



Planning & Urban Design Rationale

48 Isabella Street
City of Toronto

Prepared For
Land's Edge Properties Ltd.

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Job Number

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Table of Contents

1 Introduction	1	5 Planning & Urban Design Analysis	72
2 Site & Surroundings	5	5.1 Intensification	73
2.1 Subject Site	6	5.2 Land Use	74
2.2 Area Context	8	5.3 Housing	76
2.3 Immediate Surroundings	10	5.4 Height, Massing, and Density	77
2.4 Transportation Context	15	5.5 Built Form Impacts	86
3 Proposal	18	5.6 Urban Design	96
3.1 Description of the Proposal	19	5.7 Heritage	105
3.2 Key Statistics	33	5.8 Transportation	106
3.3 Required Approvals	34	5.9 Servicing	106
4 Policy & Regulatory Context	35	6 Conclusion	108
4.1 Overview	36	Appendix A Housing Issues Report	A1
4.2 Planning Act	36	Appendix B Block Context Plan	B1
4.3 Provincial Planning Statement (2024)	37		
4.4 City of Toronto Official Plan	41		
4.5 Downtown Secondary Plan (Official Plan Amendment 406)	54		
4.6 Official Plan Amendment No. 183 (North Downtown Yonge)	59		
4.7 Site and Area Specific Policy 517 (Official Plan Amendment 352)	61		
4.8 Official Plan Amendment No. 524	62		
4.9 Zoning	66		
4.10 Urban Design Guidelines	67		
4.11 Growing Up: Planning for Children in New Vertical Communities	70		
4.12 Pet-Friendly Design Guidelines for High Density Communities	71		



This Planning and Urban Design Rationale Report has been prepared in support of applications by Land's Edge Properties Ltd. to amend the City of Toronto Official Plan and City-wide Zoning By-law 569-2013, as amended, with respect to a property located on the north side of Isabella Street mid-block between Yonge Street and Church Street, known municipally as 48 Isabella Street. The subject site is located within the Downtown, in proximity to the Yonge Street Corridor.

The requested Applications would permit the redevelopment of the subject site with a 69-storey residential apartment building, comprised of a 2-storey podium element and a 67-storey tower element, containing a total of 814 dwelling units, including 84 rental replacement units.

A background image showing hands pinning a map with pushpins, overlaid with a semi-transparent red filter. A large white circle containing the number '1' is positioned on the left side of the image.

1

Introduction

This Planning and Urban Design Rationale Report has been prepared in support of applications by Land's Edge Properties Ltd. (the "Applicant") to amend the City of Toronto Official Plan (specifically, Site and Area Specific Policy 382) and City-wide Zoning By-law 569-2013, as amended, with respect to a 1,666.7 square metre (0.16 hectare) property located on the north side of Isabella Street mid-block between Yonge Street and Church Street, known municipally as 48 Isabella Street (the "subject site"). The subject site is located within the *Downtown*, in proximity to the Yonge Street Corridor. See **Figure 1**, Location Map.

The requested Applications would permit the redevelopment of the subject site with a 69-storey (225.7-metre) residential apartment building, comprised of a 2-storey podium element and a 67-storey tower element, containing a total of 814 dwelling units, including 84 rental replacement units (the "proposal"). The proposal will have a gross floor area of approximately 50,558 square metres, resulting in a density equivalent to 30.33 times the gross area of the subject site.

The subject site is currently occupied by a 10-storey rental apartment building containing 84 rental dwelling units. Given its location within the *Downtown* and its proximity to numerous higher-order transit stations, as well as other municipal infrastructure, restaurants, shops, jobs and community services and facilities, the subject site offers an excellent opportunity to create a transit-supportive development which optimizes existing infrastructure, while also helping to support the achievement of a "complete community".

From a land use perspective, the proposal is consistent with the Provincial Planning Statement (2024) and conforms with the City of Toronto Official Plan and Downtown Secondary Plan, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing and planned municipal infrastructure, including higher order public transit. In this regard, the subject site is located within convenient walking access to "higher order transit" at Bloor-Yonge Station, Wellesley Station, Bay Station and Sherbourne Station. In this regard, the subject site is located within three Council-adopted "protected major transit station areas". The subject site is served by numerous TTC bus and streetcar routes, many of which meet the definition of "frequent transit".

The proposal is permitted within the *Apartment Neighbourhoods* designation and meets the criteria for development within this designation, representing an improvement to the existing condition of the subject site. The proposal will also be supportive of Official Plan and Secondary Plan policies which encourage new housing supply through intensification within the *Downtown* and in the *Apartment Neighbourhoods* designation.

While the proposal supports numerous policy objectives of the North Downtown Yonge Site and Area Specific Policy, an Official Plan Amendment is required to permit a tall building on the subject site. In our opinion, the applicable policies, which only permit sensitive low-rise infill, are overly restrictive and not in keeping with the current Provincial policy direction and growth management framework, which places even greater emphasis on intensification and the optimization of lands within *Major Transit Station Areas*.

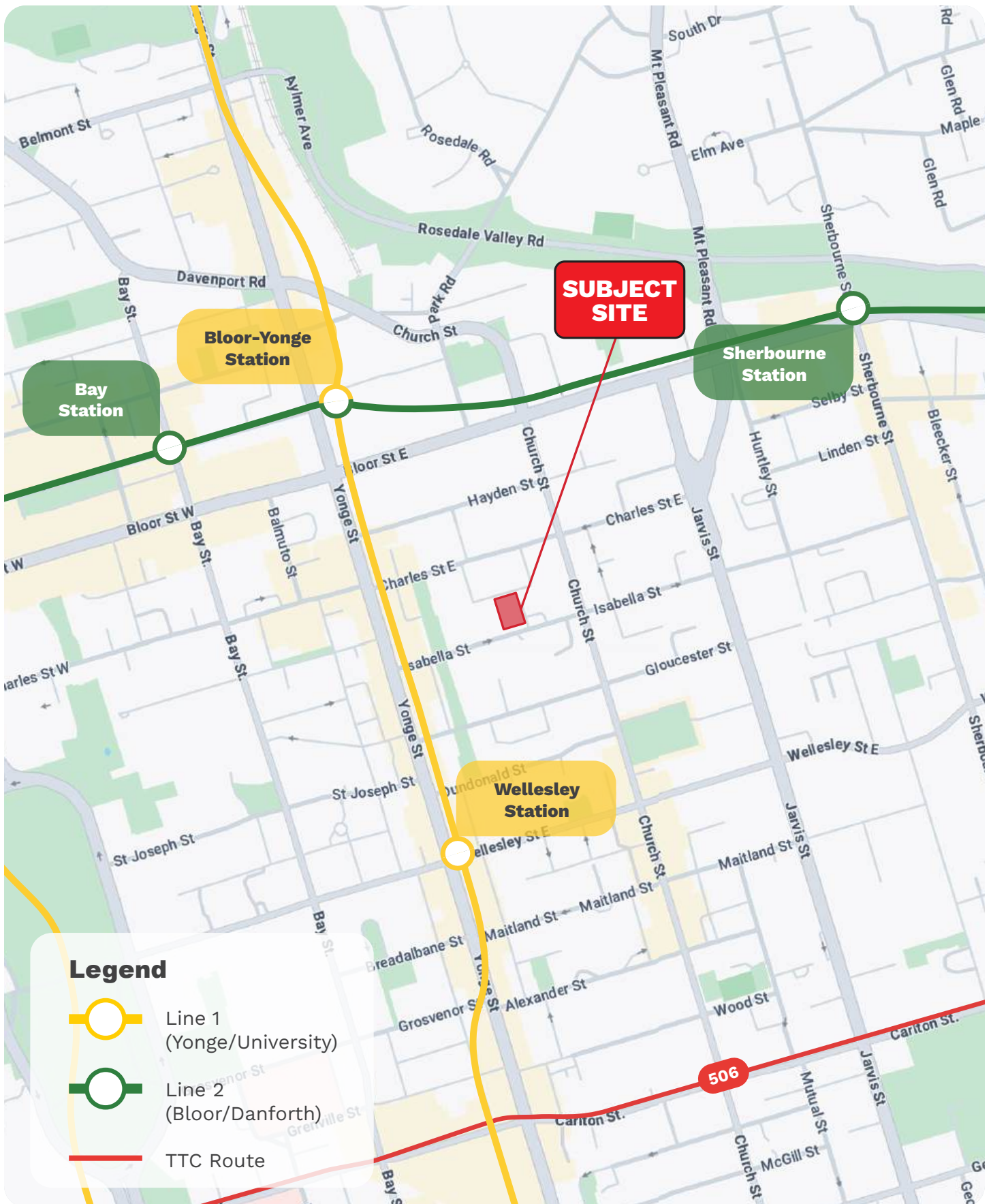


Figure 1 - Location Map

These policies effectively function as restrictions on high-rise development in a transit-oriented and *Downtown* location. A policy framework that seeks to maintain and reinforce a pocket of lower density development in one of the, most dense transit-accessible locations in the City of Toronto, in proximity to some of the tallest buildings in the City of Toronto, and in proximity to shopping, restaurants, jobs, and community facilities, does not appropriately balance and reconcile the diverse range of objectives set out in the Official Plan.

From an urban design and built form perspective, the proposal has been carefully organized, sited and massed in a manner that fits within, and contributes to, the existing and evolving tall building context in this area of the *Downtown*. In this respect, the proposed 69-storey building will fit harmoniously with the existing and planned variable tall building context within the area, which includes a number of tall buildings ranging up to 99 storeys in a general sense and also include an emerging ridge of tall buildings in the 60-to-70-storey range along Isabella Street. The subject site's location, context, transit-proximity, and distance from low-rise neighbourhoods result in it being well positioned to accommodate the height contemplated.

The proposal will also enhance the pedestrian environment along Isabella Street through the inclusion of a high degree of glazing at-grade, urbanized pedestrian boulevards and new street trees and landscaping. The building will be oriented towards the street and will frame the public realm with consistent urban setbacks, representing a significant improvement over the interface provided by the existing building on the site. The public realm program incorporates a high degree of soft landscaping, reinforcing the landscaped-setback character of this segment of Isabella Street.

The podium and tower elements incorporate high-quality materials, with a good ratio of solid-to-glazing, and will provide for architectural interest through the use of setbacks, stepbacks and architectural reveals and perforations in the cladding. The building's siting, setbacks and stepbacks will also provide for appropriate built form relationships with existing buildings and maintain the development potential of the lands to the west. The proposed tower has been designed to adequately limit shadow impacts on the surrounding area, including low-rise *Neighbourhoods* and George Hislop Park. The proposal conforms with the built form and public realm policies of the Official Plan and Secondary Plan and maintains the intent of the relevant urban design guidelines.

For the foregoing reasons, it is our opinion that the proposal represents good planning and urban design. Accordingly, we recommend approval of the requested Official Plan Amendment and Zoning By-law Amendment applications.



Site & Surroundings

2.1 Subject Site

The subject site is located on the north side of Isabella Street, approximately 170 metres east of Yonge Street and approximately 80 metres west of Church Street. It is municipally known as 48 Isabella Street. The subject site is rectangular in shape, with a frontage of approximately 34.5 metres on Isabella Street and a depth of approximately 48.8 metres, resulting in a site area of approximately 1,666.7 square metres (0.16 hectares). The subject site also has frontage on Macy Dubois Lane which is oriented east-west and located to the immediate north. The building is set back a minimum of approximately 3.3 metres from the lane (**Figure 2**, Site Aerial Photo).

It is currently occupied by a 10-storey rental apartment building containing 84 rental units. The building is set back approximately 4.5 metres from Isabella Street, with soft landscaping and trees located within the front yard. It is relatively flat, however there is an existing retaining wall located at the rear of the subject site to account for the grade differential in relation to Macy Dubois Lane.



Existing Building facing north

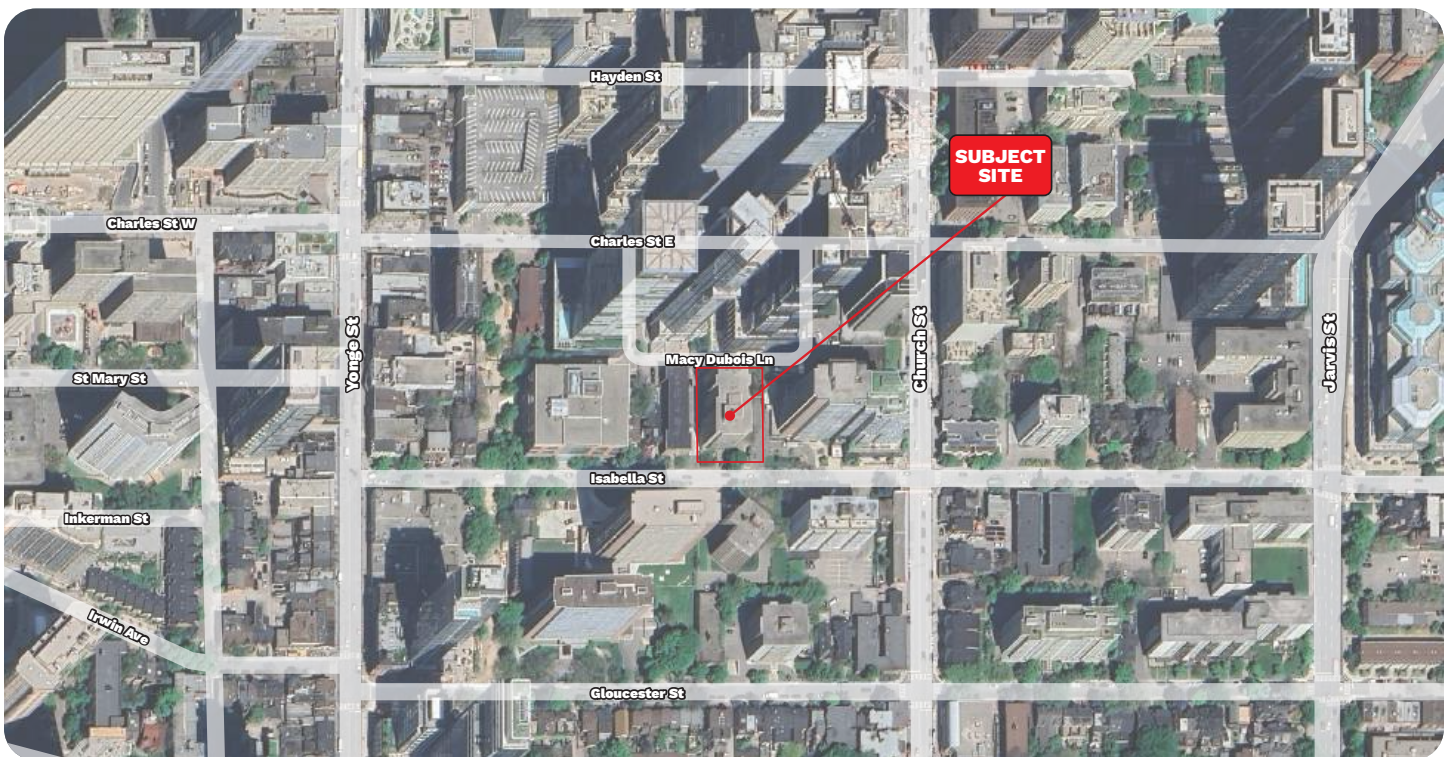
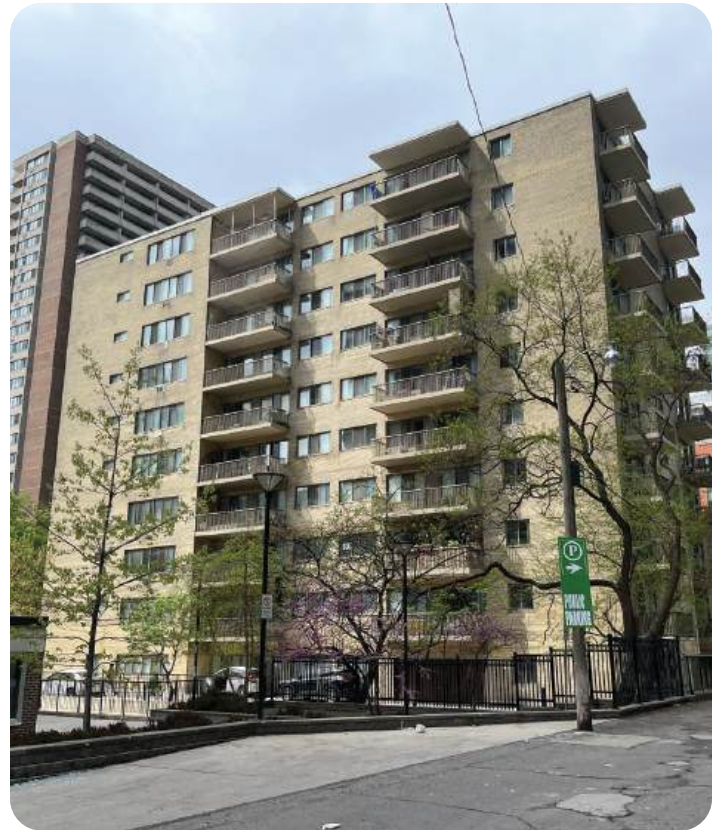


Figure 2 - Site Aerial Photo

With respect to the side yard conditions, the existing building is set back by a minimum of approximately 9.7 metres from the east lot line and approximately 6.0 metres from the west lot line. The subject site provides for both surface parking spaces located around the perimeter of the existing building in addition to parking spaces located in a single level below-grade parking garage.

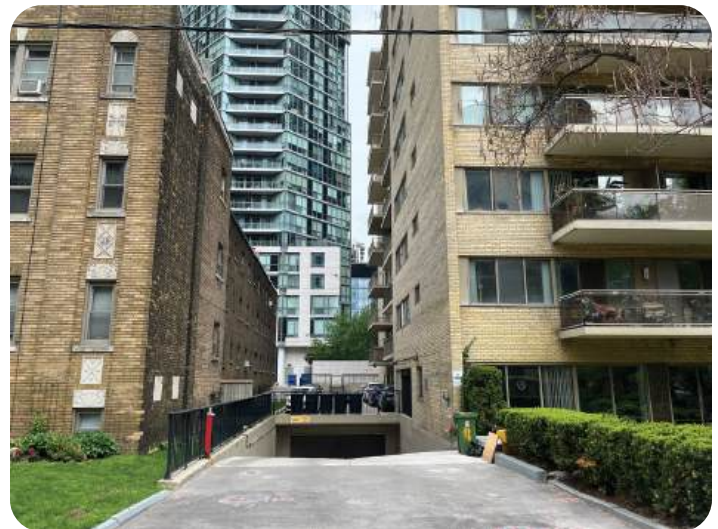
In terms of access, there is an existing pedestrian walkway connecting the front entrance of the existing building along the south building facade to the existing sidewalk to on Isabella Street. Access is also provided at the northwest corner of the subject site via a stairwell from Macy Dubois Lane. Vehicular access is provided via two existing curb cuts with driveways from Isabella Street. Access to the parking garage is provided along the west portion of the subject site, via a ramp that is built flush to the existing building. A second ingress and egress driveway is located adjacent to the east lot line, immediately east of the landscaped area, providing access to the existing surface parking spaces.



Existing Building facing west



Eastern portion of subject site facing south



Western portion of subject site facing north

2.2 Area Context

The subject site is located within Downtown Toronto, approximately 250 metres south of Bloor Street, mid-block between Yonge Street and Church Street.

The section of Yonge Street to the west of the subject site, known as North Downtown Yonge, is one of the most celebrated and iconic areas in Toronto. The redevelopment of Yonge Street in recent years has transformed the primarily commercial main street into a vibrant mixed-use area, structured around the TTC Subway Line 1 (Yonge-University), with higher density notes located at key subway stations (see **Figure 3**).

The subject site is also located northwest of the intersection of Church Street and Wellesley Street East, an important landmark for Toronto’s LGBTQ2S+ community. The nearby portion of Church Street is home to community centres, parks, bars, restaurants and small-scale stores where redevelopment continues to take place, particularly on nearby sections of Wellesley Street East and Church Street.

Along the Yonge Street Corridor and within the immediate area context, there has been significant development activity in recent years, including several proposed, approved, under construction, or recently constructed buildings with heights ranging up to 85-storeys. These developments are outlined in **Table 1**. There is an emerging tall building context, particularly within the area generally bounded by Yonge Street, Bloor Street East, Church Street, and Isabella Street, where buildings of different heights are located and coexist in close proximity to one another.

The subject site is located within the Isabella *Apartment Neighbourhood* in the North Downtown Yonge area as discussed in greater detail in Section 4 of this report. This area is characterized by primarily residential buildings, with a mix of low-rise, mid-rise and high-rise buildings. The high-rise buildings predominantly date from the 1950s and 1960s and were developed with a “tower in the park” typology, predominantly with slab-style floorplates. The low-rise buildings in the surrounding area generally date from the late 1800s and early 1900s, a number of which are designated or listed under the *Ontario Heritage Act*. The public realm within the Isabella *Apartment Neighbourhood* is supported by generous landscaped areas provided within building setbacks as well as within the lower floors of buildings fronting onto streetscapes.

Table 1 - Development Activity in the Immediate Surrounding Area

Address	Use	Height (storeys)	Height (incl. MPH)	Status
1-11 Bloor Street West, 768-784 Yonge Street, and 760-762 Yonge Street	Mixed-Use	85	309.9 metres	Approved as per By-law 685-2020 (LPAT)
639-653 Yonge Street	Mixed-Use	76	280.0 metres	Approved
1 and 23 Bloor Street East, 14 Hayden Street, and 709 and 711 Yonge Street	Mixed-Use	76	279.0 metres	Approved as per By-law 1167-2008 (LPAT)
646-664 Yonge Street and 2-4 Irwin Avenue	Mixed-Use	75	254.0 metres	Approved as per By-law 1390-2024
619-637 Yonge Street and 1-9 Isabella Street	Mixed-Use	70	223.3 metres	OLT Approved
90-94 Isabella Street	Residential	69	228.1 metres	Approved
530-550 Yonge Street and 145 St Luke Lane	Mixed-Use	67	224.8 metres	Proposed
88 Isabella Street	Mixed-Use	62	209.0 metres	Approved as per By-law 985-2023
10 St Mary Street, 79-85 St Nicholas Street, and 710-718 Yonge Street	Mixed-Use	60	176.0 metres	Approved as per By-law 853-2020 (LPAT)
561 Jarvis Street and 102-120 Earl Place	Mixed-Use	58	200.4 metres	OLT Approved
625 Church Street	Mixed-Use	56	194.0 metres	Approved as per By-law 1209-2022 (OLT)
50-60 and 62-64 Charles Street East and 47-61 Hayden Street	Mixed-Use	55	179.5 metres	Approved as per By-law 1040-2014

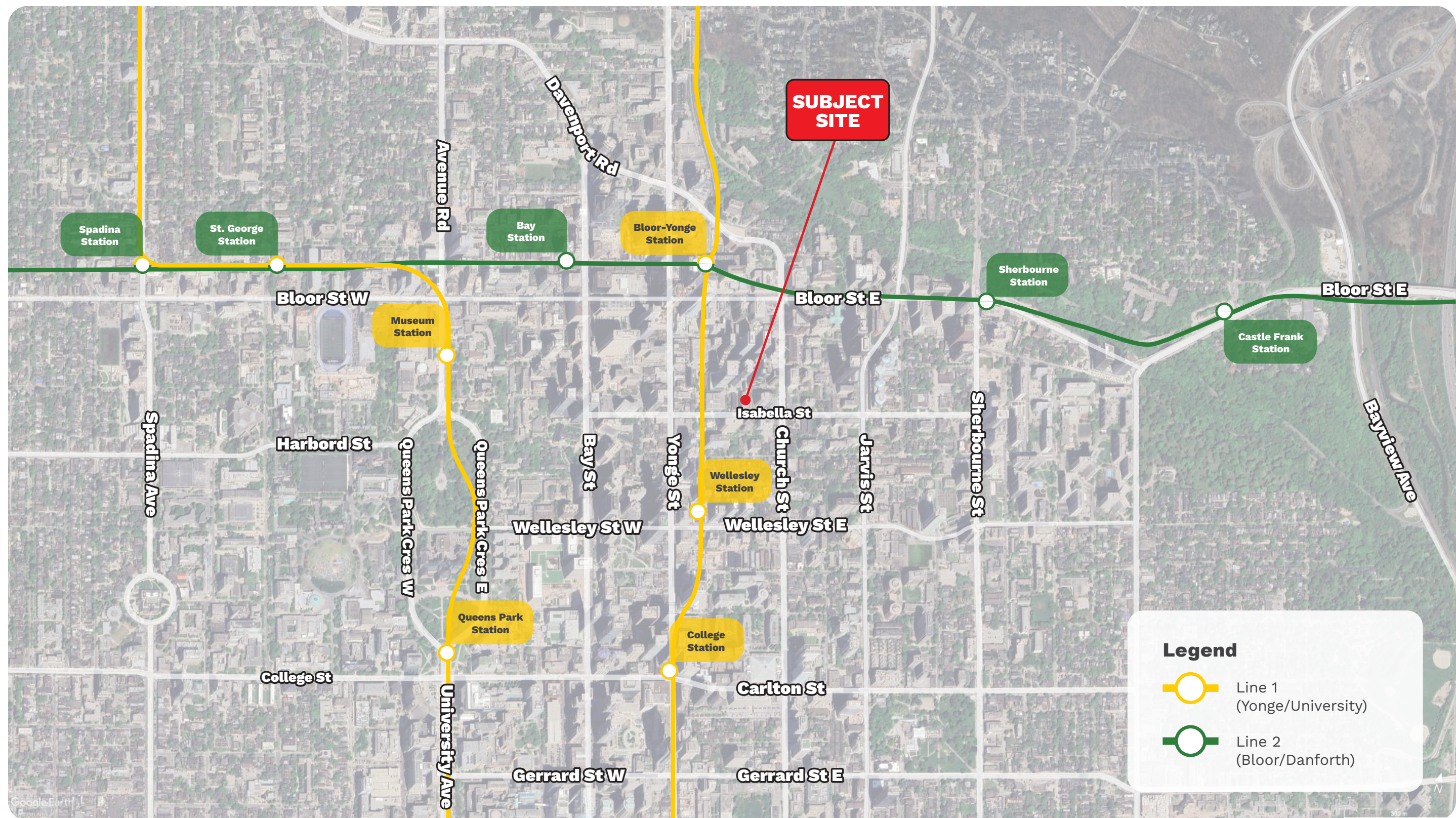


Figure 3 - Aerial Photo - Area Context

2.3 Immediate Surroundings

To the immediate **north** of the subject site is Macy Dubois Lane which runs east-west with two north-south-oriented extensions that connect the Lane to Charles Street East.

North of Macy Dubois Lane, there are two tall buildings fronting onto Charles Street East. "Chaz Condominiums", located at 45 Charles Street East, is a 47-storey residential building that is set back a minimum of approximately 4.0 metres from its south lot line abutting Macy Dubois Lane. At 55 Charles Street East is a 50-storey residential/mixed-use building that is set back a minimum of approximately 3.0 metres from its south lot line abutting Macy Dubois Lane.

Further north, there are three residential towers fronting onto the north side of Charles Street East, including a 32-storey building at 35 Charles Street East as well as the recently constructed 57-storey "Casa II" residential building (42 Charles Street East), and the 55-storey "Casa III" residential building (50-64 Charles Street East).



Macy Dubois Lane at the rear of the subject site



Frontages of 45 and 55 Charles Street East

45 and 55 Charles Street East

To the northeast of the subject site, at the intersection of Charles Street East and Church Street, there has recently been significant development activity, including a 50-storey condominium which is currently under construction at the northwest corner (628 Church Street) and an OLT-approved 56-storey mixed-use building at the northeast corner (625 Church Street).

To the immediate **east** of the subject site are two interconnected residential mixed-use buildings (66 Isabella Street), including a 26-storey building adjacent to the subject site fronting onto Isabella Street, and a 23-storey building with four retail uses at-grade at the northwest corner of Isabella Street and Church Street. The 26-storey element includes a setback from Isabella Street of approximately 9.1 metres and is set back approximately 11.7 metres, including the projecting balconies, from its west lot line abutting the subject site. An existing driveway and ramp leading to a parking garage is located within the west setback.



Tall building context on Charles Street East



66 Isabella Street



66 Isabella Street abutting the subject site

Further east, at the northeast corner of Isabella Street and Church Street, are four 2-storey residential townhouses (589-595 Church Street) and a 3½-storey walk-up rental apartment building (72 Isabella Street), both of which are listed on the City of Toronto Heritage Register.

Further east is a 14-storey rental apartment building (88 Isabella Street) fronting onto the north side of Isabella Street that is subject to an approval for a 62-storey residential building (Site-Specific By-law 985-2023). East of that building are two 3-storey heritage-designated buildings at 90-94 Isabella Street. City Council approved a rezoning application in November 2023 which permits a 69-storey residential building with approximately 831 dwelling units that would retain an approximately 10-metre deep front portion of the heritage buildings and provide for 20 metres of separation to the previously noted 62-storey building to its west.

To the immediate **south** of the subject site, there are three 'tower in the park' style apartment buildings that are greatly set back from Isabella Street, including a 27-storey building (33 Isabella Street), a 12-storey building (55 Isabella Street), and a 14-storey building (59 Isabella Street). At the southeast corner of Isabella Street and Church Street is a converted house with retail uses at grade (585 Church Street). At the southwest corner of Isabella Street and Church Street, is a 4-storey rental apartment building (608 Church Street). Further south along the west side of Church Street, there are low-rise buildings with residential and retail uses.

Further south are additional rental apartment buildings fronting onto the north side of Gloucester Street, including a 22-storey building (30 Gloucester Street), an 11-storey building (60 Gloucester Street), and a 3-storey building (50 Gloucester Street).

To the **west** of the subject site are three narrow parcels fronting onto the north side of Isabella Street occupied by existing low-rise buildings. Immediately west of the subject site is a 3½-storey apartment building (40-42 Isabella Street) known as the "Brownley Apartments" that is set back a minimum of approximately 1.5 metres from its east lot line abutting the subject site and 4.5 metres from Isabella Street. The building is currently listed on the City of Toronto Heritage Register and it is our understanding that the City is seeking a heritage designation under Part IV of the *Ontario Heritage Act*.



33 Isabella Street frontage on the south side of Isabella Street



Apartment buildings fronting onto the south side of Isabella Street



55 Isabella Street



Brownley Apartments abutting the subject site

Further west are two converted heritage houses occupied by institutional uses (38 and 34 Isabella Street), the former of which is listed on the City of Toronto Heritage Register and the latter of which is designated under Part IV of the *Ontario Heritage Act*. To the west of this building is a 7-storey building (30 Isabella Street) occupied by the Children's Aid Society of Toronto ("CAS"). Abutting the CAS building to the west is George Hislop Park, an approximate 0.2 hectare linear park that extends north to Charles Street. George Hislop Park is part of the Yonge Street Linear Park network, which provides vital green space and a popular pedestrian route parallel to Yonge Street that extends south to Dundonald Street where the northern entrance for Wellesley Station is located.

To the west of George Hislop Park is a 2-storey house-form building occupied by commercial uses (14 and 16 Isabella Street) and a 3-storey house-form building occupied by a restaurant use (10-12 Isabella Street).

The site at the northeast corner of Isabella Street and Yonge Street (639-653 Yonge Street and 12A Isabella Street) is a City Council approved 76-storey mixed-use building which retains the building facades along Yonge Street that are designated under Part IV of the *Ontario Heritage Act*. To the south of that building, at the southeast corner of Isabella Street and Yonge Street, is and OLT-approved 70-storey mixed-use residential building which retains the building façade at 625 Yonge Street that is designated under Part IV of the *Ontario Heritage Act*.



34 Isabella Street, 38 Isabella Street, and Brownley Apartments



CAS building at 30 Isabella Street



George Hislop Park extending south from Isabella Street



George Hislop Park extending north from Isabella Street

2.4 Transportation Context

Road Network

Isabella Street is classified as a Collector road by the City's Road Classification System. It is a one-way eastbound street which spans from Yonge Street in the west to Sherbourne Street in the east, with an existing right-of-way width of approximately 20 metres. Pedestrian sidewalks are provided on both sides of the street, and on-site parking is generally permitted on the south side of the street.

Transit Network

From a public transit perspective, the subject site has exceptional access to existing higher order transit and surface transit services (refer to **Figure 4 – TTC Transit Network Map**). In particular, the subject site is located within proximity to four subway stations:

- Bloor-Yonge Station, which is an interchange station that provides access to Line 1 (Yonge-University) and Line 2 (Bloor-Danforth), is located within a 300-metre radius (an approximate 3- to 4-minute walk);
- Wellesley Station on Line 1 (Yonge-University) is located within a 350-metre radius (an approximate 4-minute walk);
- Bay Station on Line 2 (Bloor-Danforth) is located within a 500-metre radius (an approximate 5-minute walk); and
- Sherbourne Station on Line 2 (Bloor-Danforth) is located within a 700-metre radius (an approximate 8-minute walk).

