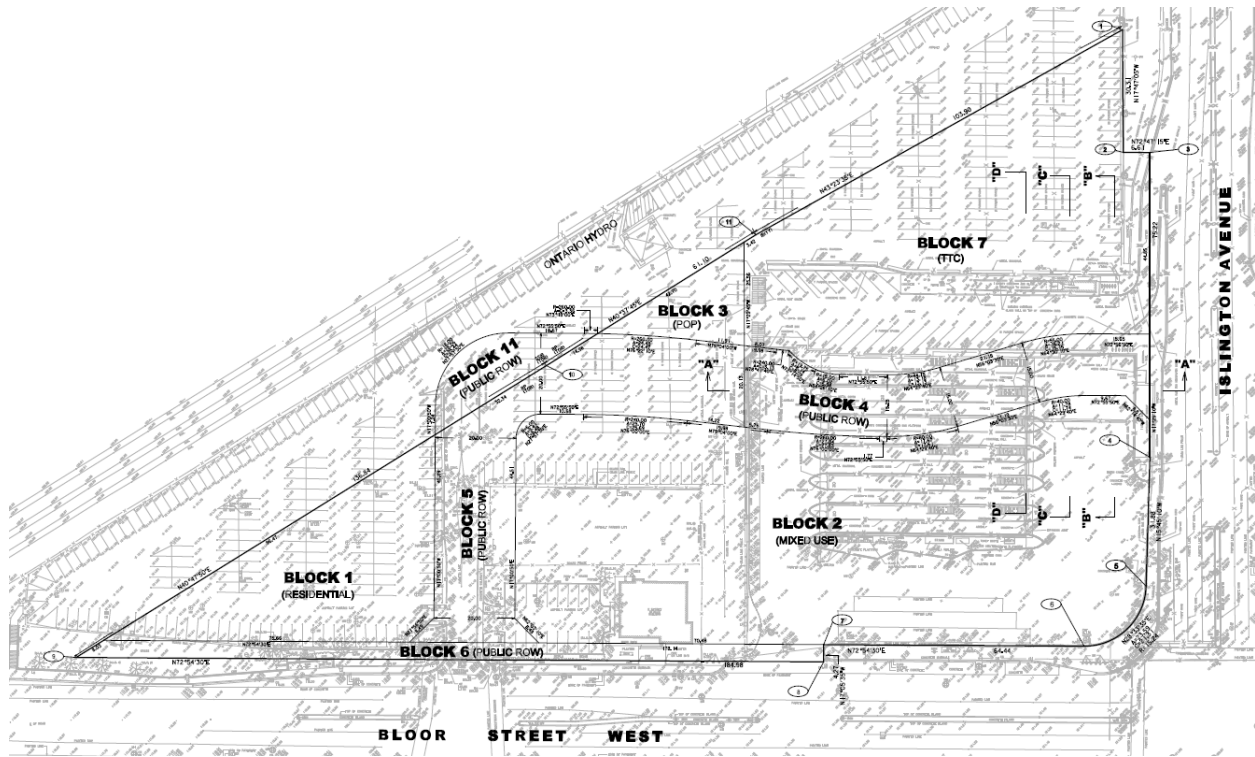
30. The applicant shall erect and maintain signs, at points of egress and ingress of the development site, advising that “The Toronto Catholic District School Board (TCDSB) has plans to accommodate students from this development. If the elementary and secondary schools which serve this area are oversubscribed, students from this development may need to be accommodated in portable classrooms or may have to be redirected to a school located outside the area.”