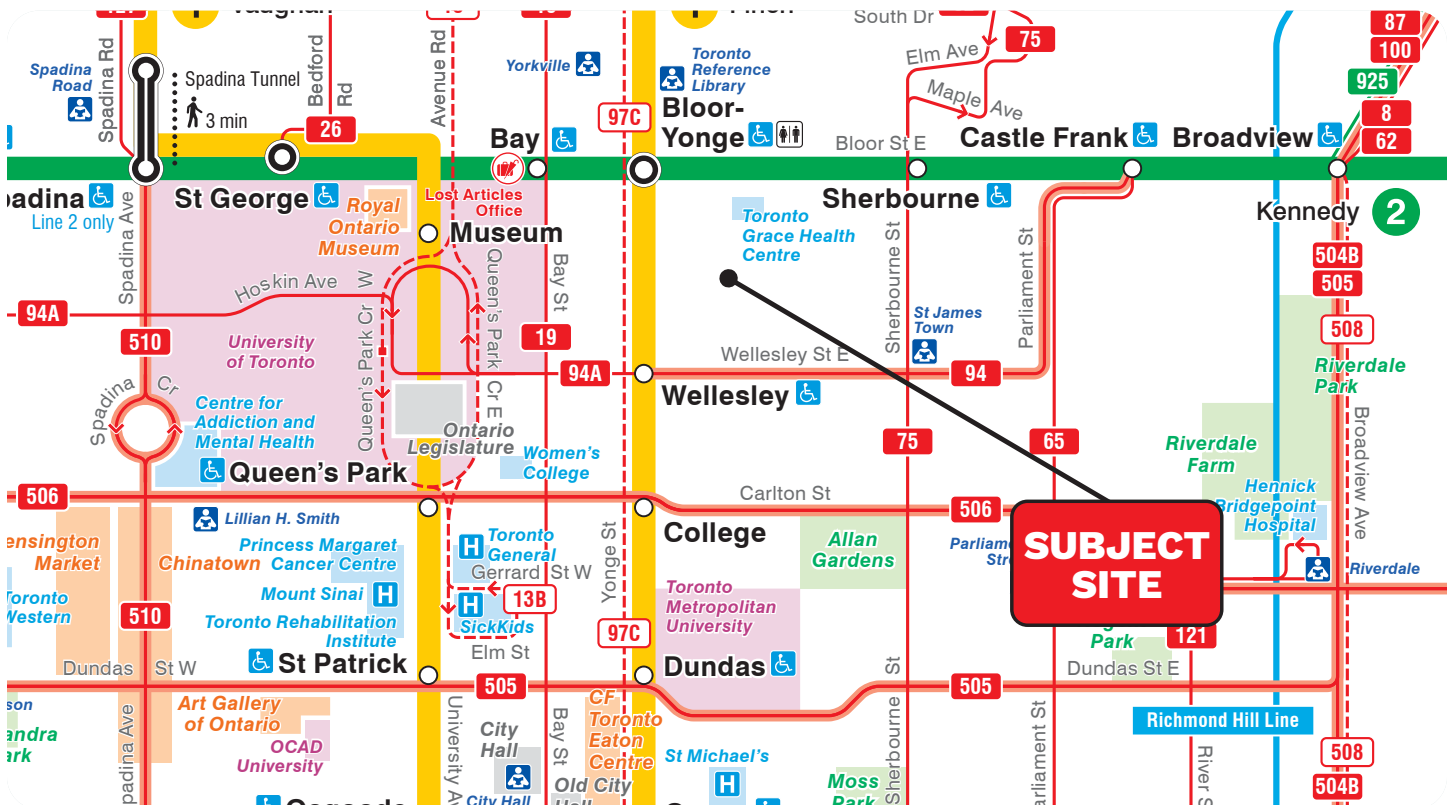


Figure 4 – TTC Transit Network Map

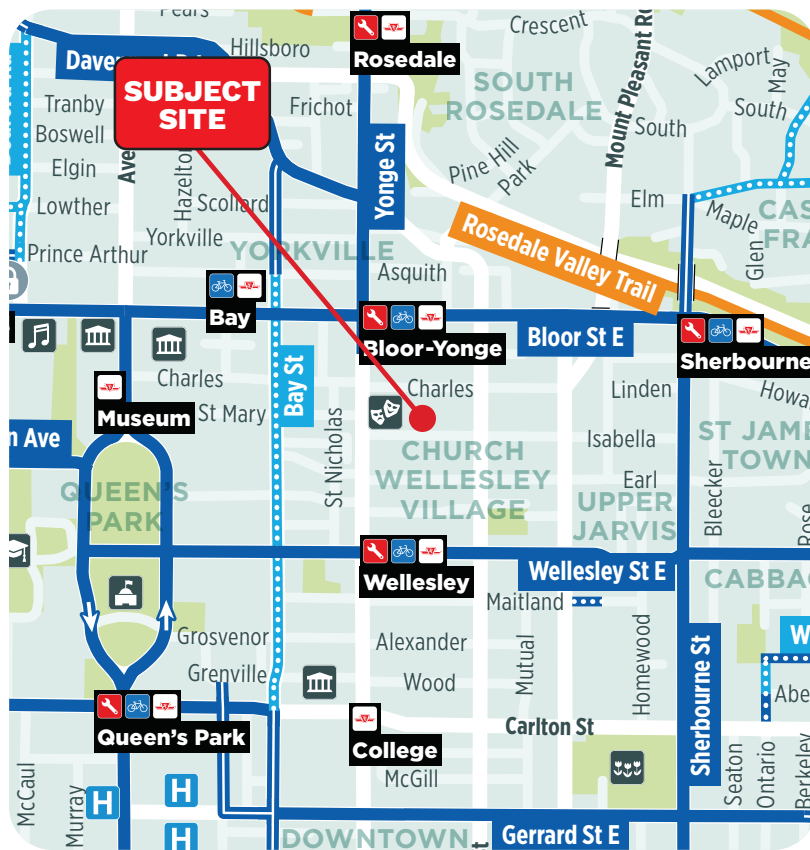
In addition to the four subway stations, there are additional surface transit routes serving the subject site, including:

- **94 Wellesley:** operates between Castle Frank Station and Ossington Station on Line 2 Bloor-Danforth, generally in an east-west direction. It also serves Wellesley Station on Line 1 Yonge-University. This route operates all day, every day. Frequent service is provided all day, every day between Castle Frank Station and Wellesley Station;
- **141 Downtown / Mt Pleasant:** located to the east of this site, this route operates in southward from Lawrence and Eglinton Avenue East at Mount Pleasant Road, south on Jarvis Street, east on Adelaide Street East, south on George Street, west on King Street to Spadina Avenue;
- **97B Yonge:** this route operates from York Mills Station via west on York Mills Road, west on Wilson Avenue, southeast on Yonge Boulevard, south on Yonge Street, west on Chaplin Crescent, through Davisville Station, continuing south on Yonge Street, west on Wellington Street West, south on Bay Street, and east on Queens Quay West to Yonge Street; and
- **320 Yonge Blue:** this night route runs north-south along Yonge Street, from Queens Quay West to Steeles Avenue East. The bus service stops at major stations along the Yonge-University-Spadina, Bloor-Danforth and Sheppard subway lines.

Cycling Network

The subject site is well-connected to the City's cycling network. While there are currently no dedicated bicycle lanes or cycling infrastructure located adjacent to the subject site along Yonge Street or Church Street, there is existing cycling infrastructure integrated into a number of streets near the subject site, including cycle tracks along Bloor Street, Wellesley Street, and Sherbourne Street, as well as bike lanes along Bay Street south of College Street (see **Figure 5 – Cycling Map**).

The subject site is also within walking distance of multiple bike share docking locations. To the east, at the northwest corner of Isabella Street and Church Street is a bike share location with 19 docks. To the south, at the southeast corner of Yonge Street and Dundonald Street is a bike share location with 12 docks as well as another location immediately south of Wellesley Station with 26 docks available.



Toronto Cycling Map

Legend

- Cycle Tracks
- - - Bike Lanes
- . . . Contra-flow Bike Lanes
- - - On-Street Shared Cycling Connections
- Multi-Use Trails
- - - Park Roadway Connections
- - - Other Useful Bike Ways Outside Toronto
- Highways (Bikes Prohibited)
- Union
- Stations with Elevators (Bikes Permitted)
- Coach Terminal / Ferry Terminal
- Bicycle Repair Stands / Locker Locations
- Bicycle Station
- Toronto Bike Share
- Hospital
- Arena
- Gardens
- Government Office
- Museum
- Music/Concert Venue
- Performing Arts Venue/Theatre
- Retail
- University/College
- Zoo/Farm

Figure 5 - Cycling Map

An architectural rendering of a modern building complex. The main building is a multi-story structure with a dark, textured facade and large windows. Some windows are illuminated from within, showing interior spaces. A prominent feature is a large glass-enclosed section on the ground floor. In front of the building is a landscaped courtyard with various trees, shrubs, and a paved walkway. Several people are depicted walking along the path and standing near the building entrance. A dark-colored car is parked on the street in the foreground. The overall scene is presented in a muted, blue-toned color palette.

3

Proposal

3.1 Description of the Proposal

Overview

The proposal represents an opportunity to redevelop and intensify the underutilized subject site with an appropriately scaled, compact and transit-oriented residential development, which leverages the subject site's location within the *Downtown* and within four subway stations including three Council-adopted "protected major transit station areas", as well as its proximity to higher order transit infrastructure, "frequent transit" routes, jobs, community services and facilities, and shopping opportunities.

The proposal would redevelop the subject site in a manner that is in keeping with the existing and emerging built form context, both within this area of the *Downtown* more generally and within the established and evolving tall building context in the immediate vicinity of the subject site, introducing a high-quality tower to the *Downtown* skyline. Additionally, the proposal will introduce public realm improvements and new residential units to the neighbourhood. See **Figure 6**, Rendering.

Figure 6 - Rendering

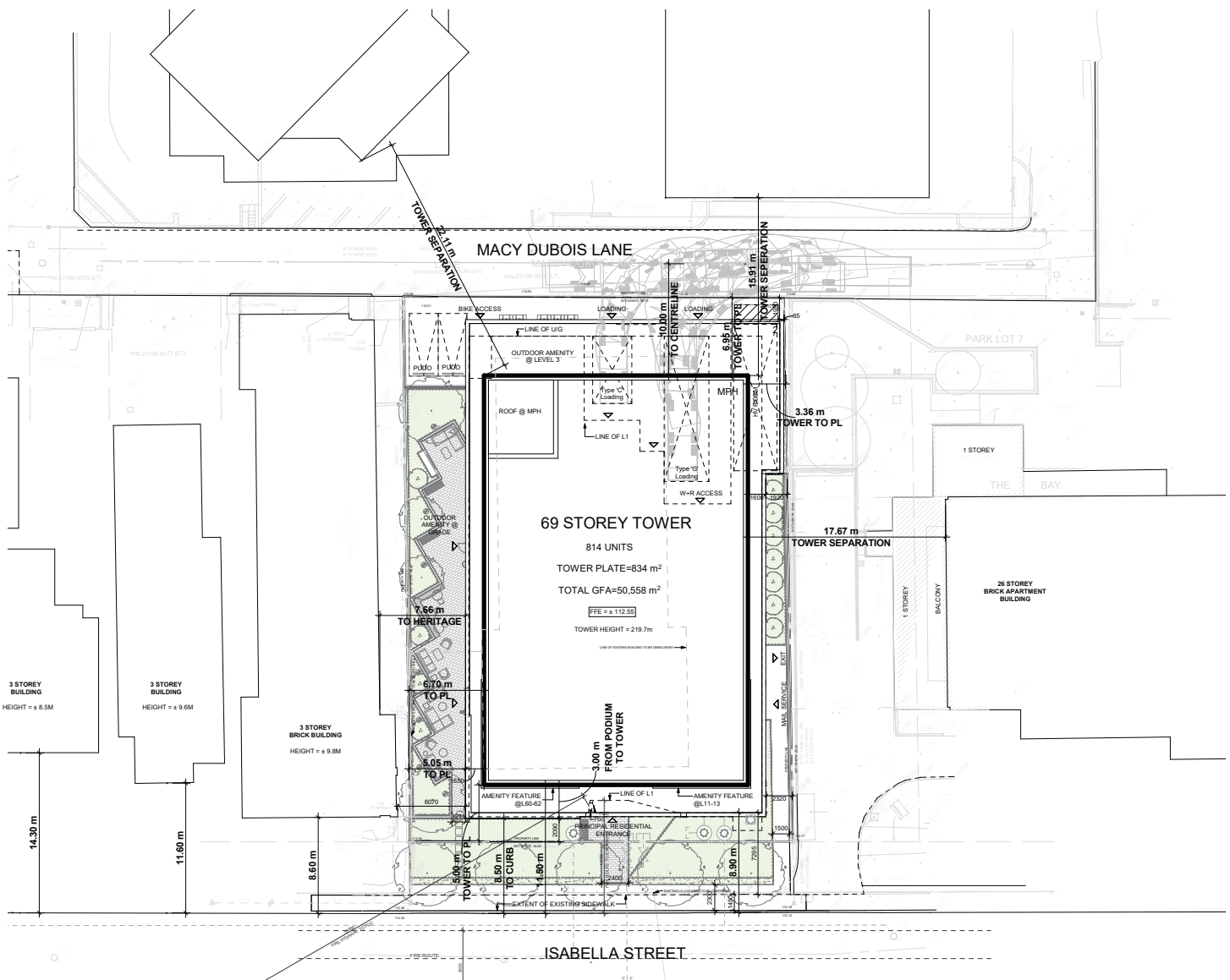
Prepared by Kirkor Architects and Planners



The proposal contemplates the redevelopment of the subject site with a new 69-storey residential apartment building (225.7 metres, including a 6.0-metre-tall mechanical penthouse). The building will consist of a 2-storey pedestrian-scale podium element, topped with a well-articulated 67-storey point-tower element above. The proposal includes 814 residential and rental replacement apartment units in a mix of unit suite sizes, adding to the supply of housing in the *Downtown* and improving the diversity of housing options available in the immediate area. It includes a total gross floor area of 50,558 square metres, resulting in a density equivalent to 30.33 times the area of the subject site. See **Figure 7**, Site Plan.

The existing 10-storey rental apartment building on the subject site would be demolished to facilitate the proposed redevelopment.

A detailed description of the proposal is provided below.



Massing

The proposed building is well articulated, with setbacks and stepbacks that are in keeping with those of more contemporary buildings in the surrounding area and will result in appropriate built form relationships with the adjacent lands within the block, having regard for their development potential. The design provides for of an appropriate scale of development and good built form relationships while recognizing the site's important role in accommodating intensification and new housing supply to ensure existing municipal infrastructure and future investments in transit infrastructure in the area are optimized.

Base Building (Levels 1 to 2)

The proposal includes a 2-storey (11.2-metre) podium element fronting Isabella Street, framing the adjacent 20-metre-wide right-of-way of Isabella Street with a lower-scale interface. The height of the podium element generally aligns with the height of the rooftop dormer elements of the adjacent building at 42 Isabella Street to the west, which is listed on the City of Toronto's Heritage Register, creating a datum line with those elements.

The south face of the podium element, along the Isabella Street frontage, is generally set back 2.0 metres from the front property line at Levels 1 to 2, generally aligning with the setback of the adjacent heritage listed building at 42 Isabella Street. The setback will facilitate a more consistent and urban setback condition than the existing slab apartment building on the site provides, while still establishing a generous pedestrian zone between the property line and the south face of the building. In this respect, the building is set back a minimum of 8.5 metres from the Isabella Street curb. The setback provides opportunities for landscaping and streetscaping between the building and the property line at-grade, as described below. See **Figure 8**, South Podium Elevation.

The west face of the podium element is set back a minimum of 5.0 metres to the west property line at Levels 1 and 2, accommodating a linear outdoor amenity space at-grade between the building and the property line. At the north end of the subject site, adjacent to Macy Dubois Lane, the setback accommodates two pick-up/drop-off spaces which are directly accessible from the laneway. See **Figure 9**, West Podium Elevation.

The north face of the podium element, along Macy Dubois Lane, is set back a minimum of 1.93 metres from the north property line at Levels 1 and 2. As described below, all of the buildings' pick-up/drop-off and loading functions are proposed to be accommodated from the laneway. To this end, portions of Level 1 are inset beyond the 1.93-metre setback noted above in order to provide sufficient space for maneuvering. See **Figure 10**, North Podium Elevation.

The east face of the podium element is set back a minimum of 1.9 metres from the east property line in the central portion of the building, growing to 2.3 metres towards the southern portion of the building. The varied setback is a product of the east building face being oriented north south and the east property line flaring easterly from south to north. The northern portion of the podium element protrudes eastward and is built to the east property line. The setback in the central and southern portions of the building accommodates a landscaped area, a secondary exit from one of the building's stairwell cores and a dedicated mail service entrance. See **Figure 11**, East Podium Elevation.

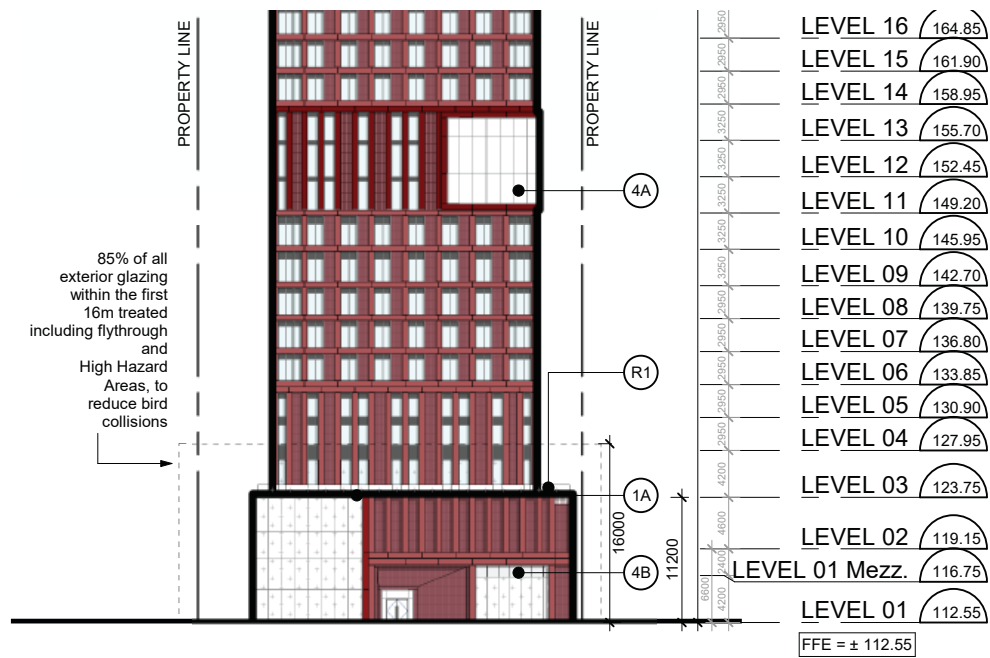


Figure 8 - South Podium Elevation

Prepared by Kirkor Architects and Planners

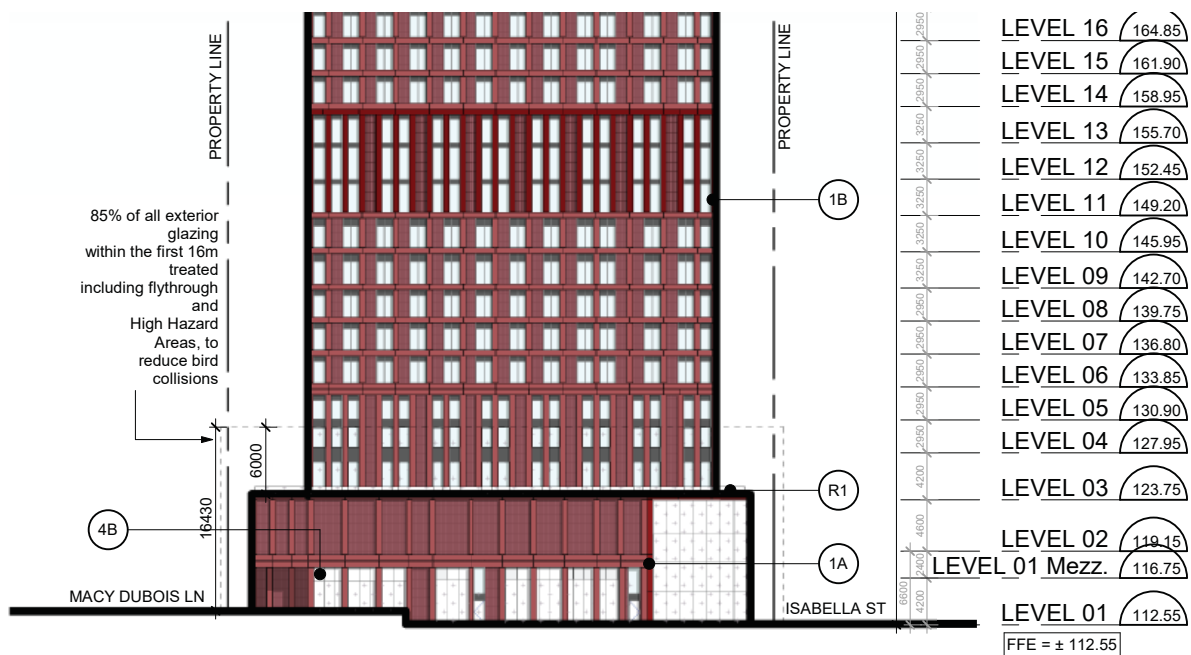


Figure 9 - West Podium Elevation

Prepared by Kirkor Architects and Planners

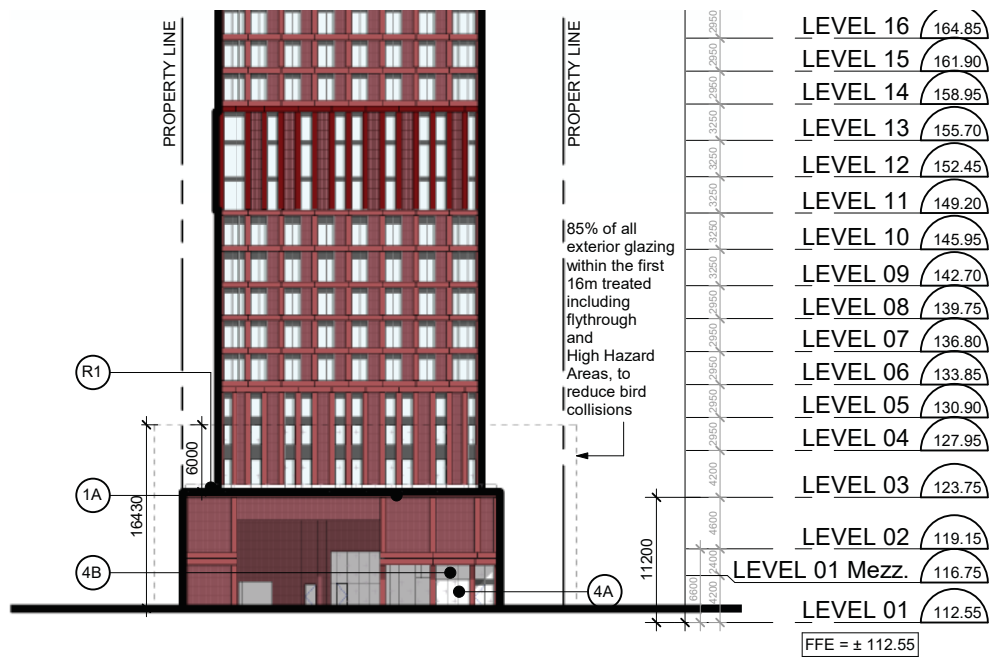


Figure 10 - North Podium Elevation

Prepared by Kirkor Architects and Planners

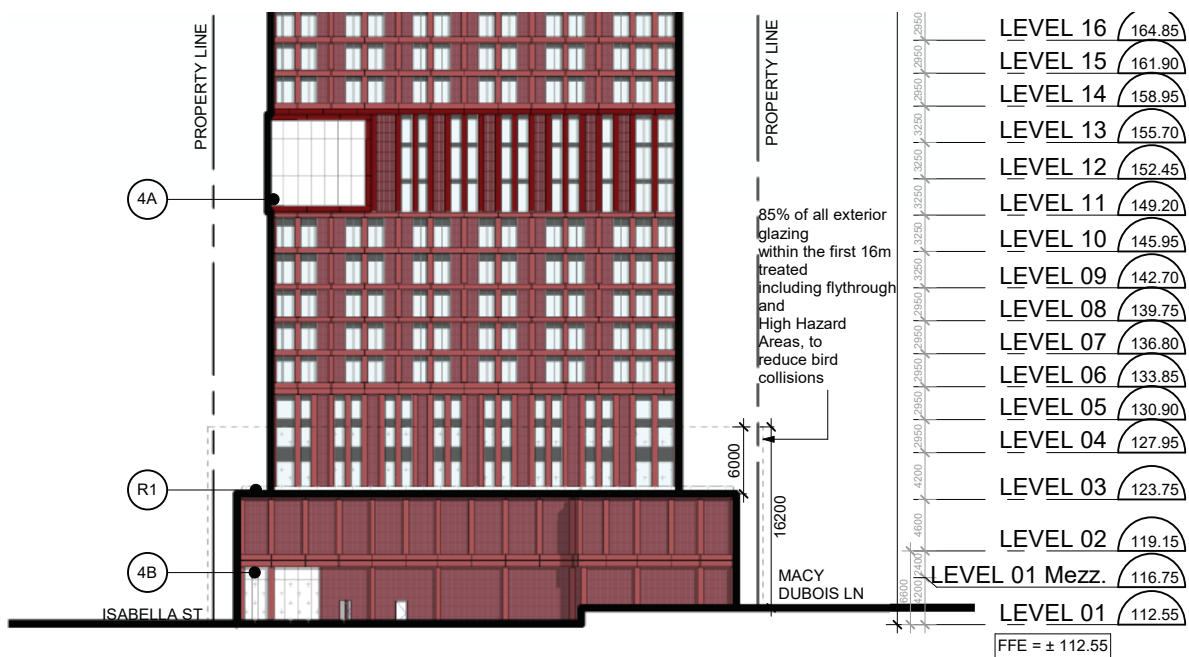


Figure 11 - East Podium Elevation

Prepared by Kirkor Architects and Planners

Tower Element (Levels 3 to 69)

Above the podium, the tower element extends to a height of 69 storeys (225.7 metres to the top of the mechanical penthouse). The tower is well articulated, with architectural elements and cladding and fenestration patterns which will provide for visual interest and result in a high-quality architectural addition to the East Downtown Skyline.

The tower element is oriented north-south and steps back from the south, east, north and west faces of the podium, resulting in a reduced floorplate size and slimmer profile which clearly distinguishes it from the pedestrian-scaled podium element. The tower element has a floorplate size of 834 square metres (gross construction area). No projecting balconies are proposed.

The south face of the tower element steps back 3.0 metres from the south face of Level 2 below, reducing the visual scale of the tower when viewed from the sidewalks along Isabella Avenue, and resulting in a 5.0 metre setback from the south property line and an 11.5 metre setback from the Isabella Street curb at the typical tower levels (Levels 3 to 69). See **Figure 12**, South Tower Elevation. The west face of the tower steps back 1.65 metres from the west face of Level 2 below. The stepback results in the typical tower levels having a 6.7-metre setback from the west property line at Levels 3 to 69. See **Figure 13**, West Tower Elevation.

The north face of the tower steps back by 5.02 metres from the north face of the podium element, resulting in a 6.95-metre setback from the north property line at Levels 3 to 69. The typical tower levels are set back 10 metres from the centreline of Macy Dubois Lane. See **Figure 14**, North Tower Elevation. The east face of the tower steps back between 1.6 metres and 3.36 metres from the varied east face of the podium below, resulting in a minimum 3.36 metre tower setback from the east property line at the typical tower levels. The setback increases slightly towards the south as a result of the flared property line. See **Figure 15**, East Tower Elevation.

Above Level 69, the building incorporates a 6.0-metre-tall mechanical penthouse element. The mechanical penthouse does not step in from the typical tower floorplate and instead occupies the same envelope as the levels below. In this regard, the mechanical penthouse has been designed as a vertical extension of the typical tower.

While the tower setbacks to the east, west and north are less than the recommendations set out in the City-Wide Tall Building Design Guidelines and the Downtown Tall Building By-laws, as discussed in Section 5.4 and 5.5 of this Report, the massing of the building has been carefully designed to respond to the criteria set out in Site and Area Specific Policy 517 in permitting relief from the standards in that by-law.

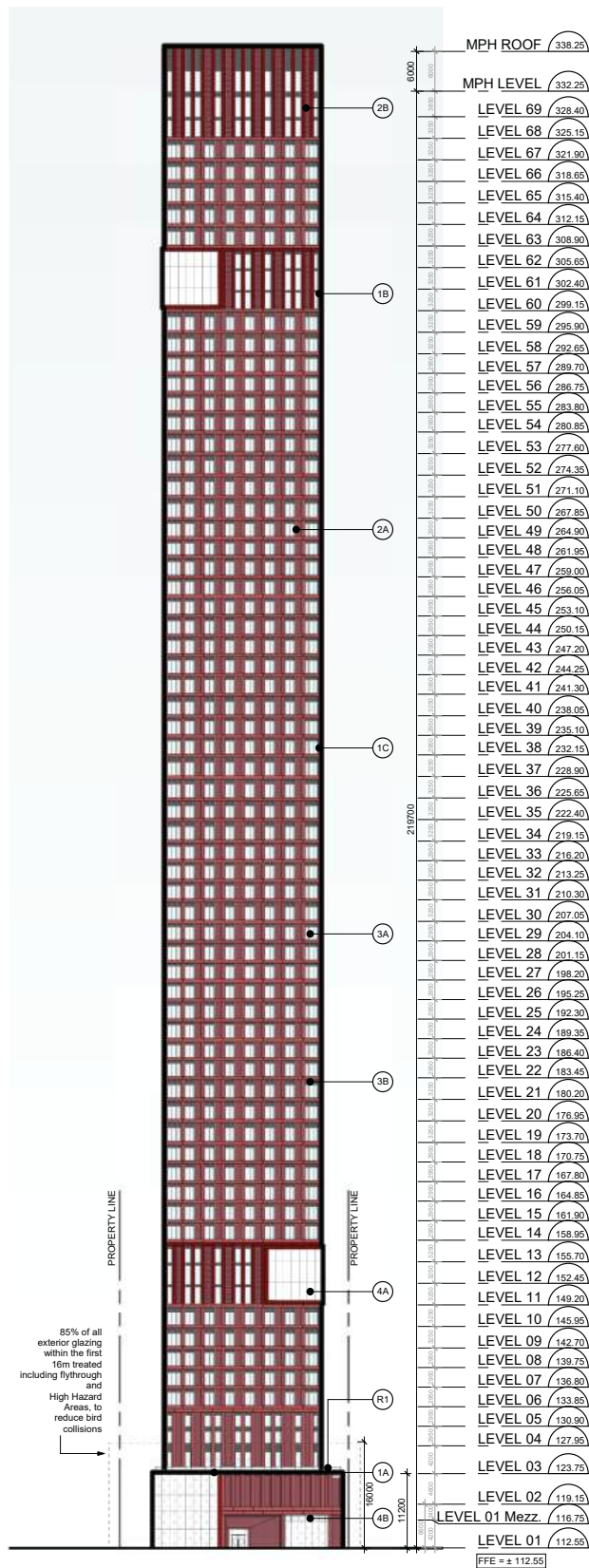


Figure 12 - South Tower Elevation

Prepared by Kirkor Architects and Planners

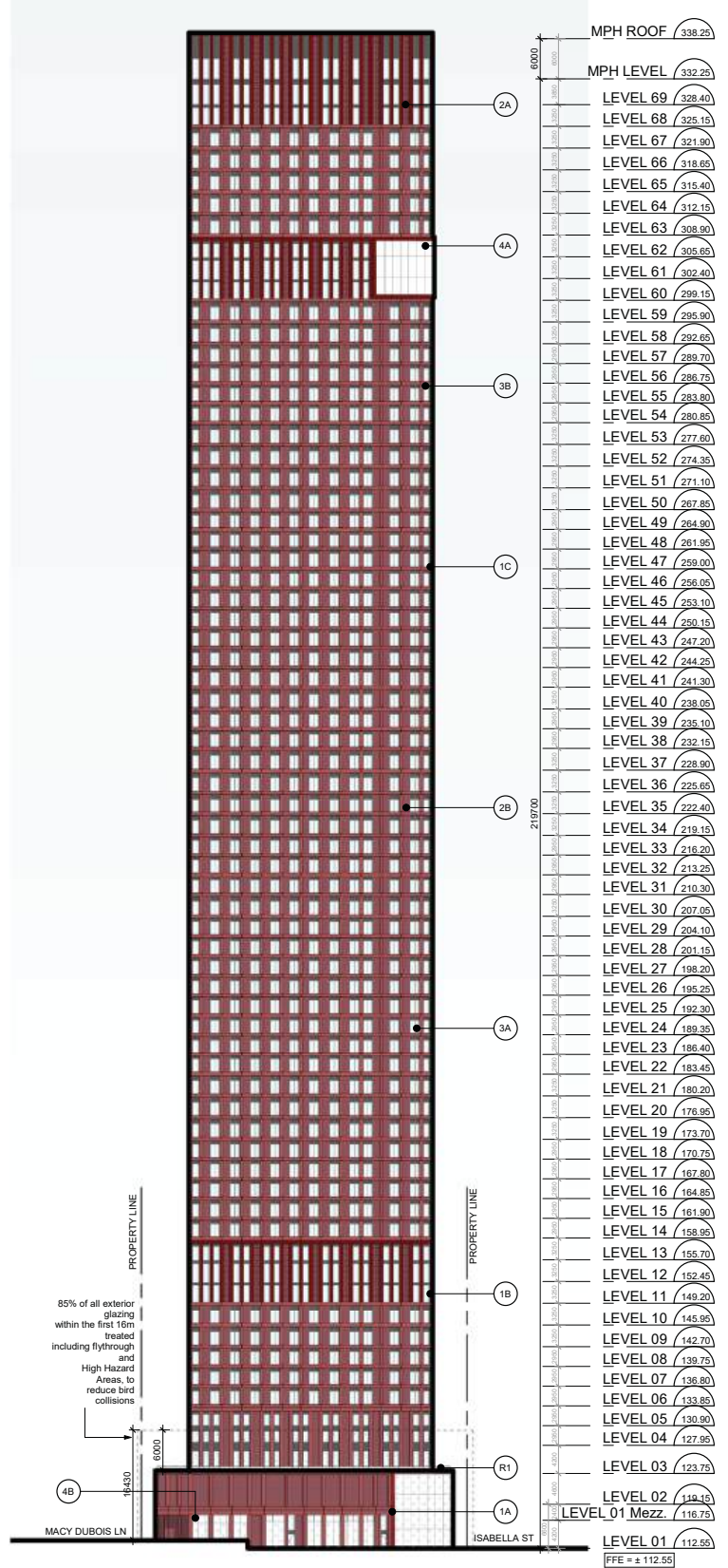


Figure 13 - West Tower Elevation

Prepared by Kirkor Architects and Planners

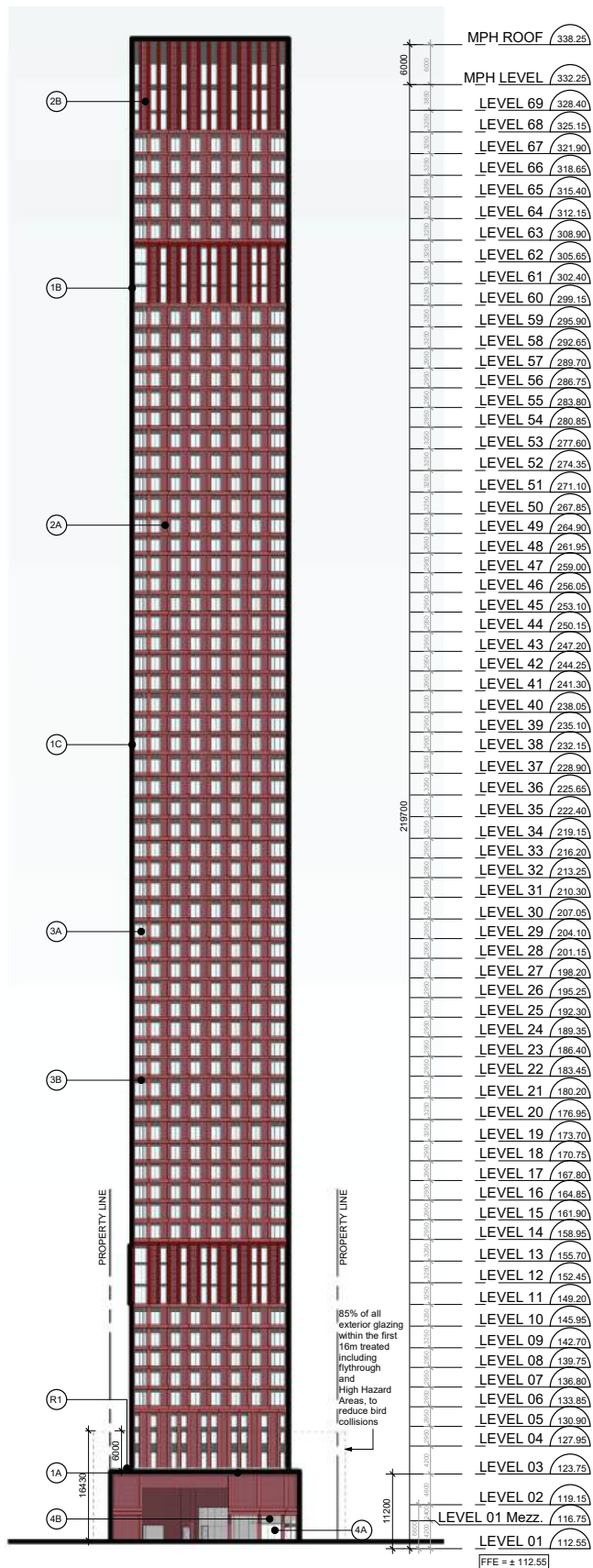


Figure 14 - North Tower Elevation

Prepared by Kirkor Architects and Planners

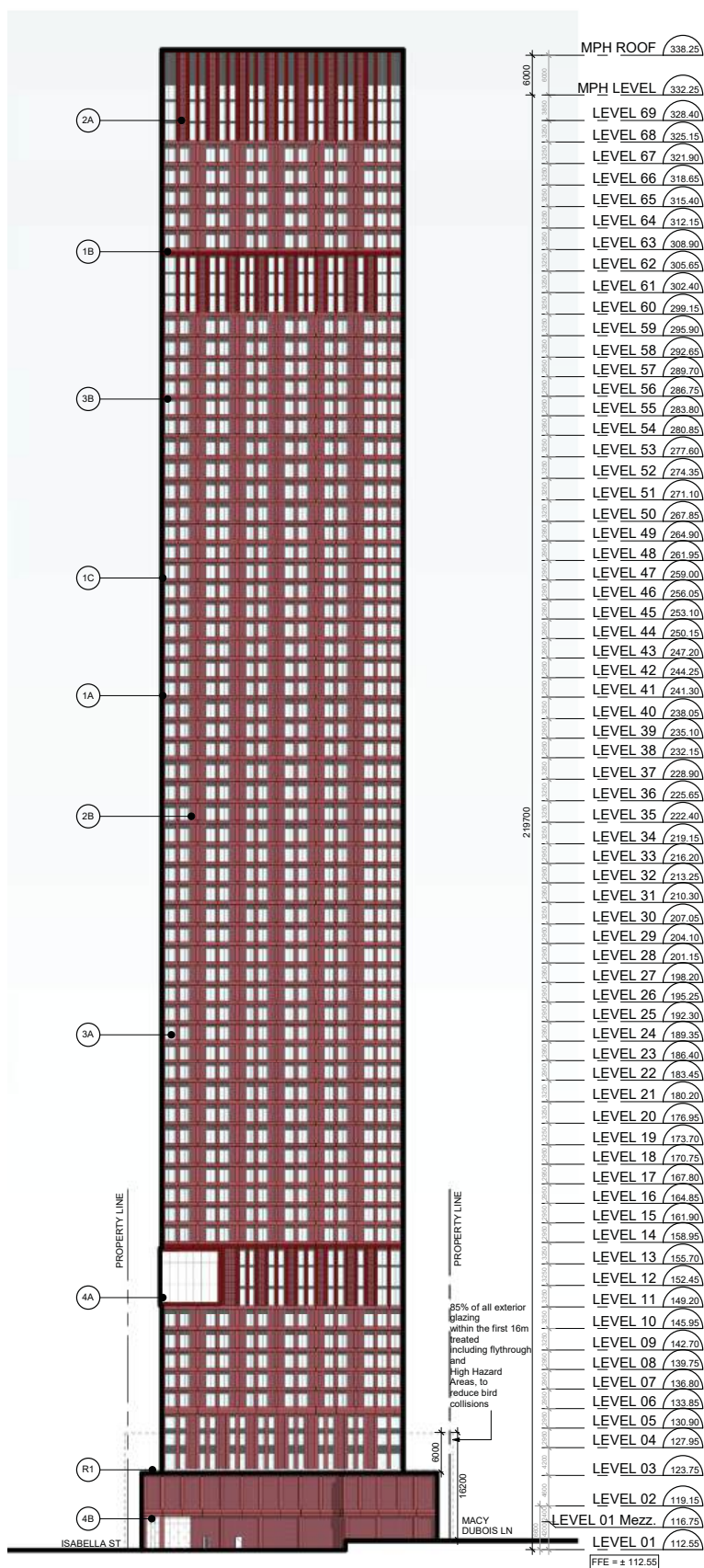


Figure 15 - East Tower Elevation

Prepared by Kirkor Architects and Planners

Programming

In terms of programming, the residential lobby is located on Level 1, occupying the majority of the Isabella Street frontage. The area above the lobby is open to below, creating a double height reveal to address the street. The primary pedestrian entrance to the building is located mid-building-face and is directly accessible from the Isabella Street sidewalk. The eastern portion of the Isabella Street frontage includes a leasing/management office, providing additional active uses at-grade. North of the lobby, along the west building face is an indoor amenity space which is located directly adjacent to the at-grade outdoor amenity space to the west of the building.

The northern portion of the ground floor, along Macy Dubois Lane, includes a Type 'C' and Type 'G' loading space, a moving room, garbage room as well as a short-term bicycle parking room. A vestibule connecting to Macy Dubois Lane provides secure access to this short-term bicycle parking spaces and also provides access to a dedicated bicycle elevator connecting to Level P1 and Level 2, where the building's long term bicycle parking spaces are proposed to be located. The interior of ground floor includes the building's core, which consists of two stairwells and seven elevators, as well as a mail room and parcel room (see **Figure 16**, Ground Floor Plan).

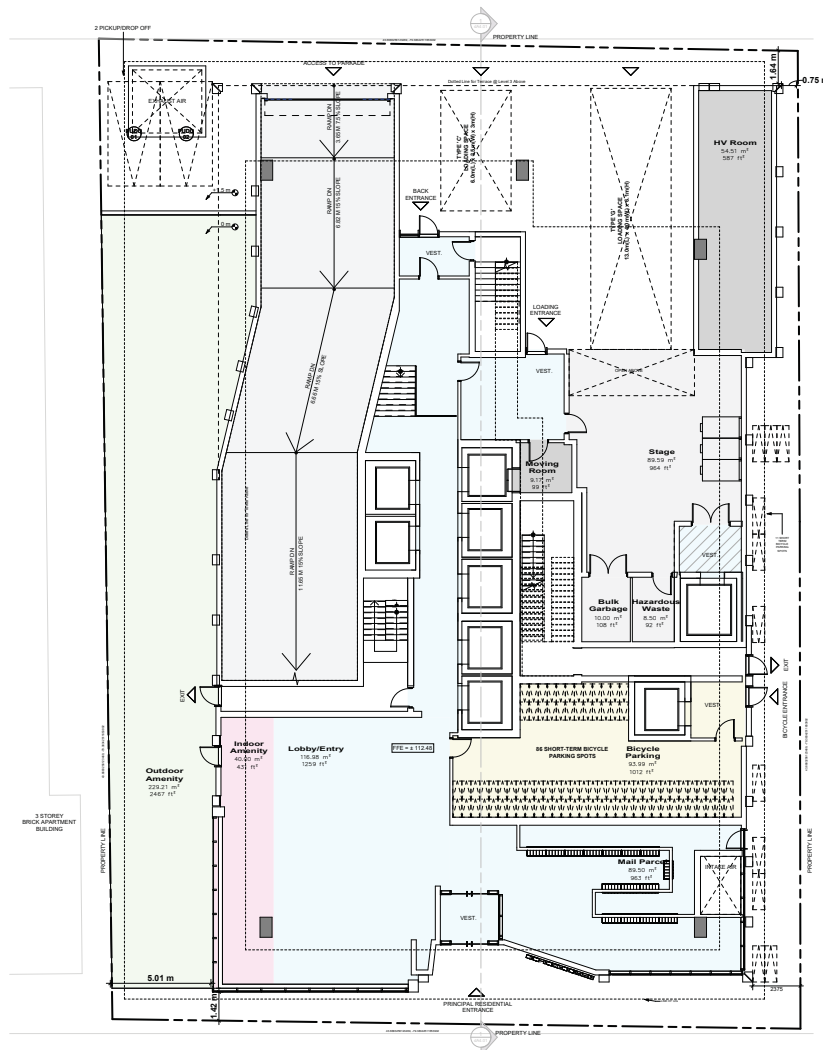


Figure 16 - Ground Floor Plan

Prepared by Kirkor Architects and Planners

In addition to the long-term bicycle parking spaces noted above, Level P1 of the building includes storage lockers and various mechanical, electrical and other servicing rooms. As described below, the building does not provide for resident or visitor vehicular parking spaces – and accordingly, the parking garage consists of only this one level. Level 2 of the building includes the majority of the building’s long term bicycle parking supply as well as the buildings primary garbage room. Level 3 of the building consists entirely of indoor amenity space, which is flanked in all directions by outdoor amenity space on the roof of Level 2, within the areas stepped back to create the tower envelope. The balance of the building includes a combination of rental replacement and market rental units on Levels 4 to 69. Two sets of interconnected three-storey indoor amenity pods are provided, located on the southeasterly portion of Levels 11 to 13 and the southwesterly portion of Levels 60 to 62. Our clients’ exciting vision for this novel indoor amenity program is described in detail below. See **Figure 17**, Level 2 Floorplan and **Figure 18** and Level 3 Floorplan.

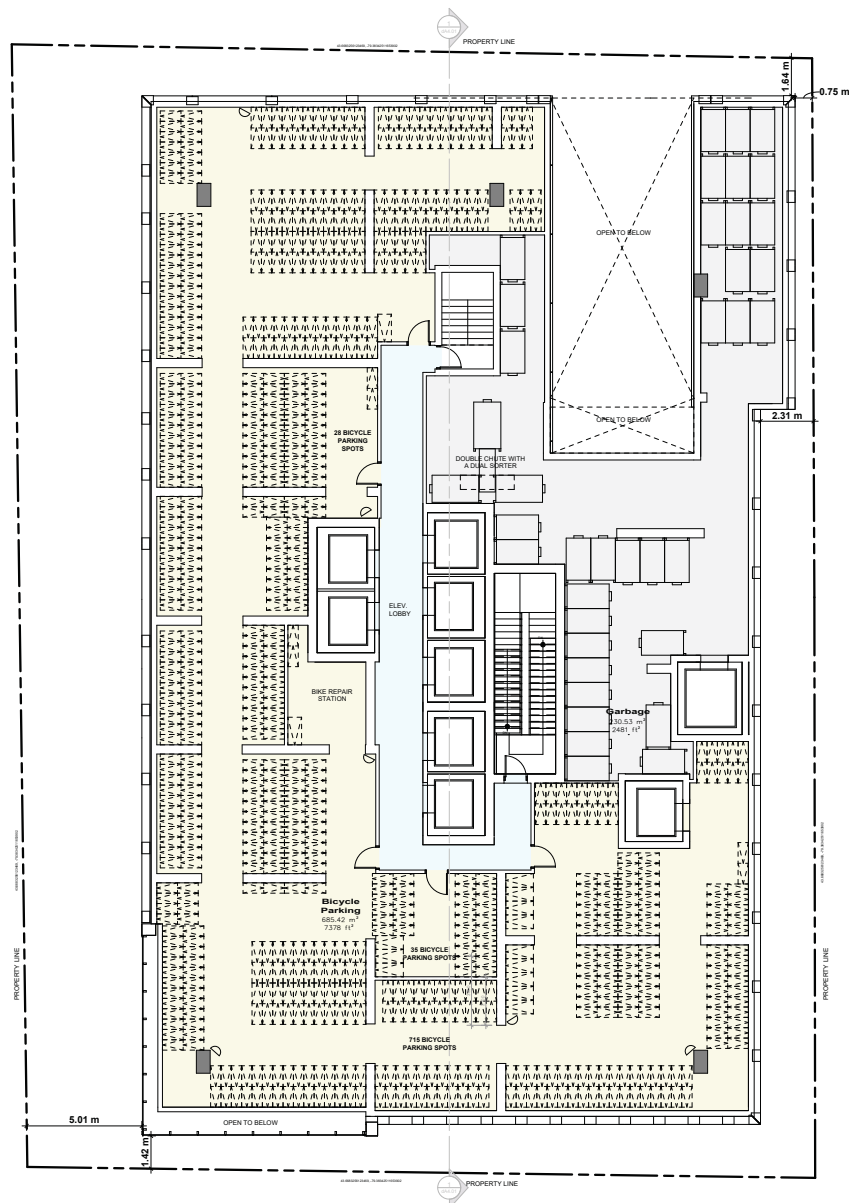


Figure 17 - Level 2 Floor Plan

Prepared by Kirkor Architects and Planners

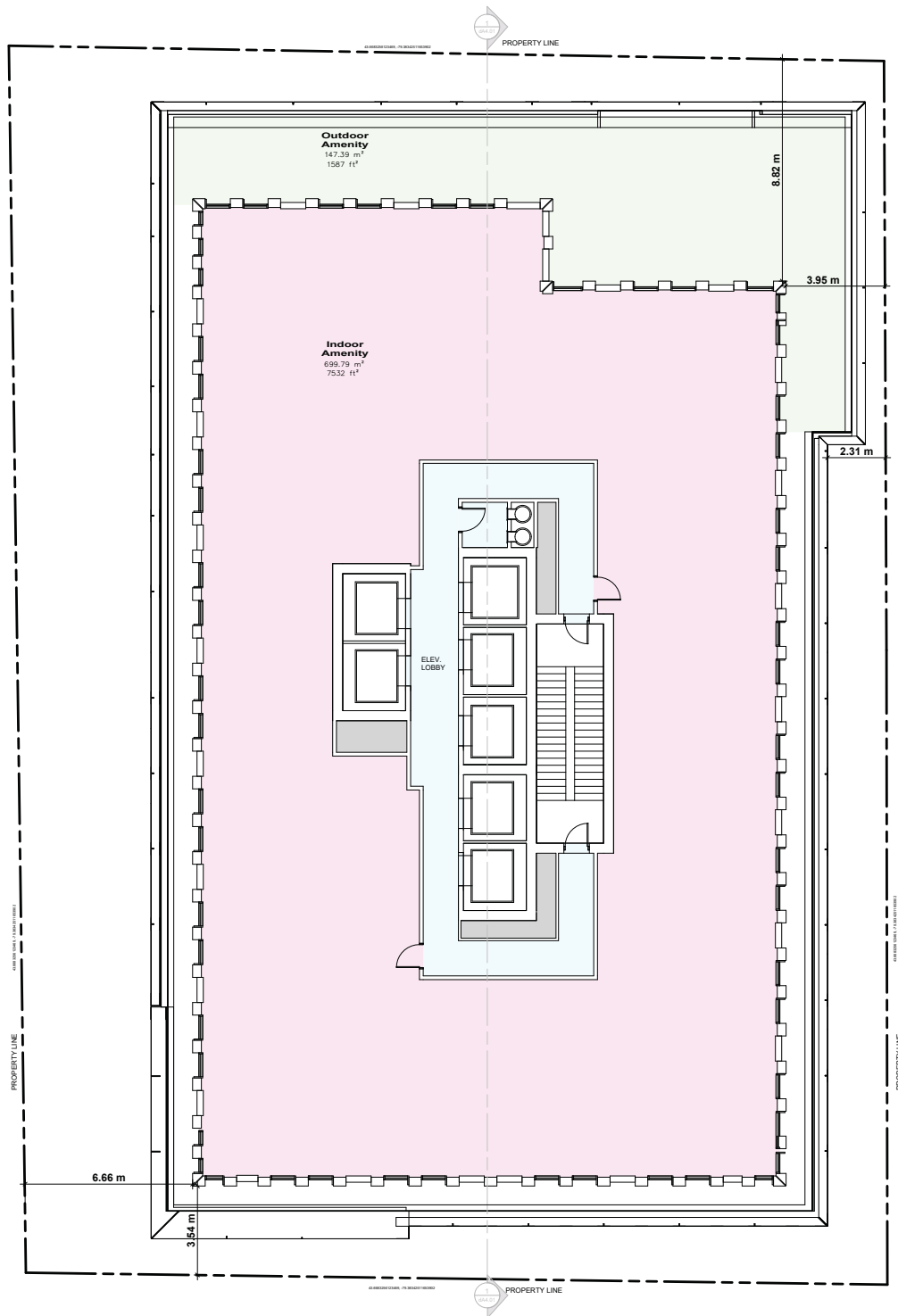


Figure 18 - Level 3 (Amenity) Floor Plan

Prepared by Kirkor Architects and Planners

While the proposal will provide for a more urban form building than exemplified by the existing slab-style rental apartment building on the subject site, it incorporates a public realm program that continues to ensure that the landscaped "*Apartment Neighbourhoods*" character of this segment of Isabella Street is maintained. This approach will balance and reconcile contemporary built form and urban design policy directions in the City's Official Plan while reinforcing a key element of the existing streetscape character.

[illegible]

Prepared by The MBTW Group

Unit Mix and Amenity Space

The proposal includes a total of 814 dwelling units including 84 rental replacement units. The units are comprised of 27 studio units (3.3%), 554 one-bedroom and one-bedroom plus den units (68%), 152 two-bedroom units (18.7%), and 81 three-bedroom units (10%).

A total of 2,033 square metres of amenity space is proposed, including 1,597 square metres of indoor amenity space and 439 square metres of outdoor amenity space, representing a ratio of 2.5 square metres per unit. The indoor amenity space is located on Level 1 and 3, as well as in two sets of interconnected three-storey "pods" on the southeasterly portion of Levels 11 to 13 and the southwesterly portion of Levels 60 to 62.

The pods are envisioned to function as multi-level interconnected amenity centres, with each pod including a 3-storey open area extending the entire length of the pod, and then levels interconnected by interior stairs and exterior corridor access that can accommodate a range of interconnected programmatic elements. The open area can accommodate programmatic elements which require greater floor-to-ceiling heights, that unify the overall pod across the storeys. The exploration of the feasibility of urban agriculture is one example of such a program. From an architectural expression perspective, as described in Section 5.4, these pods include a unique glazing reveal which perforates the broader cladding and fenestration pattern of the building to serve as focal points in the architectural expression. See **Figure 20**, Rendering - Indoor Amenity Pod.

The outdoor amenity space is located at-grade, to the west of the building and on Level 3, within the areas created by stepping back the tower above the podium.

Figure 20 - Rendering - Indoor Amenity Pod

Prepared by Kirkor Architects and Planners



Access, Parking, Loading and Bicycle Parking

The subject site is well served by the municipal road network as a result of its frontage along Isabella Street, which provides convenient access to Yonge Street and Church Street, and its access to Macy Dubois Lane. Pedestrian access to the building's residential lobby is proposed from the enhanced pedestrian zone along Isabella Street, connecting to the municipal sidewalk within the Isabella Street right-of-way. The municipal sidewalk is proposed to be widened to 2.3 metres through the proposal.

Due to the subject site's location within three Council-endorsed major transit station areas, in proximity to a variety of higher order and frequent transportation options, and in walking and cycling distance to a variety of shops, restaurants, jobs, community facilities, the proposal does not contemplate the provision of any resident or visitor vehicular parking spaces. In this regard, the proposal does not include an underground parking garage, however, does include a P1 Level used for electrical, mechanical and servicing rooms as well as bicycle parking spaces.

The proposal includes two pick-up/drop-off spaces, located at the northwest corner of the subject site. In terms of loading, the proposal includes one Type "G" and one Type "C" loading space, located at-grade at the northeast corner of the building. Access to both the pick-up/drop-off spaces and the loading spaces are proposed via Macy Dubois Lane. As set out in the Transportation Considerations Report prepared by BA Group, the proposed parking and loading arrangements are appropriate from a transportation engineering perspective.

Finally, with respect to bicycle parking, the proposal includes a total of 825 bicycle parking spaces, of which 733 spaces will be long-term spaces and 92 spaces will be short-term spaces. 10 of the short-term spaces are proposed to be located at-grade, outside of the building, and are proposed to be publicly accessible. The balance of the short-term spaces are for residents and are located on the ground floor. The long-term spaces are located within the P1 Level and on Level 2 of the building. As noted, a separate bike entrance and vestibule is provided off of Macy Dubois Lane which provides access to the short-term bicycle parking spaces and to an elevator which provides access to the long-term bicycle parking rooms on the other levels.

3.2 Key Statistics

Below is a summary of the key statistics of the proposal:

Table 2 - Key Statistics

Site Area	1,666.70 square metres
Total Gross Floor Area	50,558 square metres
Residential Rental Replacement	6,467 square metres
Proposed Residential	44,092 square metres
Density (FSI)	30.33FSI
Height	
West Building	69 storeys (225.7 m, incl a 6.0 m MPH)
Total Units	814 units
Rental Replacement	84 units
Studio	27 units (32.1%)
One-Bedroom	48 units (57.1%)
Two-Bedroom	9 units (10.7%)
New Units	730 units
One-Bedroom	506 units (69.4%)
Two-Bedroom	143 units (19.6%)
Three-Bedroom	81 units (11.1%)
Total Amenity Space	2,036 square metres (2.5 sq. m. per unit)
Indoor Amenity Space	1,597 square metres (1.96 sq. m. per unit)
Outdoor Amenity Space	439 square metres (0.53 sq. m. per unit)
Total Vehicular Parking Spaces	0 spaces
Resident	0 spaces
Visitor	0 spaces
Total Bicycle Parking Spaces	825 spaces
Long-Term Resident	733 spaces
Short-Term Resident	92 spaces
Loading	1 Type “C” space and 1 Type “G” space

3.3 Required Approvals

In our opinion, the proposal conforms with the City of Toronto Official Plan, and in particular, is permitted by the *Apartment Neighbourhoods* land use designation applying to the subject site. However, an Official Plan Amendment is being sought to add an exception to Section 5.6 of the North Downtown Yonge Site and Area Specific Policy 382 (Official Plan Amendment 183) to enable the redevelopment of the subject site with a tall building, as proposed.

The proposal also requires an amendment to City-wide Zoning By-law No. 569-2013, as amended, in order to permit an increase to the maximum height and density permissions applicable to the subject site and to amend other development standards as necessary to accommodate the proposal.

Finally, as the proposed development contemplates the demolition of 84 rental units, a Rental Housing Demolition and Conversion application is also being submitted.



Policy & Regulatory Context

4.1 Overview

As set out below, it is our opinion that the proposed development has regard for matters of provincial interest and is supportive of numerous policy directions set out in the Provincial Planning Statement, the City of Toronto Official Plan, and the Downtown Secondary Plan, all of which promote the efficient use of land and infrastructure within built-up areas, particularly in proximity to higher-order transit.

4.2 Planning Act

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 (the "*Planning Act*") sets out matters of provincial interest to which Councils (as well as the Minister, local boards, planning boards, and the Tribunal) shall have regard, among other matters, in carrying out their responsibilities pursuant to the legislation. The following are of particular relevance to the proposal:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the *Planning Act* or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and materials that the municipal council or approval authority considered in making the decision described in clause (a).

In our opinion, the proposal has regard for matters of provincial interest as provided above.

Bill 23 – More Homes Built Faster Act, 2022 (Planning Act)

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 1.5 million new homes by 2031 to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

Some of the changes include, but are not limited to, requiring municipalities to update zoning to include "as-of-right" minimum heights and densities within approved MTSAs, permitting "gentle density" by permitting additional units in low-rise dwelling types, capping and allowing greater flexibility of parkland dedication, removing approval authority from certain upper-tier municipalities, limiting appeal rights, and reducing the scope and applicability of site plan control.

Bill 185 – Cutting Red Tape to Build More Homes, 2024 (Planning Act)

On April 10, 2024, the Province of Ontario introduced Bill 185, the Cutting Red Tape to Build More Homes Act, 2024 aimed at its goal of building 1.5 million new homes by 2031. Bill 185 received Royal Assent on June 6, 2024.

The bill includes substantial planning, housing and infrastructure-related changes, and addresses numerous matters in 15 Acts. The changes include, but are not limited to:

- Limiting third-party appeals and the dismissal of existing third-party appeals;
- The repeal of application fee refund requirements for the failure of a municipality to render a decision;
- The repeal of mandatory Pre-Application Consultations;
- Changes to Upper-Tier planning responsibilities;
- New limits on minimum parking requirements within an approved MTSA.

4.3 Provincial Planning Statement (2024)

On August 20, 2024, the Ministry of Municipal Affairs and Housing released the Provincial Planning Statement ("PPS"), 2024, which came into effect on October 20, 2024. The PPS replaces the Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 6.1 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2020 Provincial Policy Statement and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the 2024 PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

"...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians."

Key policy directions that continue to be expressed in the 2024 PPS are to build complete communities with a mix of housing options and promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households.

Policy 2.2.1(b) directs that this shall also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with Policy 2.3.1.3 (see below).

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities shall be provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the 2024 PPS contains policies related to Settlement Areas. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas". Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and are transit-supportive, as appropriate.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.4 includes policies related to "strategic growth areas", and "frequent transit" corridors, all of which are relevant to the subject site. Strategic growth areas are defined as nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include, among other areas, major transit station areas, existing and emerging downtowns, and other areas where growth or development will be focused.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 directs that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate

significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*, which shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

The 2024 PPS defines a major transit station area as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". In turn, "higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way".

In this regard, the subject site is located within 800 metres of four higher-order transit stations; Wellesley Station that serves the Yonge-University subway line (Line 1), Bay Station and Sherbourne Station that serve the Bloor-Danforth subway line (Line 2), and Bloor-Yonge Station that serves both Line 1 and Line 2.

Further, in accordance with similar policy directions previously included in the Growth Plan, and with Policy 2.4.2.1 of the 2024 PPS, the City of Toronto has delineated the boundaries of major transit station areas. The subject site falls within proposed Protected Major Transit Station Areas ("PMTSAs"), as provided through Official Plan Amendment 524, associated with the Bay Station as set out in SASP 599, the Bloor-Yonge Station as set out in SASP 600 and, Wellesley Station as set out in SASP 602 (see Section 4.8 below).

Policy 2.4.2.2 of the 2024 PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of 200 residents and jobs combined per hectare for those that are served by subways. The draft SASPs noted above identify density targets that significantly exceed these targets (see Section 4.8 below). Further, Implementation Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

In this regard, Policy 2.4.2.3(a) encourages planning authorities to promote development and intensification within MTSAs, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

With respect to frequent transit corridors, Policy 2.4.3.1 directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate. Frequent transit corridors are defined as corridors with public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. The subject site is located an area that is well-served by existing frequent transit. Specifically, the subject site is located within proximity to four subway stations on both the Yonge-University subway line (Line 1) and the Bloor-Danforth subway line (Line 2), in addition to surface transit routes as discussed in Section 2.4.

Section 3.9 addresses the need for public spaces, including parks, trails and open space. Policy 3.9.1 of the 2024 PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity. The policy also promotes planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, trails and linkages.

With respect to cultural heritage, Policy 4.6.1 states that built heritage resources and cultural heritage landscapes shall be conserved. In this regard, Policy 4.6.3 states that planning authorities shall not permit development and site alteration on adjacent lands to a protected heritage property except where the heritage attributes of the protected heritage property will be conserved. In this regard, the subject site is located adjacent to a property (38 Isabella Street) that is being sought for designation under Part IV of the *Ontario Heritage Act*.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up to date with their official plans and the 2024 PPS by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the 2024 PPS, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the 2024 PPS.

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development and the requested Official Plan Amendment and Zoning By-law Amendment are consistent with the 2024 PPS, specifically the policies that seek to optimize the use of infrastructure and to promote growth and intensification in strategic growth areas, particularly major transit station areas.

4.4 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was substantially approved by the Ontario Municipal Board (OMB) on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011 and 2020.

Policy 5.6(1) states that the Plan should be read as a whole "to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making". Policy 5.6(1.1) provides that the Plan is more than a set of individual policies and that "all appropriate policies are to be considered in each situation", the goal being to "appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City".

Growth Management Policies

The growth management policies of the Official Plan direct growth to identified areas on Map 2 (Urban Structure), which include *Centres*, *Avenues*, *Employment Areas* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. In this regard, the subject site is located within the *Downtown* (see **Figure 21**).