31. Provide the TCDSB with an on-site photograph of the aforementioned sign as an assurance of its proper display.

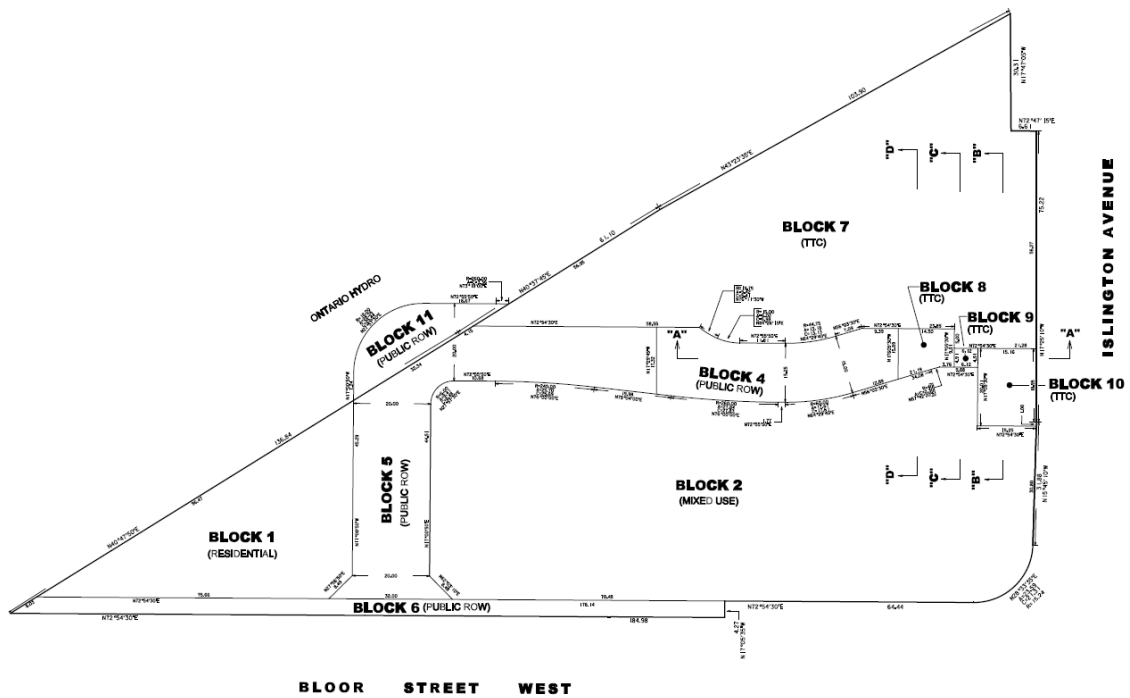
32. Include the following clause in agreements of purchase and sale for the units proposed in this plan: “Whereas, despite the best efforts of the Toronto Catholic District School Board, sufficient accommodation may not be available for all anticipated students at local schools, you are hereby notified that it may be necessary for Elementary and/or Secondary students from this development to be accommodated in facilities outside of the community depending on availability of space.”

33. That the applicant provides the TCDSB with a copy of the agreement of purchase and sale by email to: development.applications@tcdsb.org for review to determine if the aforementioned clauses and conditions have been satisfied.

Attachment 6a: Draft Plan of Subdivision – Ground Level



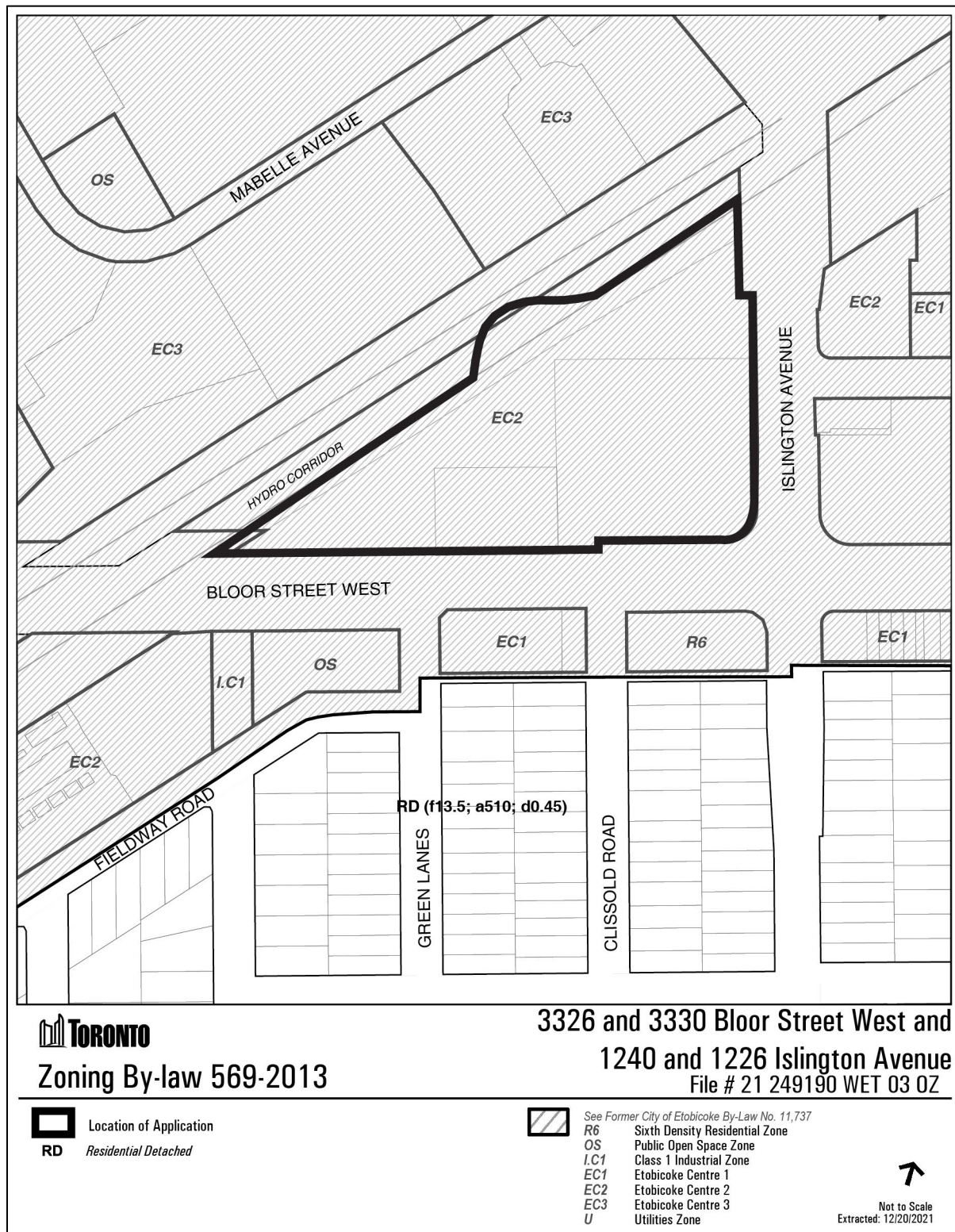
Attachment 6b: Draft Plan of Subdivision – Level P1