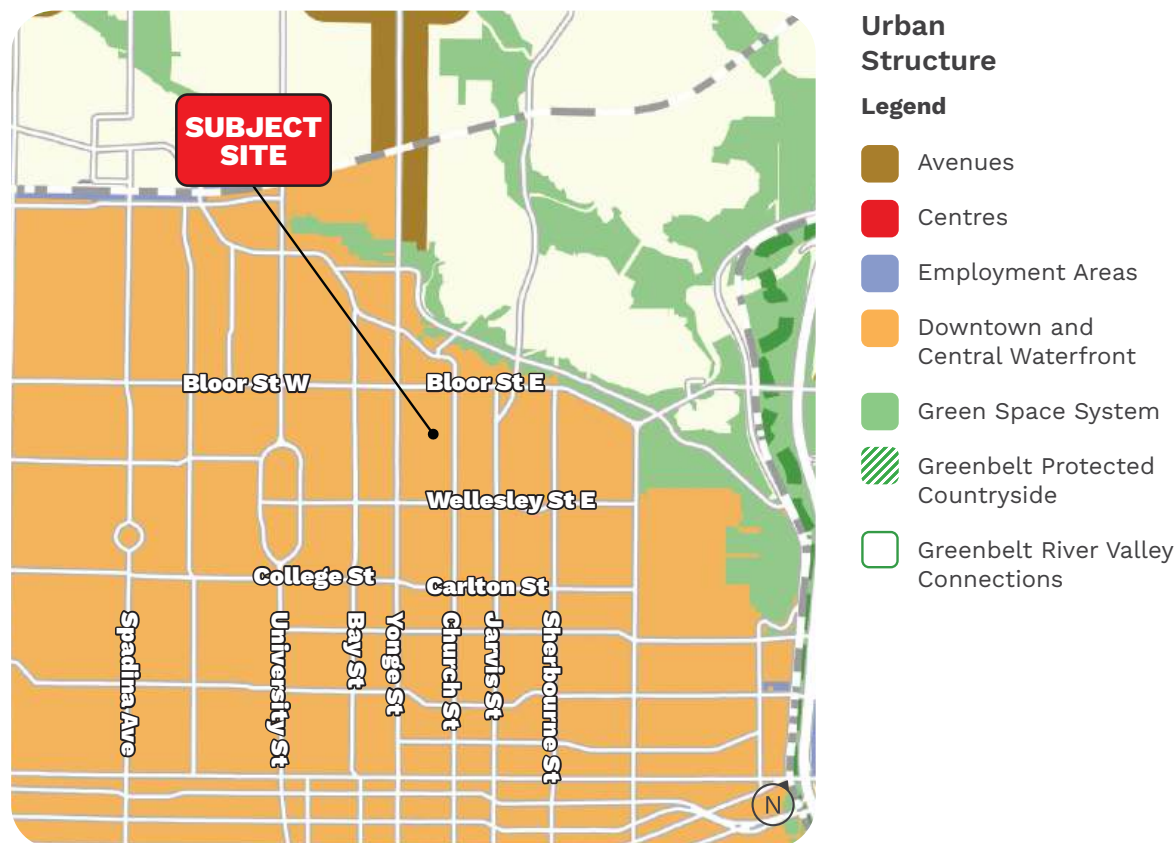


Figure 21 - Toronto Official Plan Map 2 - Urban Structure

Chapter 2 (Shaping the City) outlines the growth management strategy. It recognizes that:

“Toronto’s future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto and Hamilton Area (GTHA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City.”

To that end, Policy 2.1(3) provides that Toronto is forecast to accommodate 3.65 million residents and 1.98 million jobs by the year 2051. The marginal note regarding Toronto’s growth prospects makes it clear that the population and employment figures are neither targets nor maximums; they are minimums:

*“The City of Toronto is forecast to grow to 3.65 million residents and 1.98 million jobs by the year 2051. The Provincial Growth Plan forecast represents 831,000 additional residents and 371,000 additional jobs after 2016. This Plan takes the current Growth Plan forecast as a **minimum** expectation. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres, corridors, and other manners of intensification” (our emphasis).*

In Chapter 2 (Shaping the City), one of the key policy directions is integrating land use and transportation (Section 2.2). The Plan states that:

“... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit capacity can be provided along frequent bus and streetcar routes and at higher-order transit stations.

It further provides that:

“The integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout the City. Transportation accessibility – a measure of the ease of reaching activity locations – has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed, timeliness or directness of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize access to opportunities.”

Policy 2.2(3) states that 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.

Policy 2.2(2) provides that "growth will be directed to the *Centres, Avenues, Employment Areas* and the *Downtown* as shown on Map 2", and sets out a number of objectives that can be met by this strategy, including:

- using municipal land, infrastructure and services efficiently;
- concentrating jobs and people in areas well served by surface transit and higher-order transit stations;
- promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- offering opportunities for people of all means to be affordably housed;
- facilitating social interaction, public safety and cultural and economic activity;
- improving air quality and energy efficiency and reducing greenhouse gas emissions; and
- protecting neighbourhoods and green spaces from the effects of nearby development.

Under Section 2.2.1 ("Downtown: The Heart of Toronto"), the Plan recognizes that the *Downtown*, with its dramatic skyline, is Toronto's image to the world and to itself. It is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and activities.

The Plan also notes that mixed use is a key ingredient to the successful functioning of *Downtown* that creates "accessibility through proximity" and that every home built within the *Downtown* offsets the need for in-bound commuting each day. Policy 2.2.1(2) provides that "Downtown will continue to be shaped as the largest economic node in the city and the region" by accommodating development that "provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting".

The Plan states that *Downtown* is seen as an attractive place to live and that new housing in the *Downtown* makes an important contribution to the economic health of the City. Policy 2.2.1(4) provides that the quality of the *Downtown* will be improved by, among other matters: supporting the development of complete communities; developing buildings that are shaped, scaled and designed to enhance liveability; and providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes.

Policy 2.2.1(5) provides that the architectural and cultural heritage of *Downtown* will be preserved by designating buildings, districts and open spaces with heritage significance and by working with owners to restore and maintain historic buildings.

Transportation Policies

The introductory text in Section 2.4 “Bringing the City Together: A Progressive Agenda of Transportation Change”, notes that:

“The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City’s road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in ‘next generation’ terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.”

In this regard, the subject site is located within a 500 to 800 metre distance of the Wellesley, Bay, Sherbourne and Bloor-Danforth Subway Stations that serve both Line 1 and Line 2 which are identified as existing TTC Subway Lines on Map 4 and on Map 5 (see **Figures 22** and **23**).

Policy 2.2(8) provides that the City will work with its partners to improve transit along Transit Priority Segments through the introduction of transit priority guidelines and transit priority measures such as transit signal priority or other signal timing changes, high-occupancy vehicles lanes and partially or fully exclusive transit lanes.

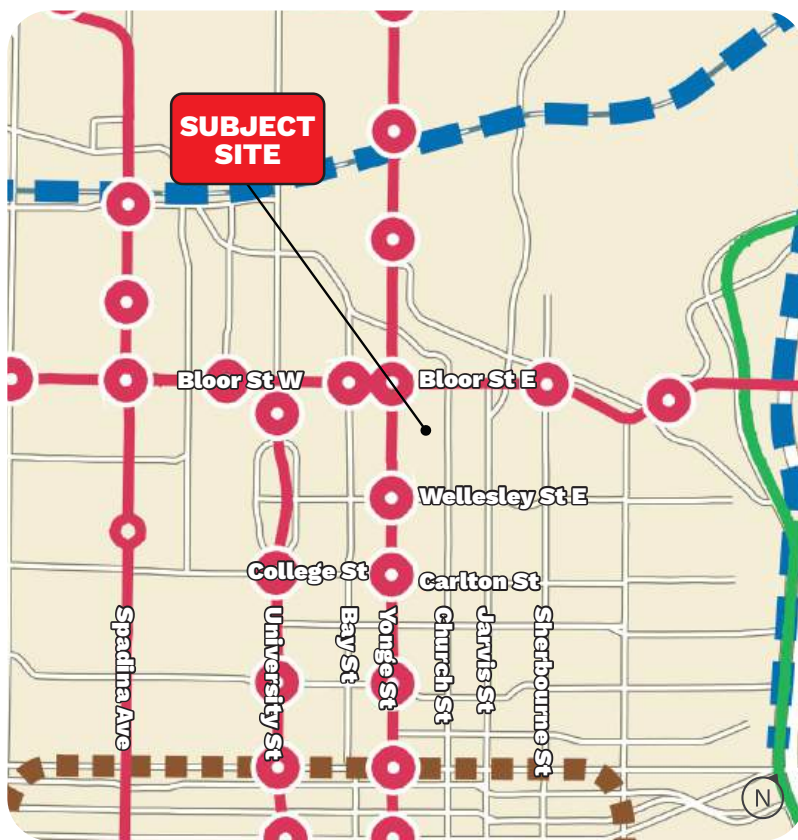
Policy 2.4(4) sets out that, in targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency. The transportation demands and impacts of such new development shall be assessed in terms of the broader social and environmental objectives of the Plan’s reurbanization strategy.

Following therefrom, Policy 2.4(8) provides that, for sites in areas well served by transit (such as locations around higher-order transit stations), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

Healthy Neighbourhoods Policies

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in *Centres*, along the *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. However, the explanatory text states that these neighbourhoods will not stay frozen in time and that some physical change will occur over time as “enhancements, additions and infill housing occurs on individual sites”.

Policy 2.3.1(2) provides that *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. It adds that development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant sections of this Plan, which are discussed below.



Higher Order Transit Corridors

Legend

Existing

—●— TTC Subway and LRT Lines

—●— GO Rail Lines

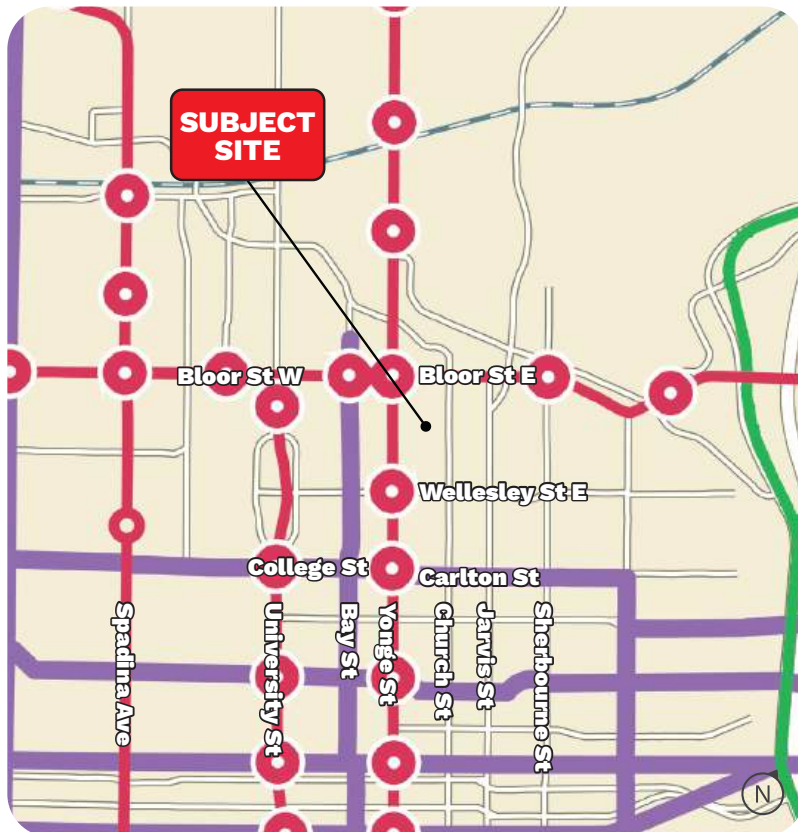
Expansion Elements

--- Transit Corridors

--- Transit Corridor Alignment To Be Determined

—●— Rail Station

Figure 22 - Toronto Official Plan Map 4 - Higher Order Transit Corridors



Enhanced Surface Transit Network

Legend

Existing

—●— TTC Subway and LRT Lines

—●— GO Rail Lines

Expansion Elements

— Transit Priority Segments

Figure 23 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Land Use Policies

The Land Use Plan (Map 18) designates the subject site as *Apartment Neighbourhoods* (see **Figure 24** – Official Plan Map 18, Land Use Plan). Adjacent lands to the immediate east, south, and west are also designated *Apartment Neighbourhoods*, whereas lands to the north are designated *Mixed Use Areas*.

As set out in Policy 4.2(1), *Apartment Neighbourhoods* are areas which are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. This policy goes on to provide that all land uses permitted in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

Generally, as provided in the non-policy preamble to Section 4.1, *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted, and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities do exist for additional townhouses or apartments on underutilized sites, including new rental housing. On larger sites, infill opportunities may require planning for new and extended public realm, including new streets or shared driveways, and may require preserving significant existing landscape and recreation features as part of “integrating older apartments with new development in a manner that improves the quality of life for all”.

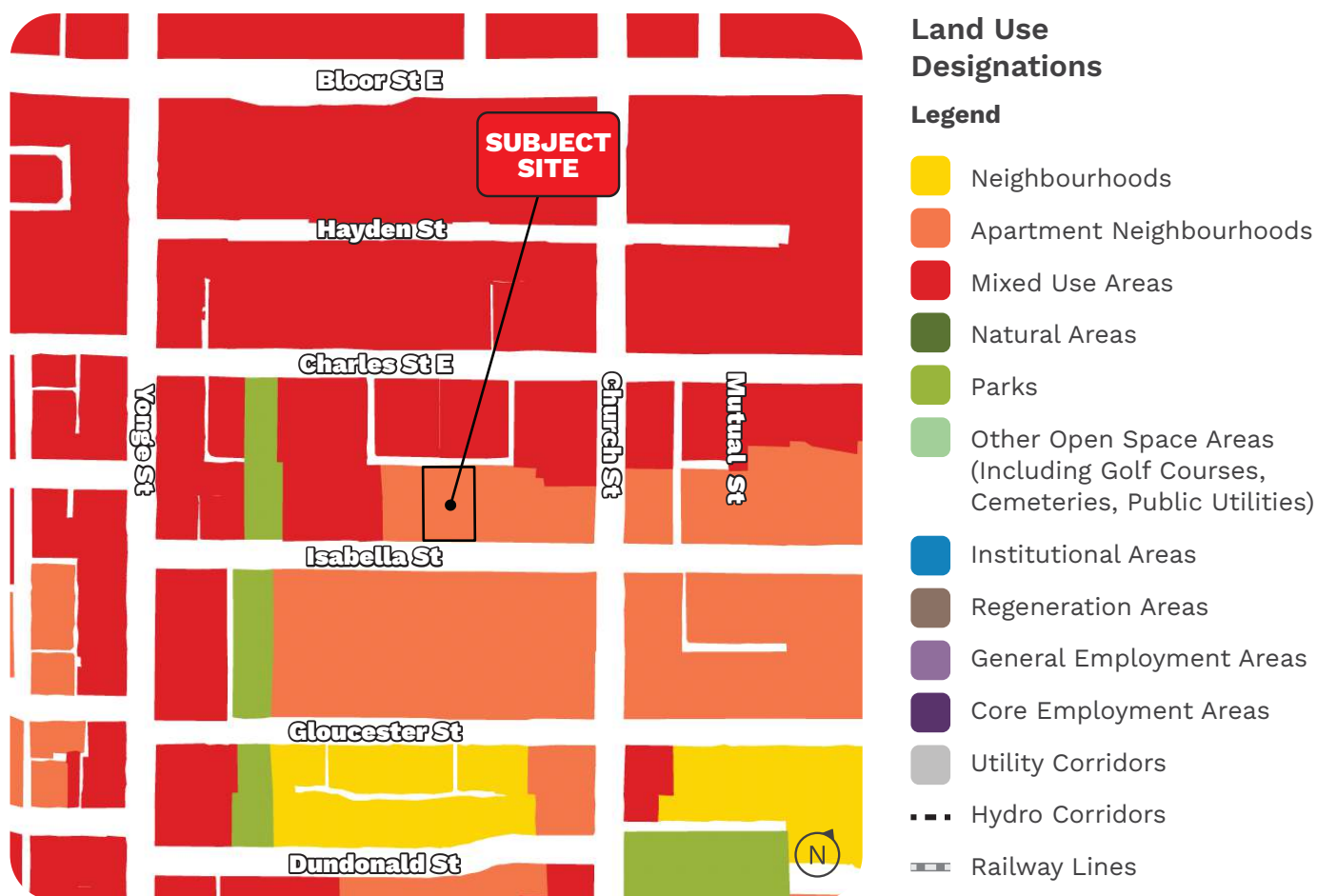


Figure 24 - Toronto Official Plan Map 18 - Land Use

Policy 4.2(2) sets out a number of criteria for development within the *Apartment Neighbourhoods* designation, including:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights towards lower-scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Policy 4.2(3) acknowledges that, while significant growth is not intended within developed *Apartment Neighbourhoods* on a city-wide basis, compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings which improves the existing site conditions by means such as:

- meeting the development criteria set out in Section 4.2.2;
- being compatible with the scale, including height and massing, of the existing apartment building(s) on and adjacent to the site;
- providing separation distances between buildings on and adjacent to the site so as to achieve adequate sunlight and privacy;
- maintaining or replacing and improving indoor and outdoor residential amenities on the site, including, where achievable, equipping and managing indoor and outdoor amenity space to encourage use by residents;
- improving upon the quality of landscaped open space and outdoor amenity space for new and existing residents;
- providing adequate on-site structured shared vehicular parking for both new and existing development;
- consolidating and where achievable, relocating parking and servicing areas where they are not visible from streets, parks and landscaped open spaces;
- placing parking ramps within the building where achievable;
- providing all residents, including existing residents with access to the community benefits where additional height and/ or density is permitted and community benefits are provided are provided pursuant to Section 37 of the Planning Act;
- providing privacy and areas of landscaped open space, and maintaining adequate sunlight to units, outdoor amenity spaces and open spaces, for both new and existing residents;
- organizing development on the site to frame streets, parks and open spaces at good proportion, providing adequate sky views from the public realm, and creating safe and comfortable open spaces;

- promoting grade-related dwellings at the edge of public streets, parks and landscaped open spaces where achievable, that front onto and provide pedestrian entrances from those public spaces, and provide a generous pedestrian realm adjacent to public streets;
- promoting, on the lower floors of mid-rise and tall apartment buildings, grade-related units with front gardens, stoops and porches that take direct access from public sidewalks, accessible open spaces and park edges;
- improving pedestrian access to the buildings from public sidewalks and through the site;
- minimizing curb cuts;
- improving waste storage and waste diversion facilities including enclosure of outdoor waste storage areas and enclosed waste storage facilities within a building where achievable;
- providing needed improvements, renovations and retrofits to the existing rental housing to extend the life of the existing building(s) that are to remain; and
- encouraging improved energy and water efficiency in existing buildings through renovations, retrofits and changes to management practices.

Any application for infill development on a site containing one or more existing apartment building(s) is to be considered in the context of these evaluative criteria, and other relevant policies of the Plan. A discussion of how the development addresses these criteria should be included in any Planning Rationale Report accompanying the application.

These evaluative criteria are addressed in Section 5.2 of this report.

Public Realm Policies

The Official Plan contains policies that emphasize the public realm as the fundamental organizing element of the city and its neighbourhoods, acknowledging its important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. The public realm is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level. The public realm and the buildings that frame it convey our public image to the world and unite us as a city, contribute to the City's cultural heritage and are fundamental to defining our urban form and character.

Section 3.1.1 sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) states that the public realm is comprised of all public and private spaces to which the public has access.

Policy 3.1.1(2) states that the public realm will, among other things, provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) further indicates that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations and contribute to a high quality of life for people of all ages and abilities.

Policy 3.1.1(6) recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. 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.

Policy 3.1.1(13) states that the design of sidewalks and boulevards will provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

- the provision of well-designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving;
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and
- the provision of unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

Policy 3.1.1(14) indicates that design measures that promote pedestrian safety and security will be applied to streetscapes, lanes, parks and other public and private open spaces. Policy 3.1.1(16) states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority of all development.

Built Form Policies

The Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also 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.

In putting forward policies to guide built form, the Plan states that the scale and massing of buildings should be conceived not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city. The Plan recognizes that, as intensification occurs in the *Downtown* and elsewhere throughout the city, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

Section 3.1.3 sets out principles that speak to the relationship between the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the design of built form and ensure each new building will promote and achieve the overall objectives of the Plan.

Policy 3.1.3(1) provides that development will be located and organized to fit with its existing and planned context and to frame and support adjacent streets, lanes, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with consistent front yard setbacks;
- locating main building entrances on the prominent building facades so that they front onto a public street, park or open space and are visible and directly accessible from a public street;
- providing ground floor uses, clear windows and entrances that allow views from, and where possible, access to, adjacent streets, parks and open spaces;
- preserving existing mature trees wherever possible and incorporating them into the development site; and
- providing comfortable wind conditions and air circulation at the street and adjacent open space to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(2) directs that development will provide accessible open space, where appropriate, while 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 development to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by, among other things:

- using shared service areas where possible within development blocks including public lanes, shared private driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where appropriate;
- providing underground parking, where appropriate; and
- limiting new surface parking and vehicle access between the front face of a building and the public street or sidewalk.

Policy 3.1.3(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by: providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.3(6) requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In this regard, Policy 3.1.2(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Policy 3.1.3(9) provides that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the facade to:

- ensure fit with adjacent building facades;
- contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- break up long facades in a manner that respects and reinforces 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 boulevards and sidewalks, including sustainable design elements which may include landscaping, permeable paving materials and street furniture;
- co-ordinated landscape improvements in setbacks 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; and
- landscaped open space within the development site.

Policy 3.1.3(11) encourages new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments to 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) provides that outdoor amenity spaces should:

- be located at or above grade;
- have access to daylight and access to 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.

Built Form (Tall Building) Policies

Section 3.1.4 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

The Official Plan states that tall buildings are the most intensive form of growth and come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

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

For the tower portion, Policy 3.1.4(10) directs that it should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.

Policy 3.1.4(11) indicates that the objectives in Policy 3.1.4(10) should be achieved by:

- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floor plates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

Finally, Policy 3.1.4(12) directs that the top portion of a tall building should be designed to:

- integrate rooftop mechanical systems into the building design;
- contribute to the surrounding skyline identity and character; and
- avoid up-lighting and excessive lighting.

Heritage Policies

Heritage conservation policies are included in Section 3.1.6 of the Official Plan. The Plan recognizes that the protection, wise use and management of Toronto's cultural heritage will integrate the significant achievements of our people, their history, our landmarks and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

Policy 3.1.6(3) states that heritage properties of cultural value or interest, including Heritage Conservation Districts, will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.

Policy 3.1.6(5) provides that proposed development on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained.

38 Isabella Street, which is immediately west of the subject site is currently listed on the City's Heritage Register and it is our understanding that the City is seeking a heritage designation of this property under Part IV of the *Ontario Heritage Act*.

Policy 3.1.6(22) states that a Heritage Impact Assessment (HIA) will address all applicable heritage conservation policies of the Official Plan and will demonstrate conservation options and mitigation measures consistent with those policies. Policy 3.1.6(23) requires an HIA to evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register. Policy 3.1.6(26) requires that new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

In order to address the foregoing policies, a Heritage Impact Assessment has been prepared by ERA Architects, as summarized in Section 5.X of this report.

Housing Policies

The Plan's housing policies support 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 (Policy 3.2.1(1)). A full range of housing includes:

"... ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock."

Policy 3.2.1(2) provides that the existing stock of housing will be maintain and replenished while new housing supply is encouraged through intensification and infill that is consistent with the Plan. In addition, Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing, will be encouraged by all levels of government.

Policy 3.2.1(6) provides conditions of approval for new development that would remove all or part of a private building or related group of buildings and would result in the loss of six or more rental housing units. These conditions include:

- All of the rental housing units have rents that exceed mid-range rents at the time of the application; or
- The replacement and maintenance of at least the same number, size and type of rental housing units, with rents similar to those in effect at the time the redevelopment application is made;
- for a period of at least 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
- an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship.

Policy 3.2.1(12) provides that new development that would have the effect of removing all or part of a private building or related group of buildings and would result in the loss of one or more rental units or dwelling rooms will not be approved unless an acceptable tenant relocation and assistance plan is provided to lessen hardship for existing tenants.

A Housing Issues Report has been prepared by Bousfields Inc. to address the Housing policies, as summarized in Section 5.3 of this report.

Parks and Open Space Policies

Section 3.2.3 highlights the importance of parks and open spaces in the city, and emphasizes the importance of maintaining, enhancing, and expanding the system. Policy 3.2.3(2) provides guidance for parkland acquisition and outlines criteria to determine whether to accept parkland or cash-in-lieu as a condition of development. Policies 3.2.3(4) and 3.2.3(5) further elaborate and provide an overview of the rate of parkland dedication required for development proposals. Policy 3.2.3(8) provides guidance on the location and configuration of land to be conveyed to the city.

Implementation Policies

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*.

4.5 Downtown Secondary Plan (Official Plan Amendment 406)

On July 27, 2018, City Council enacted By-law 1111-2018, adopting Official Plan Amendment 406 (OPA 406), which included a new Downtown Secondary Plan (the "Downtown Plan") and associated amendments to Section 2.2.1 and Map 6 of the Official Plan. On June 5, 2019, the Minister of Municipal Affairs and Housing issued a decision with respect to OPA 406, which included a number of significant modifications to the Downtown Secondary Plan and brought it into full force and effect. The relevant in-force policies are identified below.

Complete Communities

Section 3 of the Downtown Plan outlines the goals for development within the *Downtown* area to create complete communities. Policy 3.3 provides that new buildings will fit within their existing and planned context, conserve heritage attributes, expand and improve the public realm, create a comfortable microclimate, provide compatibility between differing scales of development and include indoor and outdoor amenities for both residents and workers.

Growth Management

Section 5 of the Downtown Plan includes policies that relate to linking growth and infrastructure, with the goal of achieving complete communities. Policy 5.1 provides that development will support and contribute to the achievement of complete communities by providing for growth and through the provision of development charges under the *Development Charges Act, 1997* and/or as a community benefit under Section 37 of the *Planning Act*, as may be applicable.

Land Use

Section 6 ("Land Use and Economy") sets forth the land use policies of the Plan which are intended to promote a balanced approach to growth by defining an appropriate built-form scale and mix of uses to reflect the character of diverse neighbourhoods, while promoting the vitality of complete communities and a prosperous economy. As the Secondary Plan does not designate the subject site, the only applicable policies are regarding development in proximity to existing and planned rapid transit stations.

The subject site is in the vicinity of four existing subway stations (Bay Station, Bloor-Yonge Station, Sherbourne Station, and Wellesley Station) as shown on Map 41-4 of the Secondary Plan (see **Figure 25**).

In terms of development in proximity to existing and planned rapid transit stations (as shown on Map 41-4), Policy 6.34 provides that development in such areas will prioritize mixed-use development, and that these areas will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels. Following therefrom, Policy 6.35 states that lands within 500-800 metres of all existing or planned rapid transit stations within the *Downtown* will be planned to be transit-supportive and, where appropriate, to achieve multi-model access to stations and connections to major trip generators. Development in such areas will be supported, where appropriate, by: planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels (Policy 6.35.1); providing alternative development standards (Policy 6.35.3); and prohibiting built-form that would adversely affect the optimization of transit infrastructure (Policy 6.35.4).

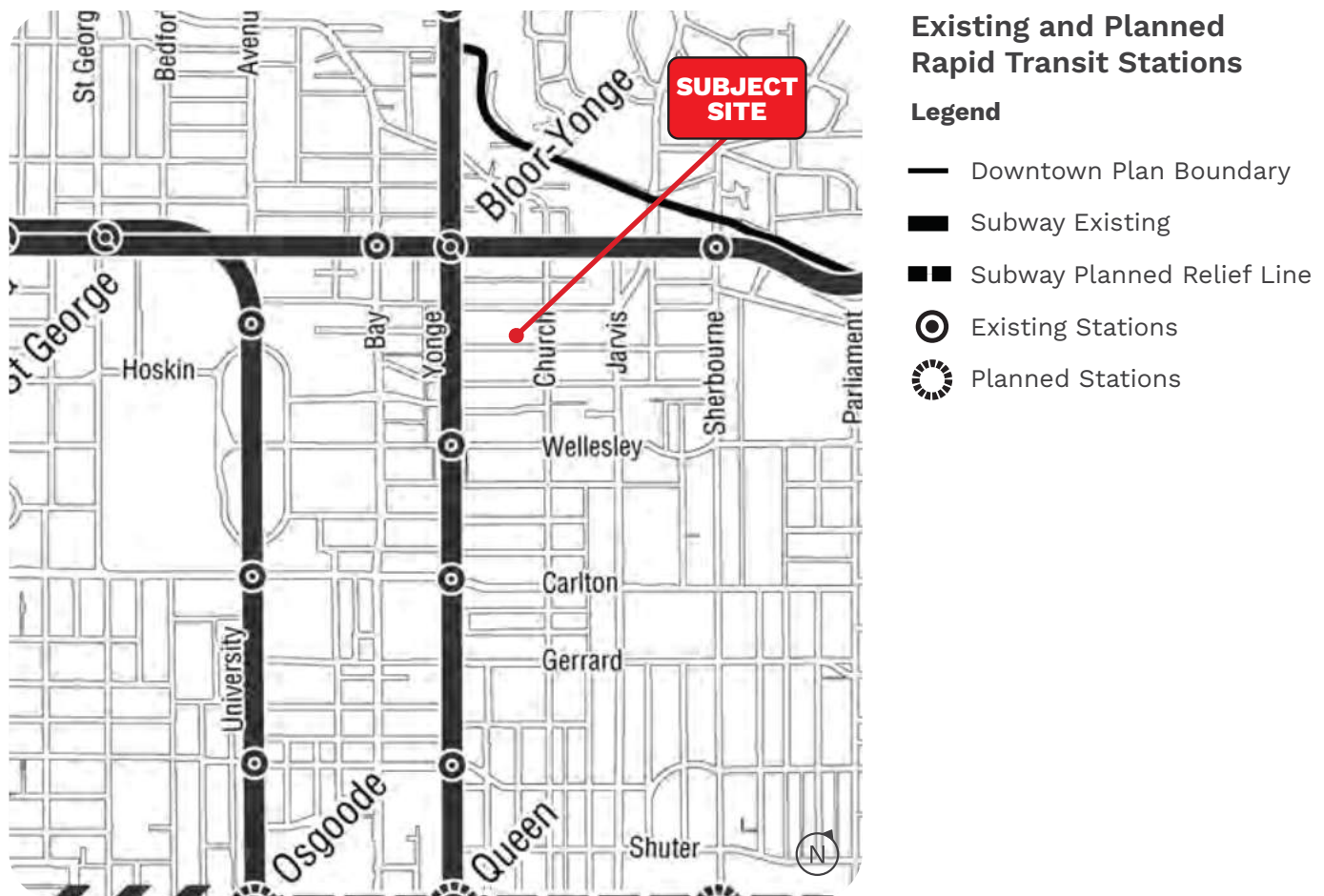


Figure 25 - Downtown Plan Map Map 41-4, Existing and Planned Rapid Transit Stations

Public Realm and Parks Policies

With respect to the public realm, Policy 7.2 provides that expansions and improvements to the public realm will be accessible, inclusive and welcoming to all people who live, work, learn and visit *Downtown*.

Policy 7.3 provides that the planning, design and development of parks and the public realm will be encouraged by a number of objectives, including: creating functional, interesting and engaging spaces that are connected, safe, comfortable, multi-functional and accommodate people of all ages and abilities year-round; encouraging public life through site-specific placemaking and pedestrian amenities that foster social interaction, including but not limited to seating, landscaping, active uses at grade, way-finding, public art and programming; and providing new and improved pedestrian and cycling connections to and through parks and the public realm in and adjacent to *Downtown* through streetscape improvements, bridges, trails and bikeways.

Mobility Policies

The Downtown Plan identifies the importance of creating a walkable *Downtown* and prioritizes the enhancement of the pedestrian experience as a key objective. In this regard, the mobility policies aim to make walking the first travel mode choice for trips throughout Downtown through enhancements to the pedestrian network, including wider sidewalks with adequate pedestrian clearways and streetscape enhancements. In particular, Policy 8.4.1 provides that pedestrian and public realm improvements will improve pedestrian safety, comfort and accessibility, especially for the most vulnerable, and Policy 8.4.3 directs that improvements will improve pedestrian safety and create vibrant public spaces that encourage public life.

With respect to parking and curbside management, Policy 8.27 provides that development will generally be required to limit and/or consolidate vehicle access points and will be encouraged to provide facilities for passenger pick-up/drop-off, loading and parking in off-street locations and/or within building footprints, in order to free up on-street curbside and public realm space and improve the safety of pedestrians and cyclists. Policy 8.29 adds that pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space.

Built Form Policies

The Downtown Plan includes a number of built form policies in Section 9. The introductory text to Section 9 recognizes that mid-rise and tall buildings will be the prevailing form of growth *Downtown*. These buildings are to be recognized as vertical communities that are part of a larger existing and planned context. Policy 9.1 provides that development will be encouraged to:

- enhance the liveability of the building's surroundings;
- contribute to liveability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky view; expanding and improving the public realm; maintaining adequate privacy; providing high-quality amenity spaces; and conserving heritage;
- demonstrate design excellence of the building and surrounding public realm;
- demonstrate a high standard of heritage conservation; and
- include high-quality, durable materials and sustainable and resilient building practices.

Policy 9.2 provides that the City may request, as a community benefit, provisions for an improved and expanded public realm including but not limited to widened sidewalks and walkways, parks and open spaces, POPS, street trees and other landscaping, street furniture, public art, landscaped open spaces, patios, retail displays, access to transit and transit shelters, cycling amenities and pedestrian weather protection.

Policy 9.3 adds that Zoning By-laws may provide for building setbacks from street lines that do not reduce the density or unreasonably reduce the utility of the site, where necessary for the achievement of a contextually appropriate streetscape.

Policy 9.5 provides that the City may request, as a community benefit, the conveyance of an easement over a development site within 6 metres from the closest public street curb, or such greater or lesser distance as may result from the considerations set out in Policies 9.6 and 9.7. Policy 9.6 specifically provides that a lesser amount may be appropriate where:

- a strong, legible, historic character of street-oriented buildings exists;
- a property on the Heritage Register exists on-site;
- the prevailing pattern consists of buildings with lesser setbacks; or
- where otherwise acceptable.

As it relates to base buildings, Policy 9.8 provides that they will generally be designed to achieve the following design objectives:

- relate to the scale and proportion of adjacent streets, parks and open spaces;
- fit compatibly within the existing and planned context of neighbouring streetwall heights;
- relate to the height, scale and built form character of the existing context of both streets when located on a corner lot;

- animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade;
- incorporate appropriate glazing;
- encourage tree planting, where appropriate; and
- include high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale.

Following therefrom, Policy 9.9 provides that development will generally provide a transition from the base building to relate to adjacent properties with a lower scale planned context, as may be required to achieve the objectives of the Plan, while Policy 9.10 directs that development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the streetwall height, articulation, proportion, materiality, and alignment.

With respect to tower floor plates, Policy 9.13 provides that floor plates should be designed to adequately limit shadow impacts of the tower on the public realm and neighbouring properties and maintain adequate sky view from the public realm. Additionally, Policy 9.15 states that, in a tall building, a storey which contains residential units but does not form part of a base building will generally have a maximum floor plate size of 750 square metres above the base building. It goes on to say that increases to the 750 square metre floor plate size may be appropriate where the impacts of the larger floor plate, including but not necessarily limited to shadow, sky view and wind, are addressed.

Policy 9.14 states that development will be located and massed to define and frame the edges of the public realm with good street proportion, providing for comfortable sun and wind conditions on the public realm and neighbouring properties by stepping back building mass and/or limiting building floor plates above the streetwall height to allow daylight and sunlight to penetrate to the street and lower building levels.

With respect to shadow impacts, Policy 9.17 provides that development will seek to “adequately limit” shadows on sidewalks, parks, open spaces, natural areas and institutional spaces “as necessary to preserve their utility”, while Policy 9.18 requires development to adequately limit “net-new shadow” as measured from March 21st to September 21st from 10:18 a.m. to 4:18 p.m. on the parks and open spaces indicated on Map 41-13 (Sun Protected Parks and Open Space). It should be noted that George Hislop Park, which is located to the west of the subject site, is not identified as a sun protected park.

With respect to wind impact, Policy 9.20 provides that buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the public realm, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas. Policy 9.21 requires development to address microclimatic conditions for people on adjacent streets and sidewalks, parks and open spaces by adequately limiting shadow and uncomfortable wind conditions, as necessary to preserve their utility, which may be achieved through:

- reducing the floor plates of tall building elements above the base building;
- reducing the overall height and scale of buildings;
- and re-orienting, reducing the size of and/or setting back tall building elements on the site; and
- increasing the space between tall building elements.

With respect to transition, Policy 9.22 provides that development may be required to provide built form transition where necessary to create a more liveable environment in the public realm, while defining and distinguishing areas of different character, intensity and planned contexts.

Policy 9.23 adds that transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and stepbacks of building mass, separation distances, and other means to achieve compatibility.

Policy 9.24 further provides that development may be required to incorporate transition in scale to achieve built form compatibility when it is, among other things, of a greater intensity and scale than the adjacent and surrounding planned context or adjacent to a property designated under Part IV of the *Ontario Heritage Act*.

Policy 9.25 addresses built form adjacencies, providing that they may require a review to determine if any transition to the planned context is required to achieve compatibility. Potential transition measures include, for tall to low-rise adjacencies, the application of a separation distance, stepping down of heights and an angular plane, and informed by the City’s Tall Building Design Guidelines; for tall to- mid-rise adjacencies, the application of a separation distance and noticeable stepping down of height; and, for tall to tall adjacencies, the application of a separation distance, orientation of the tower portions of the building and, as appropriate, through stepping down of heights.

Policy 9.26 provides that transition may be required between development and adjacent streets, parks or open spaces to provide access to sunlight and sky views as well as establish a human scale and that, where such transition is necessary, tall building development may achieve transition through

appropriate setbacks and stepbacks. Policy 9.27 adds that, where transition is desirable to achieve compatibility, it will generally be provided within the development site.

With respect to amenity space, Policy 9.30 provides that amenity space will be encouraged to be located at or above grade, in visible and accessible locations for the building's inhabitants, designed and built with high-quality and durable materials, and designed to provide elements and programming that respond to a variety of users.

Housing Policies

The introductory text notes that the provision of housing to a wide range of residents that is affordable, secure, of an appropriate size and located to meet the needs of people throughout their life cycle is essential to the creation of complete communities.

Policy 11.1 provides that, in order to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families, development containing more than 80 new residential units will include:

- a minimum of 15 per cent of the total number of units as 2-bedroom units;
- a minimum of 10 per cent of the total number of units as 3-bedroom units; and
- an additional 15 per cent of the total number of units as a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2- and 3-bedroom units through the use of accessible or adaptable design measures.

Implementation Policies

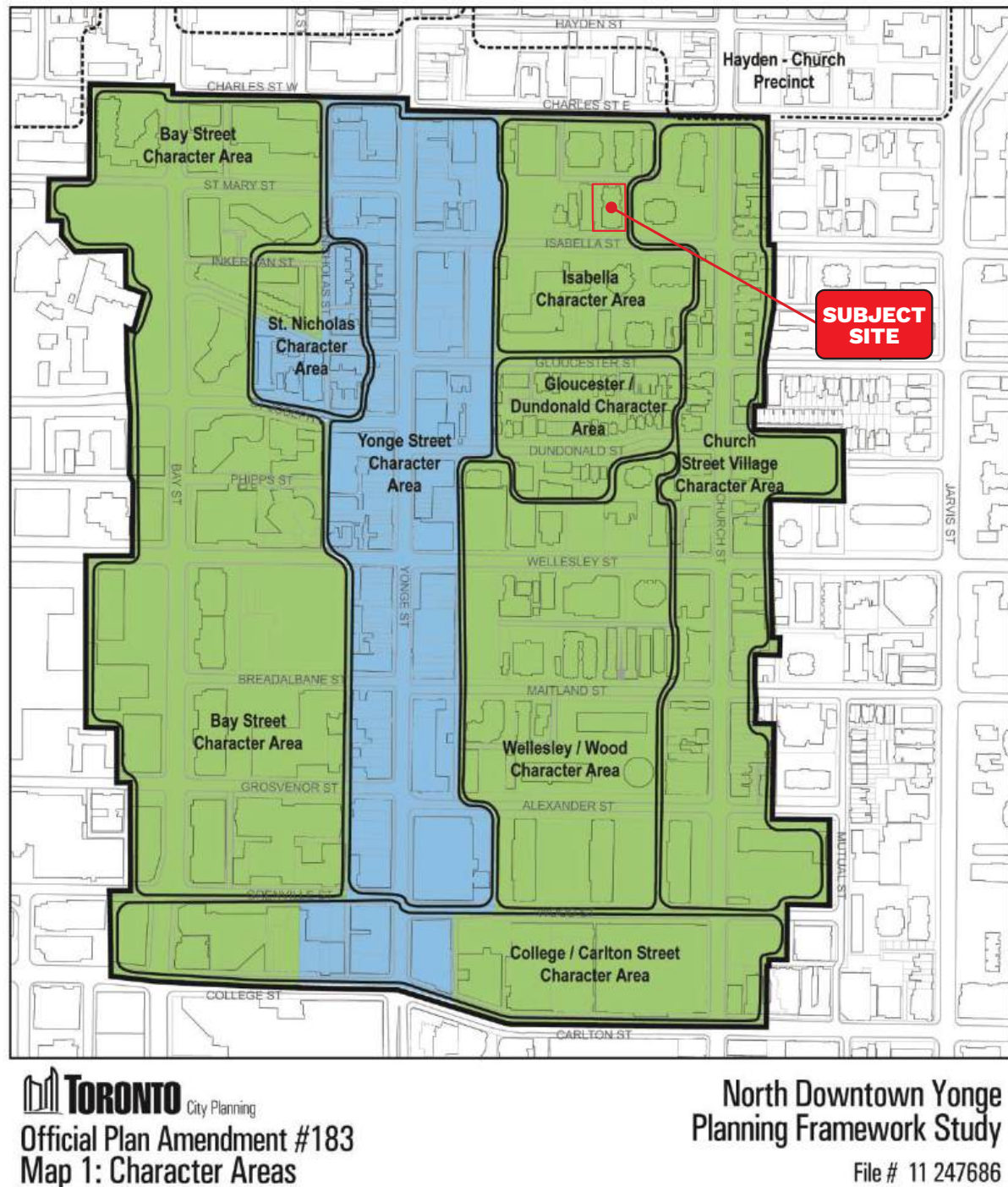
Policy 14.1 provides that implementation plans, strategies and guidelines will be adopted to advance the vision, goals and policies of the Downtown Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in the Downtown Plan.

4.6 Official Plan Amendment No. 183 (North Downtown Yonge)

Official Plan Amendment No. 183 (OPA 183) was adopted by City Council on November 15, 2013, and was subsequently appealed to the Local Planning Appeal Tribunal (now known as the OLT) by a number of parties. On July 3, 2024, the OLT approved OPA 183 which brought into force a new SASP (SASP 382) applicable to the North Downtown Yonge area.

OPA 183 resulted from the North Downtown Yonge Planning Framework ("NDYPF") study, which was initiated by Toronto and East York Community Council at its meeting on June 22, 2011, as part of its decision on the development application for 501-521 Yonge Street. The boundary for the NDYPF included the west side of Bay Street to the west, Charles Street to the north, the east side of Church Street to the east and College/Carlton Streets to the south. The study was to consider mixed-use sites in the area with the potential for intensification and revitalization and recommend a framework for future redevelopment that the City Council can use as a guide for consideration of individual redevelopment proposals within the area. In addition to OPA 183, the study resulted in the North Downtown Yonge Urban Design Guidelines (see Section 4.10 below).

Development policies in SASP 382 consist of specific character area policies and area-wide policies (e.g. heritage, parks and open space, public realm, urban design). In this regard, the North Yonge area is divided into 8 character areas; the subject site falls within the Isabella Character Area (see **Figure 26**).



— Character Areas

Revised to remove the lands known as 81 Wellesley Street East in the year 2015 and to identify that the area in blue is the boundary of the Historic Yonge Street Heritage Conservation District Study area as affirmed by the Toronto Preservation Board at its meeting of July 28, 2015

↑
 Not to Scale
 11/13/2013

Figure 26 - Official Plan Amendment No. 183 Map 1 – Character Areas

The policies applying to Isabella Character Area are included in Section 5.4 of SASP 382. The introductory text states that significant growth and intensification is not intended within the Isabella Character Area in between Charles Street East to Gloucester Street; however, sensitive low scale infill development that respects and reinforces the general physical character, pattern, scale, massing setbacks and height of this portion of the Isabella Character Area may be permitted.

Policy 5.4.3 states that Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development and redevelopment in the Isabella Character Area down to the lower-scaled development/redevelopment of the Gloucester/Dundonald Character Area.

Policy 5.4.4 provides that development/redevelopment permitted within the *Apartment Neighbourhoods* designated areas of the Isabella Character Area will be sensitive low-rise infill that:

- respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of this Character Area;
- maintains the prevailing patterns of landscaped open space; and
- makes best efforts to preserve and enhance existing private amenity space.

4.7 Site and Area Specific Policy 517 (Official Plan Amendment 352)

On November 9, 2016, as part of the TOcore study which ultimately led to the Downtown Plan, City Council adopted Official Plan Amendment No. 352 (OPA 352), which introduces Site and Area Specific Policy 517 (SASP 517) applying to the *Downtown* area, generally bounded by Bathurst Street, Lake Ontario, the Don River, Rosedale Valley Road and the CPR tracks.

Concurrently, City Council enacted By-law 1106-2016 to amend By-law 438-86 with respect to tall building setbacks in the "Toronto Downtown" area in order to implement OPA 352. A companion by-law, By-law No.1107-2016, was enacted on the same date to amend By-law 569-2013. OPA 352, as well as By-laws 1106-2016 and 1107-2016, were appealed to the Ontario Municipal Board by numerous parties.

On November 25, 2020 and February 2, 2021, City Council approved modifications to OPA 352 and the Zoning By-laws in order to resolve the appeals. On March 15, 2021, the Local Planning Appeal Tribunal held a Settlement Hearing to consider the modified instruments, and a decision was issued on May 28, 2021, approving modified versions of OPA 352, By-law 1106-2016 and 1107-2016.

The purpose of SASP 517 is to provide direction for *Downtown* tall building development with respect to setbacks from the building face of the tower to adjacent lot lines and an adequate separation distance between towers. These directions are intended to ensure that individual tall buildings on a site and the cumulative effect of multiple tall buildings within a block contribute to building strong healthy communities by fitting in with the existing and/or planned context.

SASP 517 provides that the Zoning By-law will contain minimum numerical standards with respect to tall building setbacks from property lines and separation distances between towers on the same site (see Section 4.7 below). Relief from these standards may be permitted through rezoning or minor variance, provided that appropriate space between towers will:

- provide a high-quality, comfortable public realm;
- consider development potential, where appropriate, of other sites within the block;
- appropriately limit shadow impacts on the public realm and surrounding properties;
- provide appropriate access to natural light and protect privacy for occupants of tall buildings;
- provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces; and
- appropriately limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, open spaces and surrounding properties.

In the review of such minor variance or rezoning applications, the existing and planned context of a site will be considered, including but not limited to the following considerations:

- the use of the proposed tall building and adjacent properties;
- the physical relationship between tall buildings, including the extent to which the buildings can be located, oriented and designed to mitigate impacts; and/or
- the development potential, where appropriate, of other sites within the block, including agreements, such as limiting distance agreements, heritage easement agreements, or air rights agreements, between landowners and the City.

In addition, SASP 517 sets out the following directions:

- not every site can accommodate a tall building;
- where a block is comprised of multiple small sites, a comprehensive block planning process may be used to locate and design tall buildings to meet the intent of the SASP; and
- the policies in the SASP are not intended to apply to mid-rise buildings and may be applied to other tall building typologies that differ from the tower-base form, where appropriate.

4.8 Official Plan Amendment No. 524

Official Plan Amendment No. 524 (OPA 524) was brought forward for consideration by the Planning and Housing Committee on January 12, 2022 and before Council on February 2, 2022, where it was adopted with amendments. The implementing By-law No. 47-2022 was enacted and passed on February 3, 2022.

OPA 524 introduced Site and Area Specific Policies for 16 PMTSAs corresponding with the existing subway stations in the *Downtown*. As the subject site is situated in proximity to the Bay, Bloor-Yonge, and Wellesley stations, it is captured within Site and Area Specific Policy ("SASP") 599, SASP 600, and SASP 602 (see **Figures 27 to 29**).

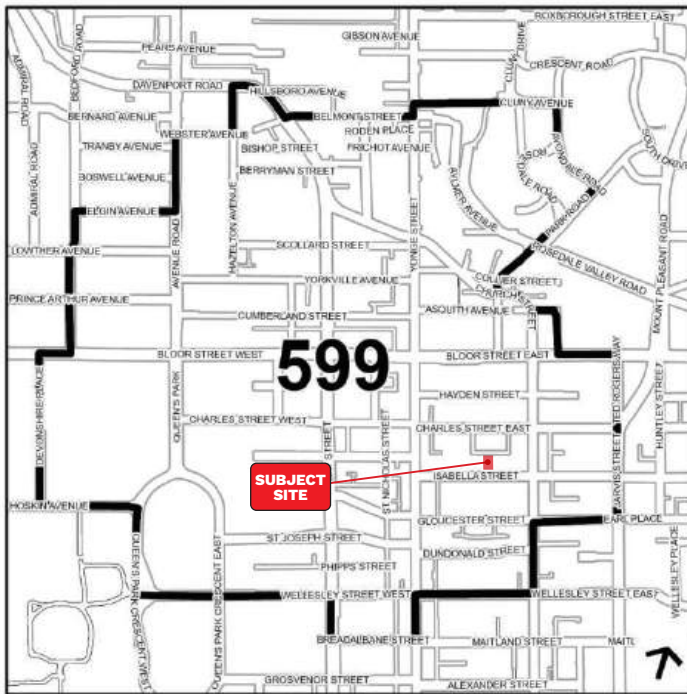


Figure 27 - Map 1, Bay Station PMTSA

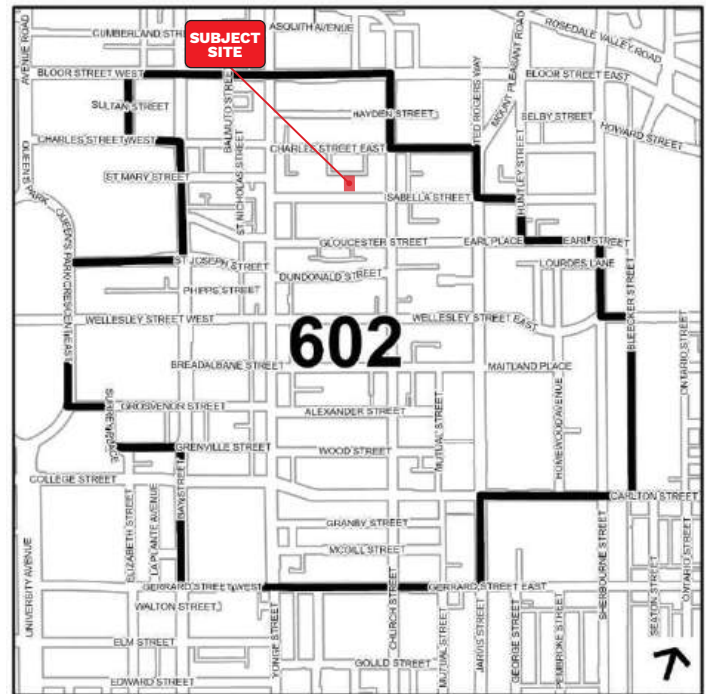


Figure 29 - Map 1, Wellesley Station PMTSA

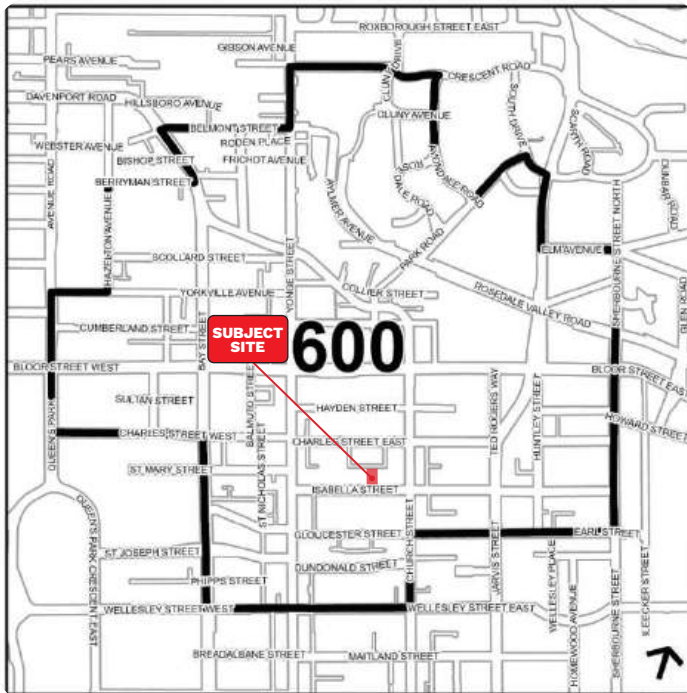
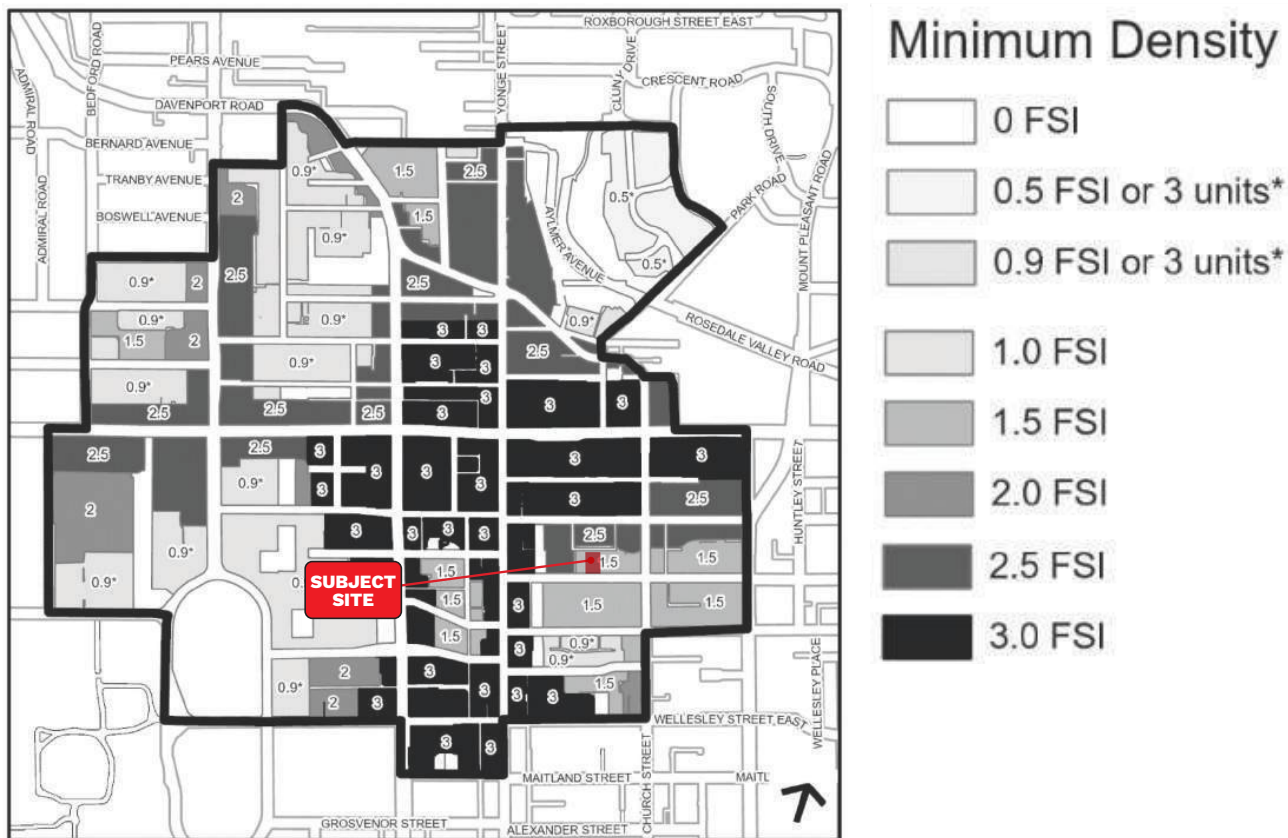


Figure 28 - Map 1, Bloor-Yonge Station PMTSA

SASP 599, is planned for a minimum population and employment target of 900 residents and jobs combined per hectare, with a minimum density of 1.0 FSI specified for the subject site (see **Figure 30**).

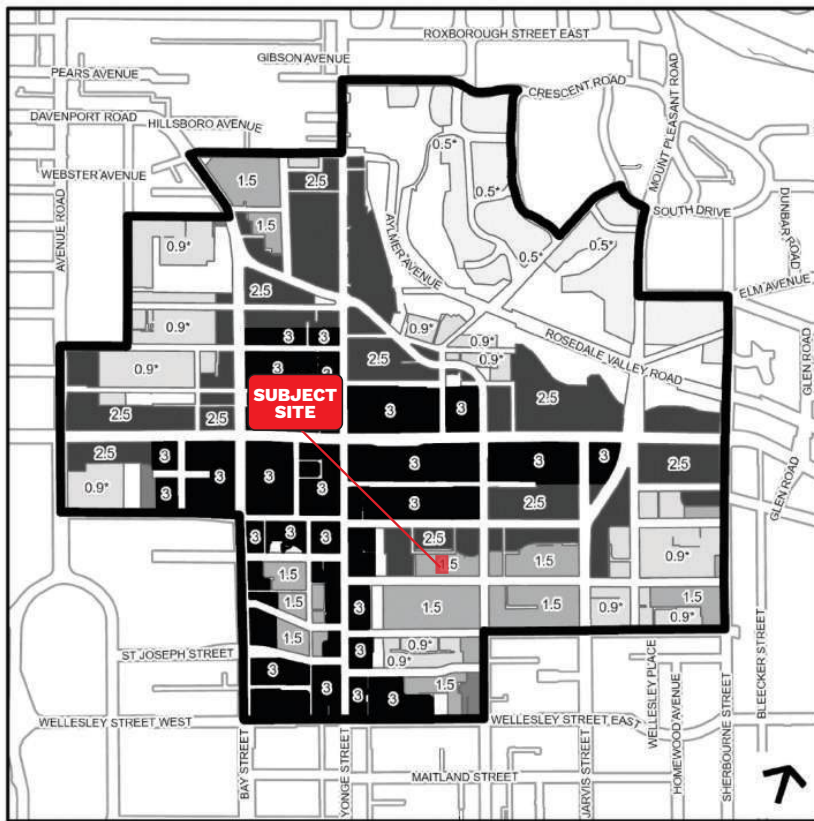
SASP 600, is planned for a minimum population and employment target of 900 residents and jobs combined per hectare, with a minimum density of 1.0 FSI specified for the subject site (see **Figure 31**).

SASP 602, is planned for a minimum population and employment target of 1,000 residents and jobs combined per hectare, with a minimum density of 1.0 FSI specified for the subject site (see **Figure 32**).

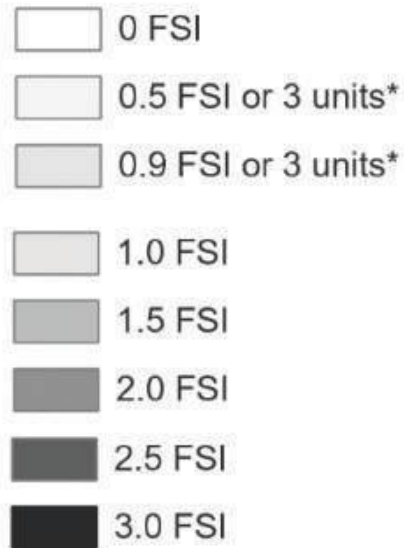


*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Figure 30 - Map 2, Bay Station PMTSA

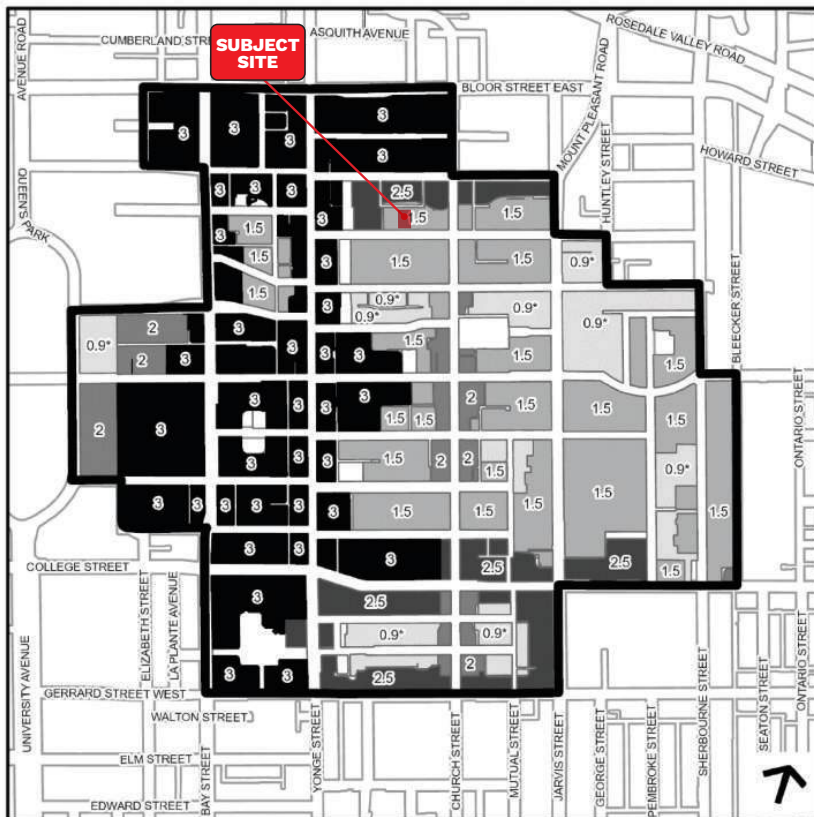


Minimum Density

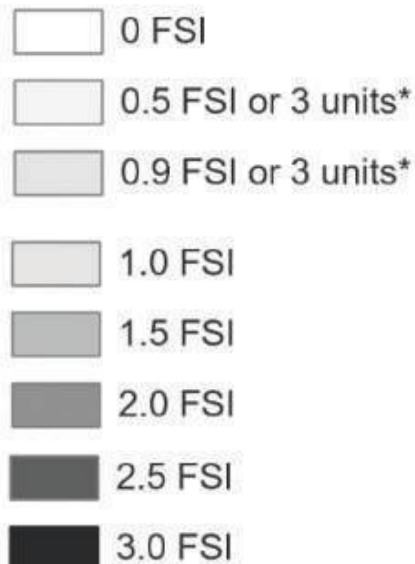


*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Figure 31 - Map 2, Bloor-Yonge Station PMTSA



Minimum Density



*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

Figure 32 - Map 2, Wellesley Station PMTSA

Downtown Tall Building Setback By-laws

With respect to towers, By-laws 1106-2016 and 1107-2016 were enacted concurrently with OPA 352, amending By-law 438-86 and By-law 569-2013, respectively, to introduce regulations regarding tower setbacks in the Downtown area. The by-laws are now in force.

By-law 1107-2016 amended Section 600.10 of By-law 569-2013, which now requires that every building with a height greater than 36.0 metres is to provide building stepbacks, above a height of 24.0 metres of 3.0 metres from a lot line abutting a street, and 12.5 metres from the centre line of that abutting street or street, or from a lot line not abutting a street. In addition, it requires that a 25.0 metre separation be provided between buildings or portions of buildings 36.0 metres in height, for the portions of those buildings above 24.0 metres in height, on the same lot.

Buildings 36.0 metres in height are not permitted to have bay windows, box windows, other window projections, exterior stairs or access ramps encroach into a required setback above a height of 24.0 metres, although some other projections including balconies, platforms and canopies up to 1.5 metres in depth are permitted, so long as they do not penetrate a required angular plane.

Similarly, and as noted above, By-law 1106-2016 was enacted concurrently with OPA 352, amending By-law 438-86, and is now in force.

4.10 Urban Design Guidelines

Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which updated and replaced the 'Design Criteria for the Review of Tall Building Proposals' (2006) and consolidated the Downtown Tall Building Guidelines, which were originally adopted by Council in July 2012.

As a result, all Downtown Guidelines with city-wide applicability have been integrated into the revised guidelines. Location-specific aspects of the Downtown Tall Building Guidelines (particularly the Downtown Vision and Tall Building Typologies) remain in effect as a consolidated companion document known as 'Downtown Tall Buildings: Vision and Supplementary Design Guidelines'. The City-Wide Tall Building Design Guidelines are to be used in conjunction with these supplementary guidelines to evaluate all tall building development proposals falling within the Downtown study area boundary.

The document specifically notes that the guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively".

The City-Wide Tall Building Design Guidelines include sections related to site context, site organization, tall building massing and the pedestrian realm. Among other matters, the Guidelines recommend that tower floor plates be limited to 750 square metres and that tall building towers be set back 12.5 metres from the side and rear property lines and provide a separation distance of 25 metres between towers on the same site.

The proposed massing and urban design are addressed in relation to the relevant design guidelines in Section 5.7 of this report.

North Downtown Yonge Urban Design Guidelines

The North Downtown Yonge Urban Design Guidelines (September 2013) were adopted by Council on October 8, 2013, in conjunction with approval in principle of Official Plan Amendment No. 183, which introduced Site and Area Specific Policy 382 (see Section 4.5 above). It is noted that the Guidelines have not been updated to reflect the modifications that have been approved to OPA 183, with the result that there are now some inconsistencies.

The goal of the North Downtown Yonge Urban Design Guidelines is to provide appropriate built form and public space guidance, while being respectful of the integrity of the surrounding context.

The Guidelines identify the subject site as being within the Isabella Character Area (see **Figure 35**). Section 4.9 states that the Isabella and Wellesley Wood Street Character Areas are predominantly comprised of mid-rise and “tower in the park style” buildings with slab-style floor plates. Most of the buildings have large setbacks from the front property line and adjacent properties, providing generous spaces for landscaping, as well as private suburban-style driveways that connect to the building’s main entrance. The Guidelines state that a few listed and designated heritage low-rise buildings are located within these Character Areas and will be preserved and enhanced.