Attachment 7: Bloor-Islington Block Context Plan

(Attached under separate cover)

Attachment 8: Existing Zoning By-law Map



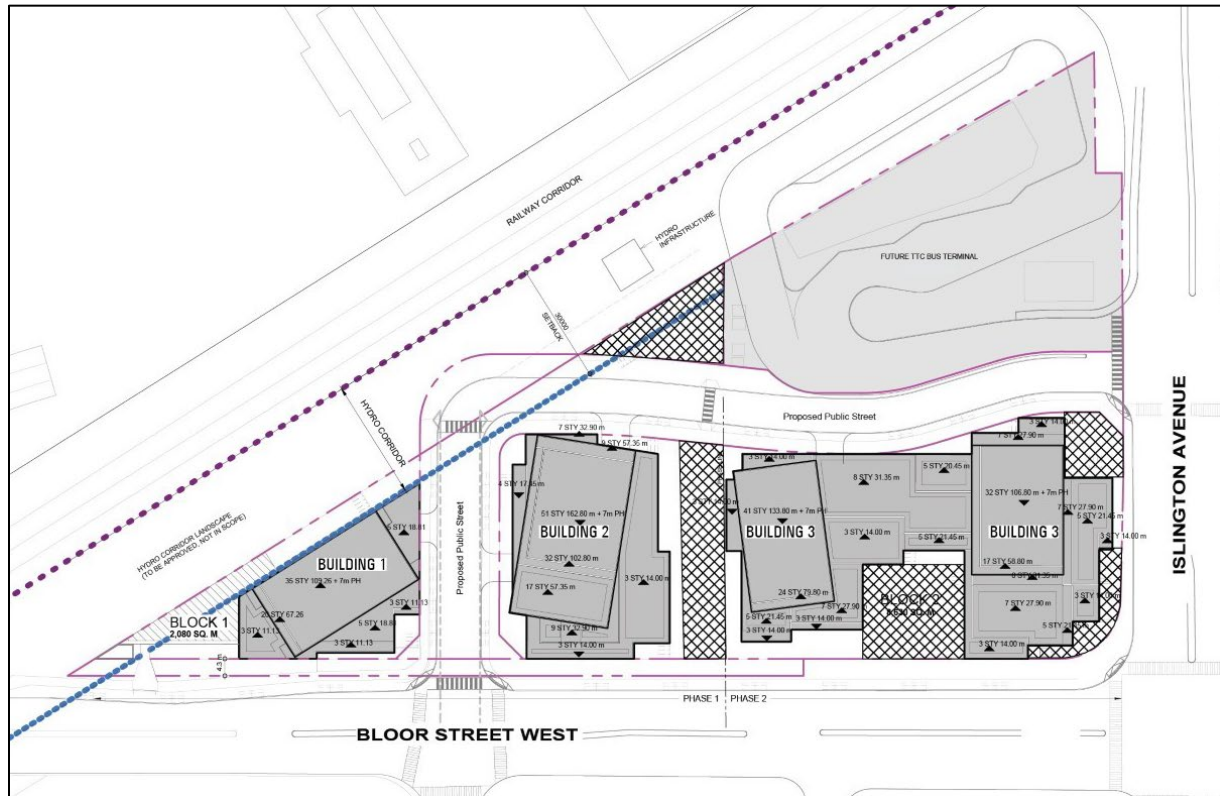
Attachment 9a: Recommended Zoning By-law Amendment for Housing Now

(Attached under separate cover)

Attachment 9b: Recommended Zoning By-law Amendment for the TTC Site

(Attached under separate cover)

Attachment 10: Simplified Site Plan for Housing Now Development



Attachment 11: Rendering for TTC Bus Terminal and Subway Entrance