As the Isabella character area is also within walking distance of the Yonge line subway stations, sites may have the potential for “some infill development which is appropriate for the scale of the Character Areas”. Potential future developments shall have appropriate height transitions from the heights found in the peaks and transition heights of the Isabella Character Area.

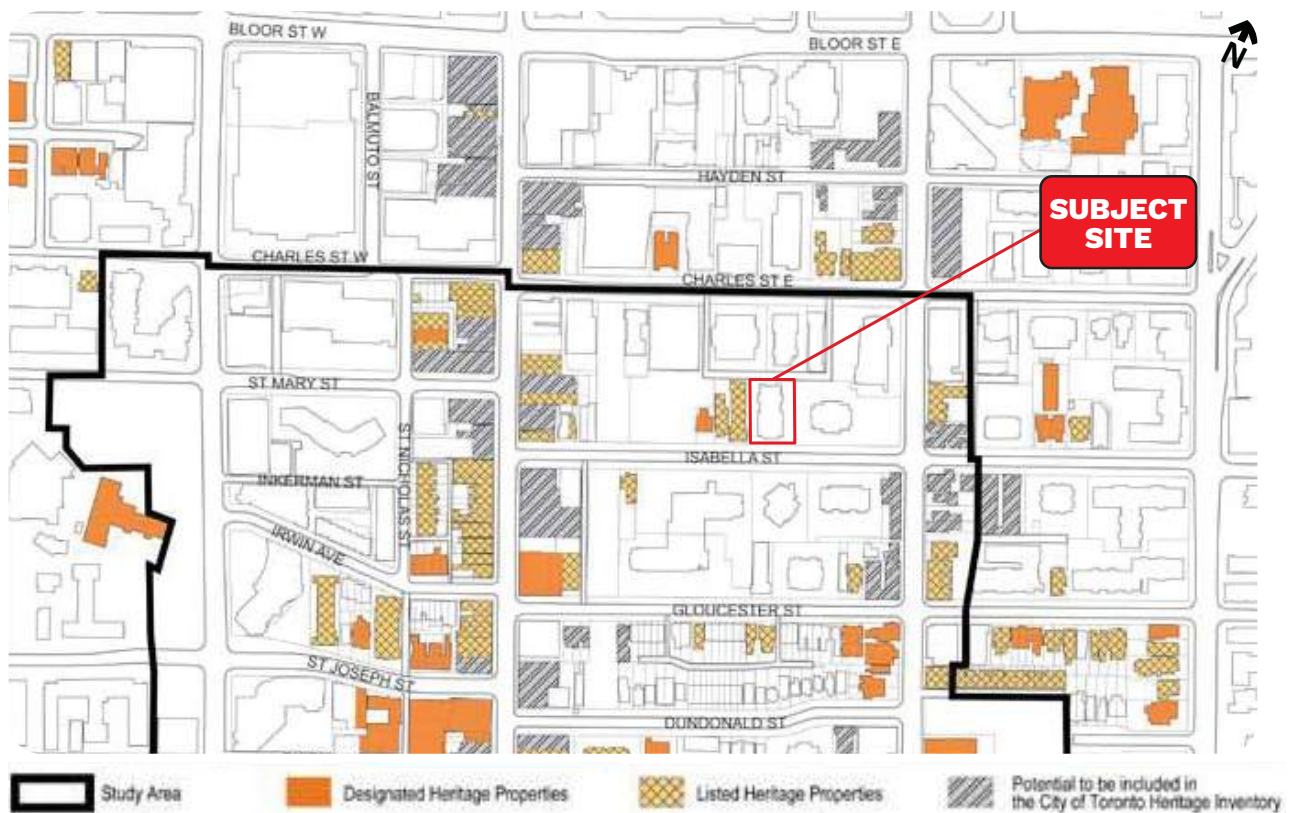


Figure 35 - North Downtown Yonge Urban Design Guidelines, Figure 3: Character Areas

Furthermore, the Guidelines state that the special built form and open space configuration make the Character Areas unique, which results in large separation distances from adjacent properties and porosity through the block. The open spaces on these blocks are valuable and contribute to the quality of life for residents.

The Guidelines for the Isabella and Wellesley Wood Character Areas provide as follows:

- Infill development should protect the low rise built form, heritage buildings and human pedestrian scale.
- Infill development should maintain the open space network by identifying sites that can complement and enhance the existing public open spaces.
- The height of new developments should create a height transition from Yonge Street to the mid-rise built form along Church Street.
- There shall be a compatible relationship of potential new developments to the street right-of-way, immediate context, existing heritage buildings, nearby parks and open spaces and *Neighbourhoods*.
- The streetscape should provide strong street edges with tree planting, minimum paved sidewalk width and be in conformity with the City of Toronto Streetscape Manual.
- Shadows will be minimized on designated *Neighbourhoods* such as the Gloucester/Dundonald Character Area (north of Wellesley).

General Built Form Framework guidelines are set out in Section 5.0 which provide that all new developments will:

- be consistent with the existing heritage value, attributes and character of adjacent or nearby properties;
- have clear entrances facing the street;

- have an appropriate setback from the front property line to allow for semi-private landscape zone, patios or spill out zones;
- have architectural articulation in the overall massing to create architectural interest;
- have a gradual transition in height from lowrise buildings to tall buildings;
- have canopies, stairs and walkways located on private land;
- have entrances, balconies and windows looking into the public streets and public open spaces to provide safety and visibility (eyes on street);
- minimize the shadow impact; and
- have an appropriate setback from parks and open spaces with a gradual height increase towards the streets.

With respect to tall buildings, the Guidelines provide that tall buildings are built forms that have a height larger than the width of the street right-of-way. They comprise of three different components including base building, middle (tower) and tower top.

The base of a tall building will:

- be no smaller than 3 storeys (10.5 metres) and no taller than 80% of the street right-of-way width;
- conform to the height of prevailing adjacent low-rise buildings;
- use compatible and complimentary material and height of any adjacent heritage property;
- have continuous weather protection; and
- have permeable materials in their façade to create animated street frontages.

Towers of tall buildings will:

- be slender to minimize adverse shadow impact on residential Neighbourhoods, open spaces and streets;
- have a floor plate area less than 750 square metres, otherwise it should be highly articulated;
- be a minimum of 12.5 metres away from adjacent property line;
- be 20 metres away from abutting low-rise buildings;
- have well designed top floors with architectural articulation to reflect the role of the tall buildings on the skyline.

With respect to parking and loading, the Guidelines state:

- entrance to parking and loading and unloading areas will not be directly from the Main Streets;
- loading and unloading areas should be hidden from view and located on roads with the least pedestrian traffic;
- access to parking should not be located at gateway sites or at the terminus of a view corridor; and
- vehicle parking and loading/unloading areas should be placed below grade.

In Section 6.0 (Street Character Types), Isabella Street is identified as a Neighbourhood Street. Buildings on these streets have a large setback from the front property line, creating generous front landscaped areas and front yards. This will add to the neighbourhood-like feeling of such streets and create a pedestrian-friendly corridor.

The relevant Design Guidelines are addressed in Section 5.5 of this report.

4.11 Growing Up: Planning for Children in New Vertical Communities

In 2015, the City initiated a study entitled Growing Up: Planning for Children in New Vertical Communities and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines were adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017, and adopted without amendments. On July 28, 2020, a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for better integration of family-supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- **The Neighbourhood Scale:** At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, and access to parks, schools and community facilities.
- **The Building Scale:** At the building scale, the Guidelines seek to increase the number of larger units, encourage the design of functional and flexible amenities and common spaces, and promote flexible building design for changing unit layouts.
- **The Unit Scale:** At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term “large units” in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25 percent two- and three-bedroom units, comprised of 15 percent two-bedroom units and 10 percent three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

The proposal meets the intent of the Guidelines with respect to minimum number of two- and three-bedroom units, with greater than 25 percent of the 730 new units proposed as larger units. In particular, of the 730 new units (excluding the 84 rental replacement units), 143 are two-bedroom units (19.6 percent) and 81 are three-bedroom units (11.1%).

4.12 Pet-Friendly Design Guidelines for High Density Communities

The Pet-Friendly Design Guidelines were developed in 2019, through a collaborative process involving consultation and engagement with a broad range of stakeholders. The purpose of the document is to guide new developments in a direction that is supportive of a growing pet population. The document is intended to complement other City initiatives to create and design high-quality pet-friendly amenities in private development, including the building, private internal and external open spaces and living spaces.

The Guidelines apply city-wide to all new multi-unit residential buildings that are required to provide amenity space as a condition of their development approval. As guidelines, they are intended to provide direction and guidance, but should be afforded some flexibility in application, and balanced against broad city-building objectives.

Similar to the Growing Up Guidelines, the Pet-Friendly Guidelines are structured at three scales: the neighbourhood, the building and the dwelling unit. At the neighbourhood scale, the Guidelines encourage new developments to support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces, especially in dense neighbourhoods characterized by multi-unit, high-rise buildings where parks and green spaces are heavily used.

At the building scale, the Guidelines provide direction as to the types, sizes and general configuration of amenity spaces for pets, and specify how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners and other residents of multi-unit buildings in high-density neighbourhoods. The types of dedicated amenities that could be provided to support pets and their owners include pet relief areas, off-leash areas, pet wash stations and POPS. The Guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities and also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities.

Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet’s environment and meet day-to-day needs.

A photograph of two women, one of Asian descent and one of African descent, working together on a large-scale architectural model of a city. The woman on the left is pointing at a specific part of the model with a pen. The woman on the right is looking down at the model. The background is a blurred office or studio setting with shelves and papers. The entire image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Residential intensification on the subject site is appropriate, desirable, and is supportive of policy directions articulated in the Provincial Planning Statement, the City of Toronto Official Plan and the Downtown Secondary Plan, all of which promote intensification on sites which are well served by municipal infrastructure, particularly higher order transit. In this regard, the proposed development has been designed to be transit-supportive and pedestrian-oriented.

The subject site is located in an area that is very well served by existing frequent transit and existing higher-order transit given its proximity to four subway stations, three of which are delineated as Protected Major Transit Station Areas" ("PMTSA's"). Specifically, the subject site is located within a 500 metre to 800 metre radius distance of the Wellesley Subway Station, the Bay Subway Station, the Sherbourne Subway Station and the Bloor-Yonge Subway Station.

In this regard, the subject site forms part of a "major transit station area" and is located within a "strategic growth area" as defined by the Provincial Planning Statement. Strategic growth areas are the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

The PPS directs that the boundaries of major transit station areas are to be delineated in a transit-supportive manner that **maximizes** the number of potential transit users that are within walking distance of the station (our emphasis). In this regard, the subject site is located within the boundaries of several "PMTSA's in the Downtown through Official Plan Amendment 524 ("OPA 524). At the time this report was written, OPA 524 had not yet received final approval from the Minister of Municipal Affairs and Housing. The subject site falls within the boundaries of the Wellesley, Bay and Bloor-Yonge

PMTSAs, all of which apply a minimum density target of 1.0 FSI to the subject site, and prescribe minimum population and employment targets of 1,000, 900 and 9,000 residents and jobs combined per hectare, respectively. It is acknowledged that the identified densities in the PMTSA policies are minimum densities (our emphasis).

From an Official Plan perspective, strong policy support is expressed for new housing in the *Downtown*, intended to minimize in-bound commuting and expand the range of housing opportunities. Policy 2.2.1(1) provides that Downtown Toronto will be planned to "optimize the public investment in higher order transit within the Centre". Policy 2.4(8) provides for intensified development with minimum density requirements and limits on parking on sites such as the subject site which are served by higher-order transit stations. However, given the Official Plan was drafted prior to the effective date of the PPS 2024, the Official Plan policies do not fully recognize and give effect to the current Provincial policy directions supporting nodal intensification in proximity to transit stations.

The Downtown Secondary Plan does not provide specific direction with respect to *Apartment Neighbourhoods* designated lands, such as the subject site, however, Policy 6.34 of the Plan provides that development in proximity to existing and planned rapid transit stations will prioritize mixed-use development and will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels. Policy 6.3.5 of the Downtown Secondary Plan goes on to provide that lands within 500-800 metres of all existing or planned rapid transit stations within the *Downtown* will be planned to be transit supportive.

¹ The Official Plan policies predate the PPS 2024, which no longer delineates Urban Growth Centres, however, the policies related to growth in the Downtown are still relevant and applicable.

Residential intensification on the subject site can take advantage of and provide population support to the wide range of shops, services, restaurants, recreational facilities and cultural facilities available within the *Downtown*, including the mixed-use corridors along both Yonge Street and Church Street, which are in proximity to the subject site.

Additionally, the proximity of the subject site to significant employment opportunities and urban amenities in the Financial District and the Bloor-Yonge Node will foster a strong live-work relationship, reducing the need for inbound commuting and aiding the ongoing transformation of the area into a complete community. Furthermore, residential intensification on the subject site will be well situated proximate to existing and planned community services and facilities within the area, regionally renowned entertainment venues and cultural and performing arts facilities within the *Downtown*. The location of the subject site relative to these employment, recreational, retail and entertainment uses also means that walking and cycling are viable alternative modes of transportation.

The introduction of new housing will support transit ridership, assist in reinforcing the role of the *Downtown* as a desirable area for living, working and shopping and contribute to the achievement of population and job forecasts for the City as set out in the Official Plan and supported by Provincial policy.

In our opinion, the current use of the subject site for a low-rise apartment building represents an underutilization of land and infrastructure within Downtown Toronto in proximity to four subway stations, three of which are adopted PMTSAs. Residential intensification in the form of a tall building will more efficiently utilize and optimize the use of land and infrastructure by providing a great amount of new housing in a transit-supportive and compact built form, directly supporting the policy directions of the PPS, Official Plan and Downtown Secondary Plan, which seek to integrate land use and transportation planning in identified intensification areas within complete communities.

The redevelopment of the subject site for an intensified form of development is part of a desirable reinvestment and revitalization process, which is anticipated and supported by the Downtown Secondary Plan and the Official Plan's policies for *Apartment Neighbourhoods*. It is our opinion that the mix of housing and the substantive public realm improvements contemplated by the proposal will significantly contribute to the character of Isabella Street and the community more broadly.

Moreover, the optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships.

Within the explanatory text in Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce demands on nature and improves the liveability of the urban region by: reducing the pace at which the countryside is urbanized; preserving high quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

5.2 Land Use

The proposed residential development, in our opinion, is appropriate and desirable. While the proposed development conforms with the land use permissions of the *Apartment Neighbourhoods* designation of the Official Plan, and is permitted by the existing Zoning By-law, SASP 382 provides that only sensitive low-rise infill is permitted on sites designated *Apartment Neighbourhoods* within Isabella Character Area. In this respect, the proposal will require an amendment to the North Downtown Yonge Site and Area Specific Policy, which does not permit a high-rise development in the Isabella Character Area.

With respect to the policies of the Official Plan, the *Apartment Neighbourhoods* designation permits apartment buildings, and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. As well, all land uses permitted in the *Neighbourhoods* designation are also permitted in the *Apartment Neighbourhoods* designation. Accordingly, it is our opinion that the proposed residential apartment building is permitted as-of-right by the Official Plan.

The *Apartment Neighbourhoods* designation of the Official Plan recognizes that, while built-up *Apartment Neighbourhoods* are stable areas where significant growth is not anticipated on the city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites. The Official Plan also provides that development in *Apartment Neighbourhoods* may also include redevelopment of underutilized or vacant sites, and sets out criteria to evaluate these situations through Policy 4.2(2). As set out in Section 5.1 above, it is our opinion that the subject site is underutilized in its current form.

In this regard, residential intensification is envisioned on the subject site not only through the applicable *Apartment Neighbourhoods* land use designation, but also given the location of the subject site within the *Downtown and Central Waterfront Area* as part of the City's Urban Structure as outlined in the Official Plan. Similarly, the City has approved new apartment infill development on sites within the *Apartment Neighbourhoods* designation throughout the Downtown and, specifically, in proximity to the subject site, as discussed in Section 2.2 of this Report. In our opinion, the proposed development conforms to the development criteria for *Apartment Neighbourhoods*, as outlined in Policy 4.2(2) as follows:

- The location and massing of the building provides a transition between areas of different development intensity and scale, and in particular to the closest lower-scale *Neighbourhoods*-designated lands which are located approximately 132 meters to the south, comprised of low-rise dwellings on the south side of Gloucester Street,

through the building's orientation and the use of setbacks, as set out in Sections 5.4 and 5.5, below;

- The location and massing of the building adequately limits shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes, as set out in Section 5.5, below;
- The location and massing of the building frames Isabella Street at a good proportion and maintains sunlight and comfortable wind conditions for pedestrians on nearby parks and open spaces, as set out in Sections 5.4 and 5.5, below;
- The proposal includes sufficient bicycle parking for residents and visitors, as set out in the Transportation Considerations Report, prepared by BA Group;
- Servicing areas, garbage storage and other functional areas are located internal to the building and screened from the public realm, minimizing the impact on adjacent streets and residences;
- Indoor amenity space is provided for residents at a rate of 1.94 square metres per unit, which is only incrementally lower than the recommended 2.0 square metres per unit;
- Outdoor amenity space is provided for residents at a rate of 0.54 square metres per unit and while lower than the recommended 2.0 square metres per unit is considered appropriate given the proximity of the subject site to a number of parks in the area including George Hislop Park and Barbara Hall Park;
- The residential lobby is provided on the ground floor along the street frontage, to enhance the safety, amenity and animation of adjacent streets and open spaces; and
- As the proposal moves through the approval process, consideration will be given to the principles of universal design and will provide units that are accessible or adaptable for persons with physical disabilities.

The Official Plan also notes that infill development is permitted on sites within *Apartment Neighbourhoods* with one or more existing apartment buildings, where such development would have the effect of improving the existing site condition and sets out criteria in Policy 4.2(3). While the subject site is currently occupied by an existing apartment building, the existing building is proposed to be replaced and, as such, the criteria in Policy 4.2(3) is not applicable.

With respect to the North Downtown Yonge Site and Area Specific Policy, it is our opinion that the proposed high-rise development is an appropriate land use on the subject site. As discussed in detail in Section 5.1 above and Section 5.4 below, the subject site is an ideal location for intensified residential uses in the form of a tall building. Not only does the as-of-right low-rise infill land use permitted in SASP 382 not reflect the existing land use on site today – a 10-storey apartment building, it also does not appropriately balance and reconcile the range of diverse objectives affecting land use planning in the City today, such as transit-supportive intensification and increased housing supply in the context of a site in this location. As such, it is our opinion that the proposed residential land use, in the form of a tall building, is appropriate and desirable.

From a zoning perspective, the proposed dwelling units are permitted as-of-right, within the applicable *Residential (R)* zoning category prescribed to the subject site by Zoning By-law 569-2013, as amended. As noted previously, an amendment to the zoning by-law will be required to introduce site-specific development standards as necessary to permit the proposed development.

5.3 Housing

From a housing perspective, the proposed development will support Provincial and City policies to provide housing options by expanding the range of housing types and densities through residential intensification. The proposal will redevelop the site with a transit-supportive development that will assist the City in fulfilling its commitment to achieve the Provincial Housing Target of 285,000 new homes by 2031.

In our opinion, the proposal is in keeping with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan. It will provide for a full range of housing to meet the current and future needs of residents and will provide new housing supply in the area. In addition to retaining the 84 rental apartment units on the subject site, the development would also contribute 730 new housing units to the City's housing stock, making a meaningful contribution to the supply of housing in an area serviced by higher-order transit. In particular, the new units are comprised of 506 one-bedroom units (69.4%), 143 two-bedroom units (19.6%) and 81 three-bedroom units (11.1%), resulting in a total of 224 two- and three-bedroom units overall (30.7%), exceeding the unit mix recommended by the Growing Up Guidelines. With respect to the unit mix requirement in the Downtown Secondary Plan (Policy 11.1), the development contemplates a design that provides for units that can be converted to two- and three-bedroom units. In particular, there are 83 units (13%) that would be considered 'combination units' which, in addition to the two- and three-bedroom units outlined above, provides for a total of 316 two- and three-bedroom units comprised of 83 combination units (13%), 143 two-bedroom units (19.6%) and 81 three-bedroom units (11.1%), representing 43.2% of all units being two- or three-bedroom units. The proposal will provide new housing opportunities in a transit-supportive mixed-use neighbourhood.

A Housing Issues Report ("HIR") has been prepared by Bousfields Inc. in support of the proposed development and is attached to this report as **Appendix A**. As part of the proposed development, the HIR indicates that the 84 rental units will be replaced and retained as rental tenure, in accordance with the requirements of Policy 3.2.1(6) of the Official Plan. The HIR concludes that the proposed rental replacement proposal meets the intent of the Official Plan housing policies, in particular, Policy 3.2.1(6). Furthermore, the new building also includes indoor and outdoor amenity space, which is not currently provided.

With respect to affordable housing, there are currently no in-force policies which would require the provision of affordable housing. Rather, Section 5.1.1 of the Official Plan identifies affordable housing as a potential community benefit in return for an increase in height and/or density.

5.4 Height, Massing, and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for residential intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building, and that the subject proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan, given:

- its overall size (0.17 hectares), frontage (34.5 metres), depth (48.8 metres) and configuration;
- its location within the *Downtown*, as delineated in the Official Plan;
- its location within 3 Council adopted "protected major transit station areas" and its location within 300 metres of Bloor-Yonge Station (Line 1 and 2), within 350 metres of Wellesley Station (Line 1), within 500 metres of Bay Station (Line 2) and within 700 metres of Sherbourne Station (Line 2);

- its proximity to a variety of TTC surface transit options, including streetcar and bus routes which operate at headways which meet the definition of "frequent transit";
- its ability to achieve appropriate setbacks and separation distances, having regard for the tight urban context and the development potential of adjacent properties;
- its location within a variable tall building context, as described below, and its position within the emerging urban structure of this area of the *Downtown*, and its proximity to, compatibility and fit with existing, proposed, approved, and under construction tall buildings, with approved heights up to 94 storeys located in proximity;
- its *Apartment Neighbourhoods* designation in the Official Plan, which does not contain height or density limits in a general sense;
- its substantial separation distance from the closest *Neighbourhoods* designated lands to the east and south, and its adequately limited built form impacts on these *Neighbourhoods*; and
- its adequately limited built form impacts on nearby parks and open spaces.

With respect to **height** and the broad urban structure, the subject site is located in the *Downtown*, within one city block of Yonge Street, and is located in proximity to a number of built, under construction, approved and proposed tall buildings. In this respect, a number of buildings with heights as tall as 95 storeys have been approved or are under construction in the surrounding area, and a number of additional tall buildings are proposed, including the following, among numerous others:

- Existing and Under Construction Buildings: 1 Bloor Street West (zoned for 91 storeys/328.4 metres but will only be built to 85 storeys and 308.6 metres); 1 Bloor Street East (76 storeys/257 metres), 42 Charles Street East (57 storeys/184 metres), 40 Charles Street East (55 storeys/180 metres), 99 Charles Street East (49 storeys/161 metres), 55 Charles Street East (50 storeys/155.4 metres), 45 Charles Street East (47 storeys/151 metres), 29-33 Charles Street (46 storeys/148 metres) and 590 Jarvis Street (44 storeys/137 metres).
- Approved Buildings: 15 Bloor Street West (99 storeys/322.9 metres); 639-651 Yonge Street (76 storeys/280 metres), 646-664 Yonge Street and 2-4 Irwin Avenue (75 storeys/254 metres), 619-637 Yonge Street (70 storeys/239.8 metres), 135 Isabella Street (69 storeys/237.2 metres); 90-94 Isabella Street (69 storeys/228 metres); 15 Charles Street (66 storeys/216.6 metres); 88 Isabella Street (62 storeys/204 metres); 561 Jarvis Street (58 storeys/200.4 metres); 625 Church Street (56 storeys/194 metres); and 10 Huntley Street (45 storeys/151 metres).
- Proposed Buildings: 137-141 Isabella Street (69 storeys/224.6 metres); 699-707 Yonge Street (64 storeys/216.5 metres); 2-4 Earl Street (63 storeys/209.05 metres); and 2-12 Cawthra Square (63 storeys/206.9 metres).

In our opinion, the proposed building will fit harmoniously within this broad urban structure and positively contribute to the emerging pattern and distribution of heights in this part of the *Downtown*, as shown above and illustrated on **Figure 36 – Height Map**. In particular, the proposed building responds to the emerging ridge of building heights along Isabella Street between Yonge Street and Sherbourne Street, which includes – from west to east – recently approved buildings at 619-637 Yonge Street (70 storeys/239.8 metres), 639-651 Yonge Street (76 storeys/280 metres), 88 Isabella Street (62 storeys/204 metres); 90-94 Isabella Street (69 storeys/228 metres); and 135 Isabella Street (69 storeys/237.2 metres), and a proposed building at 137-141 Isabella Street (69 storeys/224.6 metres).

Both the immediate vicinity and the broader area exemplifies a variable tall building pattern. Throughout this area, there are recently approved tall buildings and older slab-style and ‘tower-in-the-park’ style buildings that are adjacent to low-rise residential uses in detached and semi-detached dwellings, townhouses, low-form apartment buildings and mid-rise buildings. This demonstrates a tight urban condition where building types of different typologies and scales are located within immediate proximity to one another, and where building relationships are characterized by unconventional transitions in height and scale. This is a result of a number of factors including the urban context and the various policy contexts and best practices in place during different periods of development. As well, new tall buildings – approved under more contemporary policy frameworks and design guidance – have been approved adjacent to existing “tower in the park” apartment buildings within the broader area with building heights that are significantly taller than those existing apartment buildings. A few examples of these conditions include:

- The 46-storey, 47-storey and 50-storey buildings at 29 Charles Street, 45 Charles Street and 55 Charles Street, respectively, are adjacent to a number of buildings at 34-48 Isabella Street which range in height from 2 storeys to 10 storeys. All of these buildings are within the subject block (including the subject site itself);
- The 50-storey building at 55 Charles Street is also adjacent to a 26-storey slab-style apartment building at 66 Isabella Street and a 26-storey slab-style apartment building at 620 Church Street. These buildings are also within the subject block;
- The recently approved 70-storey building at 619-637 Yonge Street is immediately adjacent to an under construction 34-storey building at 8 Gloucester Street;

- The recently approved 62-storey and 69-storey buildings at 88 Isabella Street and 90-92 Isabella Street are flanked to the west and east by a 3½-storey walk up apartment building and 4-storey walk up apartment building, respectively. These buildings are flanked to the north by a 4-storey and 16-storey apartment building located on the south side of Charles Street East;
- The recently approved 56-storey building at 625 Church Street is immediately adjacent to a 9-storey building along Charles Street and a 9-storey building along Hayden Street;
- The recently approved 58-storey building at 561 Jarvis Street is immediately adjacent to a 3½-storey walk up apartment building and is located in proximity to other low-form uses; and
- The 12- to 16-storey south block of the Rogers Communications Inc. headquarters campus is located immediately adjacent to low-form residential uses including townhouse dwellings, semi-detached dwellings and low-rise apartments.

At 69 storeys, the proposal would fit within the already established variable height pattern of the surrounding area, where buildings of different heights are located in close proximity to one another and co-exist without incorporating the overly rigid applications of transition in scale that are sought in less urban and more uniform contexts. Within this variable context, the proposed 69-storey building fits in with the 46-storey, 47-storey and 50-storey buildings at 29 Charles Street, 45 Charles Street and 55 Charles Street, respectively, the 26-storey building at 66 Isabella Street, the 12, 14 and 27-storey buildings located on the south side of Isabella Street and the lower-form buildings to the west.

While Staff had noted that the height of the proposal is taller than the existing buildings to the north (i.e. the 46-storey, 47-storey and 50-storey buildings at 29 Charles Street ("Casa I"), 45 Charles Street ("Chaz Condos") and 55 Charles Street ("55C Condos") respectively), this is not dissimilar to other instances

within the Central and East *Downtown* where the heights of more recently approved or constructed buildings vary from heights of older buildings in their immediate vicinity. As noted, this is a response to policy and contextual considerations which have evolved over time. Such is also the case in this instance.

In this regard, Casa I, Chaz Condos and 55C Condos are located within the boundaries of Site and Area Specific Policy 211 ("SASP 211"), which sets out a height structure for the area around the Yonge Street and Bloor Street intersection. The subject site is not. SASP 211 provides that height and density permissions generally diminish the further one gets from Bloor Street. These height ridges provide a transition in scale from the 'Height Peak' at Yonge/ Bloor and will be developed at a lesser height and physical scale than the Bloor/Yonge Height Peak, and in a form compatible with adjacent areas. SASP 211 was brought into the current Official Plan as a site and area specific policy, however, this policy predates the current Official Plan.

Casa I, at 46 storeys and 148 metres, was the first of the three approvals to the immediate north of the subject site. This was approved through Amendment No. 290 to the Official Plan of the former City of Toronto and Site-Specific By-law 235-2004 by City Council in the year 2004. This approval was prior to the Ontario Municipal Board's approval of the current Official Plan and the introduction of the Growth Plan for the Greater Golden Horseshoe (2006) or subsequent versions of this plan in 2017 and 2019. The approval also predates updates to the Provincial Policy Statements in 2005, 2014 and 2020, and predates the new Provincial Planning Statement in 2024. Chaz Condos and 55C Condos, while more recent, were fundamentally influenced by Casa I, due to them being located west of that building along the Charles Street Height Ridge in SASP 211. Due to Staff's historically rigid application of the SASP's transition policies, these approvals – while more recent than Casa I – were still fundamentally restricted by a building that was approved under a now outdated policy framework.

In this regard, since the approval of Casa I, the policy direction regarding the integration of land use planning and transportation investments and the need to direct growth to, and optimize the use of land and infrastructure in, areas well served by frequent and higher order public transit has continued to be strengthened. From a contextual perspective, there have been a number of more recent development applications and approvals in the area (outside of the lands covered by SASP 211) since Casa I which have uplifted the overall pattern and distribution of heights in the area, as noted above. This includes the height ridge that has been emerging along Isabella Street in recent years. The greater heights proposed and approved are in response to these more recent policy directives and the overall elevation of the urban structure.

Interpreting the "fit" of the proposal's height in a manner which requires it to remain similar to the heights of Casa I, Chaz Condos and 55C Condos, notwithstanding that such heights would be considered less than optimal were they to be brought forward under the current policy framework, is not consistent with good planning practice. If Casa I was approved by Council in the early 2000's at 46 storeys prior to full effect being given to the current "intensification first" policy framework, greater heights and densities are warranted having regard for the updated policy considerations. This is particularly the case given the variable tall building context that exists here, where neighbouring buildings have different heights and are considered to be compatible and "fit", as described above. This is also particularly the case as the subject site is not located within the boundaries of SASP 211.

From an impact perspective, we note that the proposed height will not result in any unacceptable built form impacts with respect to light, view or privacy impacts, shadow impacts or wind impacts on nearby parks and open spaces or on *Neighbourhoods*-designated lands.

Based on the foregoing, it is our opinion that the proposed height of 69-storeys is appropriate and desirable and will fit harmoniously with the emerging and evolving pattern of heights within this area of the *Downtown*.

With respect to **massing**, it is our opinion that the proposal is compatible and will fit harmoniously with the existing and emerging built form context of the surrounding area. The proposal, which is representative of a tall building in a podium-point tower configuration, will provide for a built form typology that is anticipated within the *Downtown* and within the *Apartment Neighbourhoods* designation. It will also provide base building and tower setbacks which will result in appropriate interfaces with abutting streets and properties.

The proposal will include two discernable elements: a 2-storey base element that will frame Isabella Street at a good proportion and reinforce its existing landscaped setback streetscape character, and a 67-storey tower element above that is appropriately sized and sited in relation to the adjacent property lines. The proposal will represent a high-quality architectural addition to the *Downtown* skyline.



Figure 36 - Height Map

Base Building (Levels 1 to 2)

The 2-storey podium element has been sited parallel to Isabella Street and will have a streetwall height (and overall podium height) of 11.2 metres, which falls well below a height of 16 metres (i.e. 80 percent of the right-of-way width of Isabella Street, as recommended in the Tall Building Design Guidelines). The lower scale streetwall and podium height will frame Isabella Street at a comfortable pedestrian scale that is compatible with the lower-form streetscape to the immediate west. In this respect, the metric height of 11.2 metres generally aligns with the height of the rooftop dormer elements of the adjacent building at 42 Isabella Street to the west, which is listed on the City of Toronto's Heritage Register, creating a discernable datum line with those elements. See **Figure 37** – Streetscape Elevation.



Figure 37 - Streetscape Elevation

Prepared by Kirkor Architects and Planners

As noted in Section 3.1 above, the podium will be set back 2.0 metres from the new property line at Levels 1 to 2, providing for a more consistent and urban setback condition than the existing slab apartment building on the site provides, while still establishing a generous pedestrian zone between the property line and the south face of the building. In this respect, the building is set back a minimum of 8.5 metres from the Isabella Street curb. Within the setback, the proposed landscape program contemplates a "softer" landscape program, which reinforces the existing soft landscaped streetscape character of Isabella Street. The program includes lawn areas with ground related foundation planting, five new street trees and a widened sidewalk. The setback is also aligned with the front façade of the adjacent heritage listed building at 42 Isabella Street to the west, creating a consistent streetwall condition in a location where this does not presently exist. In our opinion, the proposed setback appropriately responds Official Plan policy directions and urban design guidance promoting more urban form and street-oriented development while also maintaining the key attributes of the existing streetscape character.

The west face of the building is set back 5.0 metres from the west property line, accommodating an appropriately sized outdoor amenity space at-grade. The proposed setback is similar to the setback of the existing building on the subject site (approximately 6.0 metres) and will provide for a similar interface with 42 Isabella Street relative to what exists today. The at-grade amenity space will provide additional animation along Isabella Street and will reinforce the landscaped side yard condition seen along this segment of Isabella Street, representing an improvement over the existing side yard condition which includes surface parking and the parking garage access/egress ramp.

The north face of the base building is set back a minimum of 1.9 metres from the north property line, with additional inseting in areas to accommodate access and loading functions. This setback provides for an appropriate interface with Macy Dubois Lane. The east face of the base building is set back between 1.9 and 2.3 metres from the east property line at the central and southern portions of the building, accommodating boundary landscaping and a walkway between the building and the property line.

The podium is well articulated and includes a mix of red and burgundy masonry cladding elements arranged in an architecturally interesting pattern and glazing elements in that provide for eyes on the street and an animated edge condition along Isabella Street. In particular, the western portion of the front face of the building includes a two-storey glazing reveal, which turns the corner onto the west face of the building in order to reduce the perception of the massing adjacent to the heritage listed building at 42 Isabella Street.

Tower Element (Levels 3 to 69)

The tower element begins at Level 3, and is oriented north-south, perpendicular to Isabella Street. The orientation is a product of the configuration of the site, which has a greater north-south depth than an east-west frontage. The element has been designed as a point-tower, with stepbacks provided from the south, west, north and east faces of the podium, resulting in a reduced floorplate size and slimmer profile which clearly distinguishes it from the podium element and achieves appropriate separation distances to adjacent streets and properties, having regard for the tight urban context and their development potential.

Level 3 steps back 3.0 metres from the south face of the podium, in keeping with the recommendations of the Tall Building Design Guidelines. The setback creates a clear break in the massing when viewed from the public realm along Isabella Street and helps separate the building into two discreet elements. The stepback also assists in pushing the tower away from Isabella Street, reinforcing the 2-storey base building as the primary defining element for the subject site and adjacent public realm. In this regard, the tower is set back a minimum of 5.0 metres from the south property line and 11.5 metres from the Isabella Street curb. This is in keeping with the tower setbacks of recently approved buildings within the *Apartment Neighbourhoods* designation along Isabella Street including 88 Isabella Street (5.5 metres), and 135 Isabella Street (5.6 metres), reinforcing the emerging character of the street.

The tower element steps back as much as 3.36 metres from the east face of the podium and 1.6 metres from the west face of the podium at Level 3, resulting in a 3.36 metre setback from the east property line and a 6.7-metre setback from the west property line at Levels 3 to 69. The stepbacks distinguish the tower from the podium element by creating a more slender profile when viewed from the north and south. While these stepbacks result in setbacks that are less than the 12.5 metres recommended by the Tall Building Design Guidelines, it is our opinion that the easterly and westerly tower setbacks are appropriate for this development having regard for the development potential of the adjacent properties to the east and west (as discussed in Section 5.5, below). In this respect, the intent of the Tall Building Design Guidelines in recommending a 12.5 metre setback (which is to ensure adequate separation between towers is maintained and to ensure that the development potential of adjacent properties is not infringed) is met (see Section 5.5, below).

The tower element steps back 5.02 metres from the north face of the podium at Level 3, resulting in a 6.95-metre setback from the north property line at Levels 3 to 69. The typical tower levels maintain a 10-metre setback from the centreline of Macy Dubois Lane, in accordance with the pre-application consultation comments provided by City staff.

The typical tower floorplate is 834 square metres (gross construction area). While this is larger than the floorplate size recommended by the Tall Building Design Guidelines (750 square metres), it is in keeping with the floorplates of nearby tall buildings including 55C Condos (880 square metres), 619-637 Yonge Street (850 square metres), 645 Yonge Street (840 square metres), 90-94 Isabella Street (828 square metres) and 88 Isabella Street (785 square metres). The larger floorplate size is required to accommodate a larger building core, allowing for a greater number of passenger elevators to service the building.

The larger floorplate size is accommodated by elongating the north-south dimension of the tower. We note proposed setbacks to the south and north have been provided in accordance with the recommendations of the Tall Building Design Guidelines and in accordance with comments provided by City Staff, respectively. We note that the proposed building does not include any projecting balconies on any of the tower faces, which further assists in reducing the visual bulk and mass of the building. This is not the case for other nearby buildings with larger floorplates, including 55C Condos and 90-94 Isabella Street

The massing of the tower is articulated using a window wall glazing system which includes a high degree of verticality. Red and burgundy-coloured masonry, concrete pre-cast and metal panels are arranged in columns and rows in a manner which creates a fine grain cladding grid along all tower faces.

The grid is perforated by two 3-storey-tall vertical reveals to demarcate the multi-level amenity pods located at the southeast corner of the building at Levels 11 to 13 and the southwest corner of the building at Levels 60-62. The cladding proposed for these levels includes additional burgundy masonry elements and the absence of horizontal cladding bands, further distinguishing them from the balance of the tower and drawing attention to the reveals.

While the massing of the proposed tower element does not align entirely with all of the recommendations of the Tall Building Guidelines, as set out above, it is our opinion that it appropriately responds to the context of the site and block, and provides for an appropriately scaled and point tower form building on the site. In this respect, the Tall Building Guidelines note that they are not intended to be applied or interpreted independently of each other. Rather, each guideline requirement should be weighed across the board with the other guidelines and “work together” to determine whether a tall building development application has successfully met the overall intent of these Guidelines and the Official Plan.

In our opinion, the overall intent of the Guidelines and the Official Plan’s built form policies are met by the proposal, having regard for the physical context of the subject site, its location within an intensification area and the nature of the abutting properties as discussed in Section 5.6, below. The proposal includes an appropriately scaled podium element which frames Isabella Street at a good proportion and pedestrian scale. The podium’s use of fine grain masonry cladding clearly emphasises this element as the primary defining element for the site and adjacent public realm. The tower element is clearly and discernably distinguished from the podium element through the proposed stepbacks, which create a slimmer east-west elevation when

viewed from Isabella Street and Macy Dubois Lane, and which push the element away from the public realm. The tower element is thoughtfully sited such that it maintains appropriate light, view and privacy with existing buildings to the north and east in consideration of the tight urban context, and maintains the development potential of the lands to the west.

It is also important to assess the proposal in the context of its surroundings, where preceding waves of development have led to, among other matters: numerous free-standing tall buildings without base elements; buildings representative of a tower-in-the-park typology, which feature little or no relationship to adjacent streets or the public realm; and numerous boxy, slab-like buildings with massive (>1000 square metre) floorplates, which generate wide, slow-moving shadows on the adjacent public realm. Within this context, the proposal will still make a positive contribution to the public realm and skyline of this area of the *Downtown*, representing a contemporary podium-point tower typology which has regard for, and meets the intent, of the Tall Building Guidelines.

From a **density** perspective, it is our opinion that the proposed density of 30.33 FSI is appropriate and desirable. Firstly, for the reasons set out Section 5.1 of this Report, it is important from a planning policy perspective to optimize density on the site. The subject site’s location relative to existing and planned infrastructure including “higher-order transit” and “frequent transit”, its location within the *Downtown* and within the boundary of three Council-adopted “major transit station areas”, its proximity to community services and facilities and its *Apartment Neighbourhoods* designation in the Official Plan all warrant the optimization of density at this location.

Secondly, it is noted that neither the Official Plan nor the Downtown Secondary Plan generally include maximum density limits and specifically do not in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City." Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers. That being said, the proposed density of 30.33 FSI is appropriate and would fall within the range of existing, approved and proposed densities in the surrounding area, including: 15-19 Bloor Street West (59.5 FSI); 646-664 Yonge Street and 2-4 Irwin Avenue (35.0 FSI); 639-653 Yonge Street and 12A Isabella Street (34.0 FSI); 15 Charles Street East (28.4 FSI); 619-637 Yonge Street (26.62 FSI); 561 Jarvis Street and 102-120 Earl Place (23.54 FSI); 90 Isabella Street (23.11 FSI); 135 Isabella Street (22.0 FSI); and 88 Isabella Street (21.2 FSI).

The proposal will contribute to residential intensification in an area that is targeted for such intensification by the PPS, the Regional Transportation Plan, the Official Plan and the Downtown Secondary Plan. Within a policy context that promotes intensification, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposal has no unacceptable built form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.5 Built Form Impacts

In our opinion, the proposal will have no unacceptable built form impacts, in terms of light, view and privacy ("LVP") impacts, sky view impacts, shadow impacts or wind impacts on surrounding streets, open spaces or on lower-scale *Neighbourhoods*.

As noted in Section 5.2 above, the development criteria applying to *Apartment Neighbourhoods* have a particular focus on built form impacts on *Neighbourhoods*. Policy 4.2(2)(a) requires new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing setbacks from, and/or a stepping down of heights towards, lower scale *Neighbourhoods*, while Policy 4.2(2)(b) requires new buildings to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes.

As well, Policy 2.3.1(3) provides that development within *Apartment Neighbourhoods* adjacent to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan, through the stepping down of buildings towards and setbacks from those *Neighbourhoods*, and maintain adequate light and privacy for residents in those *Neighbourhoods*.

In this respect, the subject site is located within an *Apartment Neighbourhoods* designation, in an area where there are also *Mixed Use Areas*, with these designations applying to most of the lands in close proximity. Lands to the north are designated *Mixed Use Areas* while lands to the south, east and west of the subject site are all designated *Apartment Neighbourhoods*. The closest *Neighbourhoods* designated lands are located south of Gloucester Street and west of Jarvis Street, at a considerable

distance away from the subject site. Given the significant separation distance between the subject site and nearby *Neighbourhoods* designated lands to the south and east, no negative built form impacts are anticipated from the proposed development. The spatial separation appropriately mitigates the impacts generated by, and the perception of, the proposed 225.7-metre-tall (including mechanical) building from these lands.

As such, the proposal falls well below a 45-degree angular plane projected from the nearest *Neighbourhoods* designated lands to the east. While the proposal does project into a 45-degree angular plane projected from the *Neighbourhoods* designated lands on the south side of Gloucester Street, it is our opinion that the proposal's height and massing in relation to these *Neighbourhoods* designated lands is appropriate and conforms with Policies 2.3.1(3), 4.2(2)(a) and 4.2(2)(b) of the Official Plan.

Firstly, the use of a specific angular plane is not mandated by the Official Plan as a means to achieve transition. The Official Plan provides that there are several approaches that can be used to achieve fit and transition such as applying angular planes, minimum horizontal separation distances and other building envelope controls (such as the stepping of heights, building setbacks and building stepbacks). In this case, the proposal's spatial separation distance, setbacks and stepbacks provide for an appropriate transition to these lands.

Secondly, the nature of the intervening properties between the subject site and the *Neighbourhoods* designated lands also assist in providing transition. These include a number of existing mid-rise and tall buildings ranging in height from 11 storeys to 27 storeys within the block bounded by Isabella Street to the north and Gloucester Street to the south.

Thirdly, the Official Plan also indicates that good transition in scale is contextual and will be determined by considering the planned level of growth in relation to adjacent sites and the public

realm, and balancing growth with the impacts of intensification in a way that is both repeatable and predictable in its impacts. In this respect, the level of projection is in keeping with the projection of other approvals in the area, including 561 Jarvis Street, which projects significantly into the *Neighbourhoods* angular plane applied from the nearest *Neighbourhoods* designated lands to its east. The proposal will not have any unacceptable impacts on these *Neighbourhoods* designated lands as they are located to the south of the subject site (as discussed below), and accordingly, balances growth with the impacts of intensification.

In balancing and reconciling the range of diverse objectives affecting land use planning in the City of Toronto (as per Official Plan Policy 5.6.1), assessing transition in scale and impact through the use of an angular plane in this instance would put a significantly higher emphasis on entirely avoiding, as opposed to adequately limiting, built form impacts on *Neighbourhoods*, and would not give appropriate weight to policies promoting transit-supportive intensification and the maximization of new housing supply within "strategic growth areas".

In this regard, requiring the building to fall entirely below a 45-degree angular plane would result in the building being roughly 26 storeys shorter, and result in at least 338 fewer rental housing units being provided on the subject site (more, if the mechanical penthouse were also required to fall below the plane). The removal of 338 rental apartment units on a site located within the *Downtown* and in proximity to transit to avoid penetrating an unperceivable mathematical plane measured from a small pocket of low-form dwellings located approximately 132 metres away from the proposed tower, would not result in an appropriate balancing and reconciling of the above noted priorities. This is particularly pertinent given the spatial separation and intervening uses as noted above, and the absence of any unacceptable built form or shadow impacts generated by the proposal on these lands as discussed below.

Based on the foregoing, it is our opinion that the proposed development conforms with Policies 2.3.1(3), 4.2(2)(a) and 4.2(2)(b) of the Official Plan, and that the proposed building height and massing is appropriate in relation to the closest *Neighbourhoods* designated lands, particularly in consideration of the subject site's location within the *Downtown*, within three Council-adopted "protected major transit station areas", its *Apartment Neighbourhoods* designation, and its location within approximately 300 metres from one of the most important interchange stations in the City.

Light, View, Privacy Impacts

Light, view and privacy ("LVP") impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The accepted standard for LVP impacts is based on the CR zoning in Zoning By-law 569-2013 which specifies a minimum setback of 5.5 metres from principal residential windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site. The CR zoning requires no side yard setback when there are no windows, as long as the side lot line does not abut a lot in an R or RA zone (in which case a 3.0 metre setback is required). While the subject site is not located within the CR zone category, these parameters represent the accepted standards for LVP impacts.

For tower elements, the Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e. balconies are permitted within the setback zone). The resulting 25-metre tower separation distance is intended to address sky view from grade as well as

LVP impacts. While similar minimum standards are specified in Section 600.10.10 (i.e. the Downtown Tall Building Setback Overlay), SASP 517 specifically allows relief to be sought from these requirements, subject to a number of criteria.

We have analyzed the siting of the proposed podium and tower elements based on the LVP standards and guidelines set out above. It is our opinion that the proposed podium element and tower element will not result in negative light, sky view, privacy or overlook conditions to the adjacent properties, both in consideration of the existing and planned context. While the proposed tower setbacks to the east, west and north would require relief from the provisions within Section 600.10.10, it is our opinion that the setbacks are appropriate and desirable and satisfy the criteria for relief set out in SASP 517.

We note that in our experience working on recent development applications in intensification areas such as this, City staff have been amenable to 20-metre separation distances between facing residential towers in intensification areas (achieved through 10-metre setbacks on either side of a mutual property line, as opposed to the 12.5-metre setbacks set out in the Tall Building Design Guidelines and Downtown Tall Building By-law). In considering the siting of the tower element with respect to maintaining the future redevelopment potential of adjacent properties, the analysis below considers the ability for 20-metre separation distances to be maintained between facing residential towers, rather than 25-metre separation distances.

To the south, all of the units within the building facing Isabella Street will have an adequate separation distance condition by virtue of the right-of-way width of Isabella Street (20 metres). As noted, the south face of the podium is proposed

to be set back 2.0 metres from the south property line at Levels 1 to 2. No residential units are proposed on these levels. Above Level 2, the south face of the tower steps back 3 metres, in line with the recommendations of the Tall Building Design Guidelines. This results in a 5-metre setback to the front property line and a 15-metre setback to the centreline of Isabella Street at Levels 3 to 69, exceeding the requirements of the Downtown Tall Building By-law which requires the greater of a 3.0-metre setback from a lot line that abuts a street or 12.5 metres from the centreline of that abutting street.

Across Isabella Street from the subject site, Levels 1 to 12 interface with a 12-storey "tower-in-the-park" style apartment building at 55 Isabella Street, which is set back a minimum of 9.0 metres from the north (Isabella Street) property line. The building is not oriented to the street, and the balance of the building is set back even further than 9.0 metres, with units facing northeast and northwest, rather than directly north towards the proposed building on the subject site. As a result, the proposed south facing units on Levels 3 to 12 of the proposal would have a minimum 34-metre separation distance from northeast and northwest facing units at 55 Isabella Street, exceeding the 25-metre separation distance standard.

To the east, the east face of the podium is proposed to be set back zero to 1.9 metres from the east property line at Levels 1 to 2. No residential units are proposed on these levels. Above Level 2, the east face of the tower steps back to provide for a setback of 3.36 metres from the mutual property line. While the proposed tower element setback from the east property line is less than the 12.5 metres recommended by the Tall Building Design Guidelines and required by the Downtown Tall Building By-law, it is our opinion that the setback is appropriate in consideration of the existing context of the lands to the east and in consideration of any future development potential on those lands, as described below.

East of the subject site is a 26-storey slab apartment building at 66 Isabella Street, which is set back approximately 14.15 metres from the mutual property line (excluding projecting balcony elements). The building is oriented east-west, with a narrow north-south dimension of approximately 18.6 metres interfacing with the subject. An approximate 17.67 metre separation distance would be achieved between facing residential units in the proposal and west facing units at 66 Isabella Street at Levels 3 to 26.

We note that a 23-storey horizontal addition to the east side of this building was approved by City Council in 2012. The approval required significant capital reinvestment in the existing building, including improved outdoor amenity space, new outdoor and indoor amenity space, a new laundry area, renovated locker facilities and the addition of new storage lockers, new bicycle lockers and a renovated lobby. As the horizontal addition was built directly adjacent to the existing building, renovations were required to be made to 50 units within the 26-storey building which previously faced east in order to reorient them to face north or south. The rental tenure of the building was also secured for an additional period.

As it relates to the existing condition, the proposed tower setback of 3.36 metres is appropriate as it results in an approximate 17.67-metre separation distance between facing residential units at Levels 3 to 26. While this separation distance is less than the 25-metre separation distance recommended in the Tall Building Design Guidelines and the 20-metre separation distance accepted by City staff on a number of recent applications, it is in keeping with examples of approved tower separation distances within tight urban contexts in the *Downtown*, particularly in areas like Bloor-Yorkville and King-Spadina.

As noted, the proposed tower element is oriented north-south and the building at 66 Isabella Street is oriented east-west, resulting in an interface zone of approximately 18.6 metres. The orientation of the two buildings relative to one another limit window-to-window facing conditions and ensure that access to skyview is not unacceptably limited.

The proposed tower setback of 3.36 metres is also appropriate as it will not impact the development potential of 66 Isabella Street. As illustrated in the Block Context Plan prepared by Bousfields Inc. (included as **Appendix B**), the area between the existing 26-storey slab apartment building at 66 Isabella and the mutual property line with the subject site is only 14.5 metres wide, and accordingly is not of a sufficient size to feasibly accommodate a tall building while maintaining appropriate tower setbacks and separation distances from the subject site or from the 26-storey building on that site.

In our opinion, it is unlikely that the existing 26-storey building would be demolished in order for a new building to be developed in its place. In this regard, 66 Isabella Street went through the development approvals process in the early 2010's and achieved a horizontal addition to the east. It did not, through that development approvals process, seek to add any massing to the west, nor did it seek to demolish the existing building. Through the approval of that horizontal addition, the City required significant capital reinvestment to be made in the existing 26-storey building, as described above. To accommodate the horizontal addition, 50 of the 200 rental units within the buildings which previously faced east were renovated and reoriented to face either north or south, as windows and balconies along the east building face had to be removed to accommodate the horizontal addition. Based on the foregoing, it is unlikely that the existing 26-storey building would be demolished and redeveloped.

However, in the unlikely scenario where this building were to be demolished and redeveloped, it is our opinion that the siting of any new building on that site relative to the mutual property line would not be significantly different than the existing condition as any new building would still need to be located adjacent to the 23-storey horizontal addition to avoid built form impacts between those two buildings or avoid a visible 23-storey-tall blank wall.

In this regard, the required relief from the 12.5 metre setback specified in the Downtown Tall Building By-law is in accordance with the considerations set out in SASP 517, notably "the development potential, where appropriate, of other sites within the block" and "the physical relationship between tall buildings, including the extent to which the buildings can be located, oriented and designed to mitigate impacts".

To the north, all of the units within the building facing Macy Dubois Lane will have an adequate separation distance by virtue of the siting and orientation of the adjacent buildings to the north and by virtue of the right-of-way width of Macy Dubois Lane. As noted, the north face of the podium is proposed to be set back a minimum of 1.93 metres from the north property line at Levels 1 to 2. No residential units are proposed on these levels. Above Level 2, the north face of the tower steps back 5.02 metres, resulting in a 6.95-metre setback to the north property line and a 10-metre setback to the centreline of Macy Dubois Lane at Levels 3 to 69. While the proposed tower element setback from the centreline of Macy Dubois Lane is less than the 12.5 metres recommended by the Tall Building Design Guidelines and required by the Downtown Tall Building By-law, it is our opinion that the setback is appropriate.

In this respect, as noted above, in our experience working on recent development applications in intensification areas such as this, City staff have been amenable to 10-metre tower setbacks to a mutual property line or the centreline of an adjacent street or laneway, as opposed to the 12.5-metre setbacks set out in the Tall Building Design Guidelines and Downtown Tall Building By-law. The pre-application consultation comments provided by City staff for the subject application specifically note that a minimum 10-metre setback should be provided to the centreline of Macy Dubois Lane. In this respect, the proposed setback responds to the feedback provided by staff and the evolving tall building setback regime.

To the north of the subject site, on the north side of Macy Dubois Lane are a number of high-rise buildings fronting onto the south side of Charles Street. Interfacing with the eastern portion of the proposed tower's north building face is the western portion of 55C Condo's south building face. The interface zone is limited to a 7.1-metre-wide area, as the majority of the proposed tower element is laterally offset from 55C Condos. Within the 7.1-metre-wide interface zone, a 15.91-metre separation distance is achieved between facing residential units at Levels 3 to 50 of these buildings. One north facing unit on each of Levels 3 to 50 is located within this interface zone, however, this is a corner unit and has an alternative view corridor to the east. Similarly, in 55C Condos, there is one south facing unit on each tower level which falls entirely within the interface zone, however this is also a corner unit and has an alternate view corridor to the west. A small portion of a second south facing unit on each tower level of 55C Condos also falls within the interface zone.

While this separation distance is less than the 25-metre separation distance recommended in the Tall Building Design Guidelines and 20-metre separation accepted by City staff on a number of recent applications, it is in keeping with examples of approved tower separation distances within tight urban contexts in the *Downtown*, particularly in areas like Bloor-Yorkville and King-Spadina, and is a product of the tower setback of 55C Condos, which was approved by City Council with a 5.91-metre setback to the centreline of Macy Dubois Lane (less than the 12.5 metres required by the Downtown Tall Building By-law and the 10 metres sought by City Staff). The proposal is providing the requested 10-metre setback to the centreline of the adjacent laneway.

To the northwest of the subject site is Chaz Condos, which includes a chamfered building face connecting the south building face to the east building face. In this respect, the south building face of Chaz Condos is laterally offset from proposed tower element, with only the chamfered building face being located north of the proposed tower. The chamfering results a view corridor whereby units within this area of the Chaz tower face southeast, as opposed to south. Accordingly, there is no direct interface between north facing units within the proposed tower element and units in Chaz Condos. A minimum corner-to-corner separation distance of approximately 22.11 metres is achieved between these two towers, growing from southwest to northeast as a result of the chamfer. This exceeds the 20-metre separation distance accepted by City staff on a number of recent applications.

In this regard, the required relief from the 12.5 metre setback specified in the Downtown Tall Building Setback By-law is in accordance with the considerations set out in SASP 517, notably "the physical relationship between tall buildings, including the extent to which the buildings can be located, oriented and designed to mitigate impacts".

To the west, the west face of the podium is proposed to be set back 5.05 metres from the west property line. No residential units are proposed on these levels. Above Level 2, the west face of the tower steps back 1.65 metres, resulting in a 6.7-metre setback from the west property line. While the proposed tower element setback from the west property line is less than the 12.5 metres recommended by the Tall Building Design Guidelines and required by the Downtown Tall Building By-law, it is our opinion that the setback is appropriate in consideration of the existing and planned context of the lands to the west.

In terms of the existing condition, to the immediate west of the subject site is a 3½-storey heritage listed building at 40-42 Isabella Street. The building is oriented north-south and is set back 1.02 metres from the mutual property line at its closest point, increasing to 2.61 metres. The building includes east facing windows oriented towards the mutual property line. A 6.07-metre to 7.66-metre separation distance will be achieved between the Levels 1 to 2 of the proposed building and Levels 1 to 3 of 40-42 Isabella Street. The proposed condition is appropriate as there are no west facing residential units within the podium element. The west face of the podium includes limited glazing associated with the lobby and indoor amenity space at Level 1 and limited glazing along the southernmost portion of Level 2, further assisting in mitigating any privacy impacts. We note that the proposed condition is not dissimilar to the existing condition, where the building is set back 6.41 metres to the mutual property line. The base element has been designed to align with the height of the dormers of the existing building at 40-42 Isabella Street. Accordingly, no west facing units within the tower element will interface the building to the west as they will be located at a higher elevation than that building.

In terms of the planned context, the proposed tower setback of 6.70 metres is appropriate as it will not adversely impact the development potential of the adjacent lands to the west. In this regard, the area of the block between the east property line of the subject site and the east property line of George Hislop Park has an east-west dimension of approximately 124.62 metres. This area consists of five parcels, including:

- The subject site, which has 34.26 metres of frontage (27.5% of the block);
- 40-42 Isabella, which has approximately 15.82 metres of frontage (12.7% of the block) and is developed with a 3½-storey building that is listed on the City of Toronto's Heritage Register;
- 38 Isabella Street, which has approximately 10.47 metres of frontage (8.4% of the block) and is occupied with a house form building that is listed on the City of Toronto's Heritage Register;
- 34 Isabella Street, which has approximately 13.53 metres of frontage (10.85% of the block) and is occupied by a house form building that is designated under Part IV of the Ontario Heritage Act; and
- 30 Isabella Street, which has approximately 50.22 metres of frontage (40.3% of the block) and is developed with a 7-storey non-residential building. 30 Isabella Street abuts 34 Isabella Street to the west and also wraps around this property to the north, such that the northern portion of 30 Isabella Street abuts 38 Isabella Street.

In our opinion this area of the block has sufficient frontage for three towers given its frontage of 124.62 metres and given the adjacencies to the east and west which enable tower setbacks of less than 12.5 metres to 66 Isabella Street (as described above) and to George Hislop Park (which is not anticipated to redevelop). As set out below, it is our opinion that the subject site is an appropriate and logical location for one of these three towers, and that – as

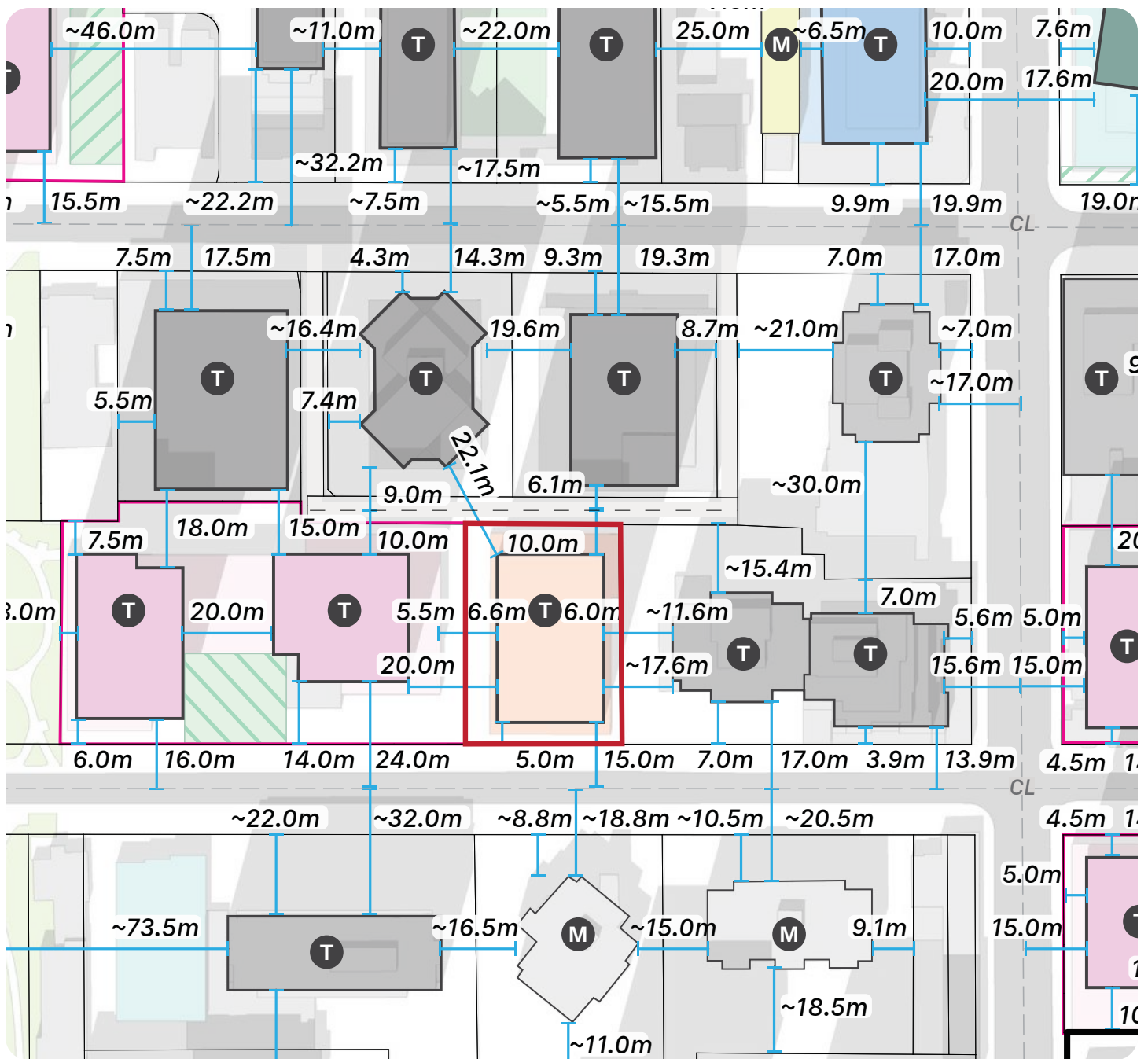
a product of the lot fabric to the west – the proposed tower setback of less than 12.5 metres to the west property line is appropriate and will not impact the development potential of remaining 90.36 metres of this portion of the block.

In this respect it is our opinion that, 40-42 Isabella Street, with 15.82 metres of frontage on Isabella Street, is too narrow to feasibly accommodate a tall building on its own. Similarly, it is our opinion that 38 Isabella Street, with 10.47 metres of frontage on Isabella Street, is also too narrow on its own. If these two properties were to be assembled, that land assembly would have approximately 26.29 metres of frontage, which would still represent a narrower east-west dimension than that of the subject site (34.26 metres). An east-west dimension of 26.29 metres is too narrow to feasibly accommodate a tall building while providing the required tower setbacks to 30 Isabella Street and 34 Isabella Street to the west and to the subject site to the east. For a tower to be accommodated on this property, the side yard setbacks would need to be more deficient than the side yard setbacks contemplated by the proposed tower on the subject site, when assessed relative to the requirements of the Downtown Tall Building By-law.

In our opinion, were 34 Isabella Street (which has 13.5 metres of frontage on Isabella Street) to be added to this assembly, the conclusions above would not change as 34 Isabella Street is not a through lot like 38 Isabella Street and 40-42 Isabella Street. Rather, as noted above, 30 Isabella Street wraps around 34 Isabella Street to the north and also abuts 38 Isabella Street to the west. In this regard, introducing 34 Isabella Street to this assembly would not allow a tower on that property to shift any further to the west, and would still not accommodate appropriate tower setbacks to 30 Isabella Street to its west and the subject site to the east. Moreover, 48 Isabella Street is designated under Part IV of the *Ontario Heritage Act*, and a number of its attributes relate to the exterior of the building, which may pose challenges in terms of its function in an assembly (particularly without the portion of 30 Isabella Street to the rear of that building forming part of the assembly).

Based on the foregoing 34, 38 and 40-42 Isabella Street cannot feasibly accommodate a tall building on their own without providing side yard setbacks more deficient than the side yard setbacks contemplated by the proposed tower on the subject site, when assessed relative to the requirements of the Downtown Tall Building By-law. The development of any tall buildings on the balance of the block to the west is therefore contingent on 30 Isabella Street forming part of the land assembly. In this respect, 30 Isabella Street has 50.22 metres of frontage, and with its addition, the above-noted assembly would include 90.36 metres of frontage along Isabella Street. The Block Context Plan prepared by Bousfields Inc., demonstrates that, when assembled, 30-42 Isabella are of a sufficient size, depth and frontage to accommodate two tall buildings with floorplates similar to that contemplated by the proposed development on the subject site (see **Figure 38**).

The conceptual massing for 30-42 Isabella Street is illustrated as including a base element that is built to the west property line of that assembly (i.e. the mutual property line with George Hislop Park). This would replicate the existing interface that 30 Isabella Street has with George Hislop Park, which includes the building being built to the mutual property line with west facing windows, a product of a limiting distance agreement executed between that property and the City of Toronto. Above this base element, the first tower is illustrated as stepping back three metres from the west property line. A 20-metre separation distance is illustrated between the first (west tower) and the second (east tower). The conceptual massing illustrates that there is sufficient room for these two towers to be accommodated while maintaining a 13.3-metre setback to the mutual side property line with the subject site. In this regard, the Block Context Plan illustrates that a 20-metre separation distance between the proposed tower on the subject site and any future tower on the balance of the block to the west can be accommodated.



Legend

- | | | |
|--------------------------------|---|--|
| Study Area Boundary | Proposed Development | Conceptual Privately-Owned Publicly Accessible Spaces "POPS" |
| Subject Site | Conceptual Massing | Tower Form |
| Existing Buildings | Potential Soft Site | Mid-Rise Form |
| Under Construction Building | Parks | Setback/Separation Distance (Approx.) |
| Approved (Not Yet Built) | Privately-Owned Publicly Accessible Spaces "POPS" | |
| Active Development Application | | |

Figure 38 - Block Context Plan

Accordingly, the setback of the proposal's tower element from the west property line (6.7 metres) is appropriate and will not interfere with the development potential of 40-42 Isabella Street to the west, as no combination of the parcels of 34, 38 and 40-42 Isabella Street can feasibly redevelop without 30 Isabella Street. With the introduction of 30 Isabella Street, the assembly can develop with two towers but has 13.3 metres of additional space left over that cannot accommodate a third tower.

In this regard, the required relief from the 12.5 metre setback specified in the Downtown Tall Building By-law is in accordance with the considerations set out in SASP 517, notably "the development potential, where appropriate, of other sites within the block".

Based on the foregoing, the reduced tower setbacks to the north, east and west are appropriate as no unacceptable built form impacts to the east, west and north would be generated in consideration of the tight urban context, the orientation, vertical and lateral offsetting of adjacent existing buildings. The reduced tower setbacks to the north, east and west are also appropriate as no tall building potential will be infringed upon given the location of the existing building to the east as well as the lot fabric to the west, which requires lot assembly in order for development to occur.

Shadow Impacts

With respect to sunlight and shadowing, Official Plan Policy 3.1.3(5) requires that new development will be located and massed to ensure access to sunlight and daylight on the public realm. Policy 3.1.4(10) further provides that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and sky view from the public realm. The policies specific to the *Apartment Neighbourhoods* designation directs that new buildings will adequately limit shadow impacts on properties in adjacent lower scale *Neighbourhoods* particularly during the spring and fall equinoxes (Policy 4.2.2(b)).

Accordingly, a Shadow Study has been prepared by Kirkor Architects and Planners to assess the shadow impacts produced by the proposal during the spring and fall equinoxes (March 21st/September 21st) between the hours of 9:18 a.m. and 6:18 p.m.

Policy 9.17 of the Downtown Plan provides that development will seek to "adequately limit" shadows on sidewalks, parks, open spaces, natural areas and institutional spaces "as necessary to preserve their utility", while Policy 9.18 requires development to adequately limit "net-new shadow" as measured from March 21st to September 21st from 10:18 a.m. to 4:18 p.m. on parks and open spaces indicated on Map 41-13.

With respect to lands designated *Neighbourhoods*, the closest properties designated *Neighbourhoods* are located approximately 135 metres to the south of the subject site fronting onto the south side of Gloucester Street, 325 metres to the east of the subject site at the southeast corner of Isabella Street and Jarvis Street, and 375 metres to the east of the subject site along both sides of Huntley Street. The Shadow Study demonstrates that there would be minimal shadowing impacts on the *Neighbourhoods* fronting onto Huntley Street during the hours of 4:18 p.m. to 6:18 p.m. on March 21st and September 21st. These lands designated *Neighbourhoods* are already in nearly full shadow from existing and approved buildings during these hours.

As it relates to parks and open spaces, the nearest parks to the subject site include George Hislop Park (approximately 90 metres west of the subject site) and Barbara Hall Park (approximately 215 metres southeast of the subject site). In accordance with Policy 3.2.3(3) of the Official Plan, which requires that the effects of new development on parks and open spaces be minimized, the proposal would not limit the overall utility of either parks as there would be shadows on the north portion of George Hislop Park between the hours of 9:18 a.m. to 10:18 a.m. on March 21st and September 21st. It is noted that there are already shadows during this hour from existing buildings immediately east of George Hislop Park. There would be no shadows casted on Barbara Hall Park.

As it relates to the public realm along Isabella Street, the Shadow Study demonstrates that the proposal would not result in any new shadows on the either side of the Street. With respect to Charles Street East to the north, the proposed building casts incremental shadows on both sides of the street between the hours of 9:18 a.m. and 4:18 p.m. on March 21st and September 21st. However, given the subject site's downtown context which includes a number of existing and approved tall buildings, Charles Street East experiences significant shadowing.

Overall, the Shadow Study demonstrates that the shadow impact on the public realm from the proposal is similar to the shadowing impacts that already occur from existing buildings throughout the day. Based on the foregoing analysis, it is our opinion that the incremental shadow impact on neighbouring properties, sidewalks and open spaces would be "adequately limited" in accordance with the applicable Official Plan, Downtown Secondary Plan and SASP 382 policies, having regard for the site's location within an urban context in the Downtown.

Wind Impacts

With respect to wind impacts resulting from the proposal, Official Plan Policy 3.1.3(1)(f) requires new development to maintain comfortable wind conditions on the street and adjacent open spaces. In addition, Policy 9.21 of the Downtown Plan provides that buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the public realm, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas.

In order to address these policies, a Pedestrian Level Wind Study was prepared by Gradient Wind in support of the proposal. The study assessed wind impacts at the ground level, including surrounding sidewalks, laneways, landscape spaces, outdoor amenity areas, building entrances, and the outdoor amenity terraces, and generated the following conclusions:

- All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding public sidewalks, nearby laneways and drive aisles, the neighbouring outdoor amenity at 45 Charles Street East, proposed pick-up/drop-off areas, walkways, and grade-level outdoor amenity, and in the vicinity of building access points, are considered acceptable;
- Regarding the common amenity terrace proposed at Level 3, conditions during the typical use period (May to October, inclusive) are predicted to be suitable for sitting, which is considered acceptable; and
- Wind comfort conditions within the common amenity terraces at 55 Charles Street East are predicted to remain practically unchanged prior to and following the introduction of the proposal.

5.6 Urban Design

From an urban design perspective, the proposal represents a well-designed addition to this area of the *Downtown*, with a thoughtful design response to the context of the subject site, adjacent land uses and the proximity to "higher order transit". In our opinion, the proposal conforms with the built form policies of the Official Plan and Downtown Secondary Plan and has appropriate regard for the Tall Building Design Guidelines and the North Downtown Yonge Urban Design Guidelines.

The proposal will contribute to, and improve, the character of Isabella Street, reurbanizing the site in a manner which promotes vitality and a level of intensity which is more befitting of the subject site's location within an "strategic growth area" and three Council-adopted "protected major transit station areas". The building will deploy a more residential articulation, with an architectural expression and a landscape program that balances the maintenance of the most important aspects of the existing "*Apartment Neighbourhoods*" streetscape character with more contemporary urban design policy

direction and guidance in the Official Plan and Tall Building Design Guidelines, which encourage new buildings to be sited parallel to the street, with urban form setbacks and a high-degree of glazing to promote a sense of enclosure and casual overlook through “eyes on the street”.

In this respect, the 2-storey podium is located closer to Isabella Street than the existing building on the subject site, however, it continues to reinforce the landscaped character of the street by providing a minimum 8.5-metre curb-to-building setback along Isabella Street in order maintain a generous pedestrian and landscape zone. This pedestrian zone along Isabella Street will be lined with active uses that will be accentuated with tall, transparent glazing elements, including a double height glazing reveal on the eastern end of the building. The streetscape character will be maintained and enhanced through the use of decorative paving, the widening of the Isabella Street sidewalk, the use of significant soft landscaping (grassed lawns and grade-related foundation plantings) and the introduction of five new street trees.

The 2-storey podium element will frame the street at a lower-scale, and will include an appropriate mix of solid and glazing elements which respond to the adjacent built form context – including the adjacent heritage-listed building at 42 Isabella Street. Above the podium, the tower element is clearly distinguished through tower stepbacks which create a smaller floorplate and a more slender profile when viewed from the adjacent public realm. The tower will incorporate a pre-cast concrete and metal grid in the cladding and fenestration program to provide for a unique architectural expression, which will be perforated by large glazing reveals in strategic locations to create interest. The proposed tower has been designed with an exceptional degree of architectural detailing and verticality in its articulation. From a locational perspective, the proposed tower height, size and siting will result in a harmonious addition to the existing tall building context in the *Downtown* and will maintain the development potential of surrounding buildings and properties.

Official Plan

In our opinion, the proposal is appropriate and desirable in urban design terms and conforms with the criteria for development in *Apartment Neighbourhoods*, and with the general built form and urban design policies of the Official Plan, including in particular, Policies 2.3.1(3), 3.1.1(6), 3.1.1(13), 3.1.1(14), 3.1.1(15), 3.1.1(16), 3.1.3(1), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(7), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11), 3.1.4(12) and 4.2(2), and the built form policies set out in Section 9 of the Downtown Secondary Plan. In particular, the proposal will:

- locate the building parallel to Isabella Street, with a consistent setback from the street which provides for a generous yet urban pedestrian realm condition, with coordinated streetscaping improvements, soft landscaping, and weather protection in the form of a sculptural recessed entrance into the lobby;
- provide active ground floor uses (including the main residential lobby, leasing office and outdoor amenity space) fronting onto Isabella Street, with a high degree of glazing, a tall floor-to-ceiling height and a double-height glazing reveal on the western portion of the front façade which allows views to and from the street, to improve pedestrian safety through casual surveillance;
- provide a well-designed landscaping program, including decorative paving, a widened 2.3-metre-wide pedestrian sidewalk and soft landscaping which reinforces the existing streetscape character along Isabella Street;
- Introducing five new street trees along the Isabella Street frontage, providing for a net increase of trees across the subject site, and coordinating the tree planting locations with utility information to enable their growth to maturity;

- provide for comfortable wind conditions as per the findings of the Pedestrian Level Wind Assessment;
- protect privacy within adjacent buildings by providing appropriate setbacks and separation distances from neighbouring properties, as described in Sections 5.4 and 5.5 above;
- direct all servicing functions to the Macy Dubois Lane frontage so as to eliminate all curb cuts cross the widened public sidewalk along Isabella Street;
- remove all driveway and parking areas on the site (these are presently all visible from the street);
- integrate all service and utility functions (access/ egress, loading, bicycle parking) within the building envelope and locate and organize these functions in order to minimize their impact and improve the overall safety and attractiveness of the public realm;
- provide an appropriate amount of high-quality indoor amenity space, both at-grade and at Level 3, and within multi-level amenity pods within the typical tower, accommodating a wide range of programming options;
- provide an appropriate amount of outdoor amenity space at-grade and on the roof of the podium element, and siting it to ensure direct access to sunlight;
- site and mass both the podium and tower to fit within the existing and planned context, through a contextually appropriate and pedestrian-scale streetwall and discernible stepbacks for the tower above;
- provide a 2-storey base building that frames the edges of Isabella Street with good proportion and a pedestrian scale, and which aligns with the front yard setback of 42 Isabella Street and aligns with the height datum created by this adjacent building ;
- provide an architecturally distinctive tower element that is clearly distinct from the base building through a change in the cladding and fenestration pattern, the use of reveals and a reduced floorplate through stepbacks on all building facades, ensuring adequate access to sunlight and sky view from the surrounding public realm while also providing appropriate separation distances from existing buildings and potential development sites;
- locate the tower on the site to fit harmoniously with the existing and planned built form context, maintain surrounding development potential where such potential exists, and limit incremental shadow impacts on lands designated *Neighbourhoods*;
- provide a tower height of 69-storeys (225.7 metres, including the mechanical penthouse) which fits within the surrounding variable height context of this area of the *Downtown*, including the emerging height ridge along Isabella Street;
- provide a rooftop mechanical penthouse that is integrated into the tower design but distinguished through materiality to provide a defining rooftop element and an appropriate tower top; and
- incorporate a high-quality and compatible material pallet and articulation and fenestration program within the base and tower elements which differentiates the building elements, promotes pedestrian stimulation and architectural interest, and breaks up the massing into finer-grain elements.

As noted above, a separate set of development criteria are outlined within Section 4.2(2) of the Official Plan for lands designated *Apartment Neighbourhoods*, some of which focus on the urban design merits of development. As set out in Section 5.2 of this report, it is our opinion that the proposal conforms to the relevant development criteria, including those with a focus on urban design.

Tall Building Design Guidelines

In our opinion, the design of the proposal is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines as set out below:

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 building height of 69 storeys (225.7 metres including the mechanical penthouse) fits within the existing and planned tall building context in this area of the *Downtown*. As set out in Section 5.4 above, the proposed height is similar to the heights of other existing, approved and under construction buildings in the vicinity and “fits” within the variable tall building context of the surrounding area.
- As set out in Section 5.5, above, the proposed building has been appropriately sited and massed in relation to the nearest *Neighbourhoods* designated lands to the south and east. By virtue of the subject site’s substantial physical separation from these uses, the existing and planned context of the intervening lands within the *Downtown* (which include more intensive uses, including slab and point-tower tall buildings), and the proposed setbacks and stepbacks of the proposal, it is our opinion that the proposed 225.7-metre building will provide for an appropriate transition in scale down to these areas.

- The proposed building has been appropriately sited in relation to George Hislop Park. The proposed building is substantially separated from the park by virtue of the intervening properties at 30-42 Isabella Street, which – as demonstrated in the Block Context Plan prepared by Bousfields Inc. may be assembled to accommodate tall building development. We note that City Council has recently approved, or consented to the approval of, three tall buildings in close proximity to George Hislop Park, including 15 Charles Street (66 storeys/216.6 metres), 639-651 Yonge Street (76 storeys/280 metres) and 619-637 Yonge Street (70 storeys/239.8 metres).

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 5.5 of this Report, the building has been sited, oriented, and massed such that it casts a slender, fast-moving shadow that will not unduly impact sunlight and sky views within the surrounding context of streets, parks and other shadow sensitive areas. The shadow impacts of the proposal are adequately limited having regard for the site’s urban context and location within an intensification area. Within the context of the proposal’s relation to the position of the sun in the sky (which falls to the south), the tower element’s slender east-west dimension ensures that shadows cast to the north are transient and do not linger. Importantly, no shadow impacts are generated on George Hislop Park at any studied time.

Guideline 2.1 – Building Placement: *Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site. On corner sites, respond to the setback pattern and alignment of neighbouring buildings on both streets.*

- The base building has been sited to frame the edge of Isabella Street, measuring approximately 8.5 metres from the Isabella Street curb, allowing for improvements through decorative paving, soft landscaping (including grassed areas and grade-related foundation planting), a widened 2.3-metre-wide sidewalk, and the planting of five new street trees. The setback also aligns with the front façade of the existing heritage listed building at 40-42 Isabella Street, establishing a consistent streetwall condition between the two properties.
- The proposed building placement represents a more urban setback condition than that which exists presently, where the primary interfacing element with the street includes existing driveways, landscaping and the parking garage access/egress ramp. The proposed setbacks and building placement will provide for a safer, more activated and more urban interface, improving the pedestrian experience. The landscape program described above will reinforce the landscape setback streetscape character of Isabella Street, notwithstanding this setback.

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.*

- The proposal will establish an attractive and inviting pedestrian environment along Isabella Street, with the primary entrance to the building directly accessible from the Isabella Street sidewalk. The entrance will be well-defined, clearly visible, and easily accessible from the public realm; in this respect, the entrance is located at the terminus of a hardscaped pathway connecting to the Isabella Street sidewalk, and is accentuated through a large geometric recess in the massing around the entrance vestibule, drawing attention to it as a focal point within the building. Further architectural features such as signage and canopies will be explored at the Site Plan Approval stage.

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.*

- The proposal takes all access/egress and servicing functions from Macy Dubois Lane, and
- integrates all loading, servicing and utility areas within the building envelope, minimizing the visual impact of such spaces from the public realm and ensuring they are screened from public view. No vehicular parking is provided, and bicycle parking and elevators are internalized within the building envelope. These areas are strategically located along the north elevations of the building so as to maximize the active frontage along Isabella Street. This represents a considerable improvement from the existing condition on the subject site, where driveways, surface parking and parking garage ramps are all clearly visible from the Isabella Street sidewalk.

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 proposal does not include formalized publicly accessible open space, however, as described above, the proposal will provide for a more urban interface with the adjacent public realm and internalize servicing functions, while maintaining a soft landscaping character within the front yard, providing for an improvement over the existing condition on balance.

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

- A total of 2,036 square metres residential amenity space is proposed, which equates to 2.5 square metres per dwelling unit. This includes 439 square metres of outdoor amenity space at-grade and on the roof of Level 2, which will be located contiguous with and directly accessible from indoor amenity space on Levels 1 and 3. These spaces will be designed with high quality materials and landscaping elements.

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.*

- As part of the development, a minimum curb-to-building face setback of 8.5 metres is proposed along Isabella Street, with landscaping and streetscaping improvements, as noted above. The proposal will also widen the Isabella Street sidewalk. Overall, the proposal will provide a total of 825 bicycle parking spaces, comprised of 92 short term spaces and 733 long term spaces. As noted, the proposal includes a dedicated bicycle entrance off of Macy Dubois Lane as well as dedicated cycling elevators which provide access to bicycle parking rooms on Level P1 and Level 2.

Guideline 3.1.1 – Base Building Scale and Height:

Design the base building to fit harmoniously within the existing context of the neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open spaces.

- As outlined in Section 5.4 above, the proposed 2-storey (11.2-metre) base building is contextually appropriate and frames the adjacent 20-metre-wide right-of-way width of Isabella Street at a good proportion and comfortable pedestrian scale, falling well below a height equivalent to 80 percent of the right-of-way of the street (16 metres). The metric height of the base building responds to pre-application comments from City staff, who requested that the roof of the base element align with the height of the dormers of the adjacent heritage-listed building at 42 Isabella Street.

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 building will be programmed with active grade-related uses to animate the public realm. In this respect, the base building will include the residential lobby immediately adjacent to and clearly visible from Isabella Street as well as the property management/leasing office. As noted, a high degree of glazing will be incorporated at-grade to promote safety within the site and the adjacent public realm. This includes a double height glazing reveal at the southwest corner of the building. Street animation will be enhanced by the proposed landscaping program, as described in the response to Guideline 2.1 above.

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

- The first-floor height will be 6.6 metres, exceeding the recommendation of the Guidelines. Portions of the ground floor which include a partial mezzanine overhead are 4.2 metres. Non-residential uses are not proposed at-grade, and accordingly a 4.5 metre first floor height is not required in all areas. Through the use of materiality and the architectural expression of the podium, Levels 1 and 2 will be designed to read as one continuous floor with a height of 11.7 metres, significantly exceeding the guideline.

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 base building will be designed with high-quality masonry materials, comprised of a combination of red and burgundy cladding, interspersed with transparent glazing and window elements. As noted above, the ground floor and Level 2 will be articulated with tall, transparent glazing elements to provide direct views to and from the public realm.

Guideline 3.1.5 – Public-Private Transition: *Design the base building and adjacent setback to promote an appropriate level of visual and physical access and overlook reflecting the nature of building use at-grade.*

- The entrance to the residential lobby will have direct access to the widened public sidewalk along Isabella Street and has been designed with a high degree of glazing, allowing for visual overlook onto the public realm.

• **Guideline 3.2.1 – Floor Plate Size and Shape:** *Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.*

- The tower element has a floor plate area of 834 square metres gross construction area. While this exceeds the 750 square metre floorplate recommended in the Guidelines, as outlined in detail in Sections 5.4 and 5.5 above, the proposed tower floorplate can be comfortably accommodated on the site and is appropriate from both an intensification and built form perspective, having regard for the nature of the adjacent properties within the block. The perception of the tower's massing is mitigated through the proposal's architectural expression and the absence of any projecting balconies on any of the four tower faces.
- The Guidelines provide for larger floorplate sizes for very tall buildings to accommodate modest increases from additional servicing and structural requirements on a site-specific basis where adequate tower separation, setbacks and stepbacks are achieved. As noted in Section 5.4 above, the size of the tower floorplate is required to accommodate a larger building core, allowing for a greater number of passenger elevators to service the building. As discussed in Section 5.5, adequate tower separation, setbacks and stepbacks are achieved, having regard for the tight, urban context and the development potential of adjacent properties. The proposed floorplate is also in keeping with the floorplates of nearby tall buildings as described above, including 55C Condos (880 square metres), 619-637 Yonge Street (850 square metres), 645 Yonge Street (840 square metres), 90-94 Isabella Street (828 square metres) and 88 Isabella Street (785 square metres).

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 typical tower levels are stepped back 3.0 metres from the extent of the podium along Isabella Street, 1.65 metres along the west building face, 6.95 metres along the north building face and between 1.6 metres and 3.36 metres from the east and are flush with the extent of the podium to the north. This results in a 5.0-metre setback from the south, a 6.65-metre setback from the west, a 6.95-metre setback from the north and a 3.36 metre setback from the east property lines.
- As set out in Sections 5.4 and 5.5, above, the tower setbacks and separation distances will reduce the visual and physical impacts of the tower and adequately limit any built form impacts in terms of light, view and privacy, shadows, wind and skyview – having regard for both the existing context and the planned context and future development potential of adjacent properties. The stepbacks, as well as the broader architectural expression of both elements, clearly distinguish the podium element from the tower element, and allow the podium building to be the primary defining element for the subject site and adjacent public realm.

Guideline 3.2.3 – Tower Separation: *Set back tall building towers 12.5 metres or more from the side and rear property lines or the centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or more, measured from the exterior walls of the buildings, excluding balconies.*

- As noted above, the tower setbacks to the west, north and east are less than the 12.5 metre recommendation (6.65 metres from the west, 3.36 metres from the east and 10 metres from the centreline of the abutting lane to the north). As noted in Section 5.4 and 5.5, it is our opinion that 66 Isabella Street cannot accommodate a tall building form development between the existing building and the mutual property line. It is our further opinion that the adjacent property to the west (40–42 Isabella Street) cannot accommodate a tall building form of development without assembling with the properties at 30 Isabella Street and 34 Isabella Street. Should this assembly be successful, it is our opinion that 30–42 Isabella Street could accommodate two tall buildings while maintaining an appropriate tower separation distance to the proposal on the subject site. The assembly could not feasibly accommodate three towers, even if the proposal provided a greater setback to the mutual property line. Accordingly, the proposed setbacks are appropriate and do not interfere with the development potential of the lands to the east and west.

Guideline 3.2.4 – Tower Orientation and

Articulation: *Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.*

- The tower promotes design excellence through its articulation which is defined by a tight cladding grid comprised of red and burgundy masonry, pre-cast concrete and metal panel elements, with vision glazing and spandrel used within the voids. The tight grid is perforated by two large 3-storey glazing reveals at the southeast corner of Levels 11-13 and the southwest corner of Levels 60-62, which provide for visual interest in the architectural expression and provide for unique amenity spaces within those areas.
- The mix of solid and glazing will allow the building to stand out relative to the tall buildings to the north, which primarily use vision and spandrel glazing window wall systems. The tower element is further distinguished from other tall buildings in the area through the absence of projecting balconies, which assist in both reducing the perceived bulk of the building and improving the energy efficiency of the building.

Guideline 3.2.5 – Balconies: *Design balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.*

- The proposed development does not include any balconies along any of the faces of the podium or tower element in order to maximize building performance and minimize negative impacts on the building mass and public realm. The building's architectural expression does not rely on balconies for articulation, and instead uses masonry, pre-cast concrete and metal cladding grids.

Guideline 3.3 – Tower Top: *Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds and the management of artificial sky glow.*

- The tower top has been designed to be compatible with, yet distinctive from, the balance of the tower element below. The 6.0-metre-tall mechanical penthouse occupies the same envelope as the typical tower levels below, functioning as a vertical extension of that element. However, the design of the penthouse is distinguished from the balance of the tower through the use of spandrel glass and differing proportions for the cladding frames

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 for a co-ordinated landscaping program within the wide pedestrian boulevard along Isabella Street as noted in the response to Guideline 2.1 above.

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 base building setbacks are described above, and result in an 8.5-metre setback between the front building face and Isabella Street curb. The setbacks will provide for a more urban-form interface with the street relative to the existing condition, while still comfortably accommodating pedestrian movement and landscaping.

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 streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

- As outlined in the Pedestrian Level Wind Study, prepared by Gradient Wind, and summarized in Section 5.5 above, the proposal has been designed to minimize adverse wind conditions on adjacent streets and open spaces and provide for comfortable pedestrian conditions at building entrances and within outdoor amenity areas.

Guideline 4.4 – Pedestrian Weather Protection:

Ensure weather protection elements, such as overhangs and canopies, are well integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

- The entrance into the lobby has been recessed to create a sculptural entryway into the building. This entrance provides a degree of weather protection for those entering and exiting the building. Further opportunities for weather protection will be addressed at the Site Plan Approval stage.

The Assessment concluded that the proposal would not present a negative impact on the adjacent property with cultural heritage value. The proposal responds to the subject site's capacity for increased density while having regard for the adjacent property, and has been designed to minimize visual impact through a number of measures to provide appropriate transition in scale and visual compatibility, including:

- Maintaining a buffer of open space between the two properties to prevent visual encroachment and ensure the heritage property remains visually distinct;
- Providing a 3-metre tower step back above the podium to provide a transition in scale to the adjacent heritage property;
- Aligning the podium height and the front setback of the proposed development with the height and setback of the adjacent heritage property to support a cohesive streetscape; and
- Incorporating varied materiality and articulation at the base to break up the podium street wall and its perceived scale.

5.7 Heritage

A Heritage Impact Assessment was prepared by ERA Architects Inc. in support of the proposal. As the existing building is not a recognized or potential cultural heritage resource, the Heritage Impact Assessment evaluated the potential impact of the proposal and design considerations with respect to the cultural heritage value of the adjacent property to the immediate west at 40-42 Isabella Street, which is listed on the City's Heritage Register and recognized as a 1930s Art-Deco style apartment building.

5.8 Transportation

A Transportation Considerations Report was prepared by BA Consulting Group Ltd. in support of the proposal. The report provided that the existing transportation systems comprised of pedestrian, cycling, transit, and public streets in the immediate and surrounding area are expected to adequately accommodate the forecast travel demands associated with the proposal without undue impact and without the need for any off-site physical or operational improvements. The report concluded the following:

The subject site is situated in proximity to multiple higher order transit connections operated by the Toronto Transit Commission (TTC) including Bay Station and Sherbourne Station serving Line 2 Bloor-Danforth, Wellesley Station serving Line 1 Yonge-University, and Bloor-Yonge Station serving both Line 1 Yonge-University and Line 2 Bloor-Danforth;

The report found that the proposal is expected to generate a total of 365 two-way new residential non-automobile person trips are anticipated during the weekday morning and weekday afternoon peak hour periods;

With respect to transit use, the report found that the proposal is expected to generate 185 and 165 two-way transit trips during the same periods;

The proposal is anticipated to generate 0 residential vehicle trips as a result of the zero-parking strategy, which is considered appropriate based on the strong area transportation context, recent residential visitor reduction approvals, and the availability of publicly accessible parking in the area;

The proposal provides a total of 825 bicycle parking spaces, comprised of 733 long term spaces, 82 short term spaces, and 10 publicly accessible short-term spaces. While the Zoning By-law 569-2013 standard for Bicycle Zone 1 and the applicable TGS Version 4 requirements results in a minimum required supply of 906 spaces, payment-in-lieu is proposed to be provided for the remaining required 81 short term spaces. On this basis, the proposed long-term and short term bicycle parking supplies comply with the requirements of Zoning By-law 569-2013;

With respect to loading spaces, the provision of one Type 'G' loading space and one Type 'C' loading space is sufficient as it meets the requirements under City-wide Zoning By-law No. 569-2013; and

The Transportation Demand Management (TDM) plan will reduce the proportion of single-occupant vehicle trips by a minimum of 25 percent.

5.9 Servicing

A Functional Servicing and Stormwater Management Report was prepared by Counterpoint Engineering Inc. in support of the proposal. The report provides presents a site servicing strategy for the proposal that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design.

Water Servicing

The subject site is currently serviced by an existing 150mm diameter watermain on Isabella Street. The proposal will have one standard 'H' water service connection for domestic use and fire water supply as well as a secondary fire connection that is planned to connect to the existing 150mm diameter watermain.

A hydrant flow test was completed by Lozzi Aqua Check to test the hydrant located across the subject site and demonstrated that the municipal water systems can sufficiently support the proposal.

Sanitary

A dye test confirmed that majority of the site currently drains to a 450mm diameter municipal combined sewer on Isabella Street. The proposal will be connected to this combined sewer for sanitary discharge with a sanitary peak flow of 14.3 L/s. The net increase in peak flow to the Isabella combined sewer is 12.8L/s.

There is an existing 600mm diameter storm sewer in Isabella Street.

By redirecting stormwater to the existing 600mm diameter storm sewer system, capacity is made available to offset the peak sanitary flow increase in accordance with the Onsite Discharge Investigation procedure in the City's Sewer Capacity Assessment Guidelines and meets Ministry of the Environment, Conservation and Parks Procedure F-5-5.

Stormwater Servicing

As the proposed underground limits of the site partially covers the developable area, the majority of stormwater will be captured by area drains and conveyed internally through the building via mechanical plumbing, or through 'site' catch basins which are connected to either the building plumbing system or a site system.

With respect to groundwater management, all basement structures will be constructed as watertight in accordance with the City of Toronto Foundation Drainage Guidelines.

The water retention volume required for the proposal has been calculated to be 3.44 m³. The water balance target will be achieved through the storm tank located in Level P1 by retaining rainwater onsite. Details regarding water recycling usage will be provided at SPA stage.



Conclusion

For the reasons set out in this Report, we are of the opinion that the proposal is appropriate and desirable. The proposal will contribute to the achievement of numerous policy directions supporting intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including "higher order transit".

From a land use perspective, the proposal is consistent with the Provincial Planning Statement (2024) and conforms with the City of Toronto Official Plan and the Downtown Secondary Plan, all of which promote the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing and planned municipal infrastructure, including higher order public transit.

In this respect, the subject site would be considered to be located within a "strategic growth area", as defined by the PPS, which are to be the focus for accommodating intensification in a more compact built form. Specifically, the subject site is located within the *Downtown*, and falls within three Council-adopted "major transit station areas". It is also located in proximity to numerous TTC bus and streetcar routes, many of which meet the definition of "frequent transit". The optimization of land and infrastructure on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships within the existing and planned built form context.

The proposal is permitted within the *Apartment Neighbourhoods* designation and meets the criteria for development within this designation, representing an improvement to the existing condition of the subject site. The proposal will also be supportive of Official Plan policies which encourage new housing supply through intensification within the *Downtown* and in this land use designation. The proposal will require an amendment to the antiquated and unbalanced policies in the North Downtown Yonge Site and Area Specific Policy, which do not permit high-rise development in the area.

From an urban design and built form perspective, the proposal has been carefully organized, sited and massed in a manner that fits within, and contributes to, the existing and evolving tall building context in this area of the *Downtown*. The proposal will also enhance the pedestrian environment along Isabella Street, through the inclusion of a high-degree of glazing at-grade, urbanized pedestrian boulevards and new street trees and landscaping. The building will be oriented towards the street and will frame the public realm with consistent urban setbacks, representing a significant improvement over the interface provided by the existing building on the site. The public realm program incorporates a high degree of soft landscaping, reinforcing the landscaped-setback character of this segment of Isabella Street. The public realm improvements will improve pedestrian safety and bring life to the street, in keeping with contemporary urban design policies and best practice.

The podium and tower elements incorporate high-quality materials, with a good ratio of solid-to-glazing, and will be clearly distinguished from one another through the use of setbacks, stepbacks, materiality, architectural reveals and perforations and the expression of the massing. In this regard, the proposal will contribute positively to the *Downtown* skyline. The proposed tower has been designed to adequately limit built form and shadow impacts on the surrounding area, including low-rise *Neighbourhoods* and George Hislop Park. The proposal conforms with the built form and public realm policies of the Official Plan and Downtown Secondary Plan and maintains the intent of the relevant urban design guidelines.

For all of the foregoing reasons, it is our opinion that the proposal is appropriate and desirable, is in the public interest, represents good planning and urban design, and accordingly, we recommend approval of the requested Official Plan and Zoning By-law amendments.

