



Planning & Urban Design Rationale

**1747, 1755, 1771 and
1773 Jane Street**
City of Toronto

Prepared For
1771 Jane Street Limited and 1775
Jane Street Limited

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Job Number

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This Planning and Urban Design Rationale report has been prepared in support of an application by 1771 Jane Street Limited and 1775 Jane Street Limited to amend the City-wide Zoning By-law 569-2013, as amended, in order to permit the intensification of a site located at the northeast corner of Jane Street and Marshlynn Avenue, municipally known as 1747, 1755, 1771 and 1773 Jane Street.

A red-tinted photograph showing several hands pinning a map with pushpins. The map is spread out on a surface, and several pushpins are visible, some already pinned and others being held by hands. The overall scene suggests a collaborative planning or mapping activity.

1

Introduction

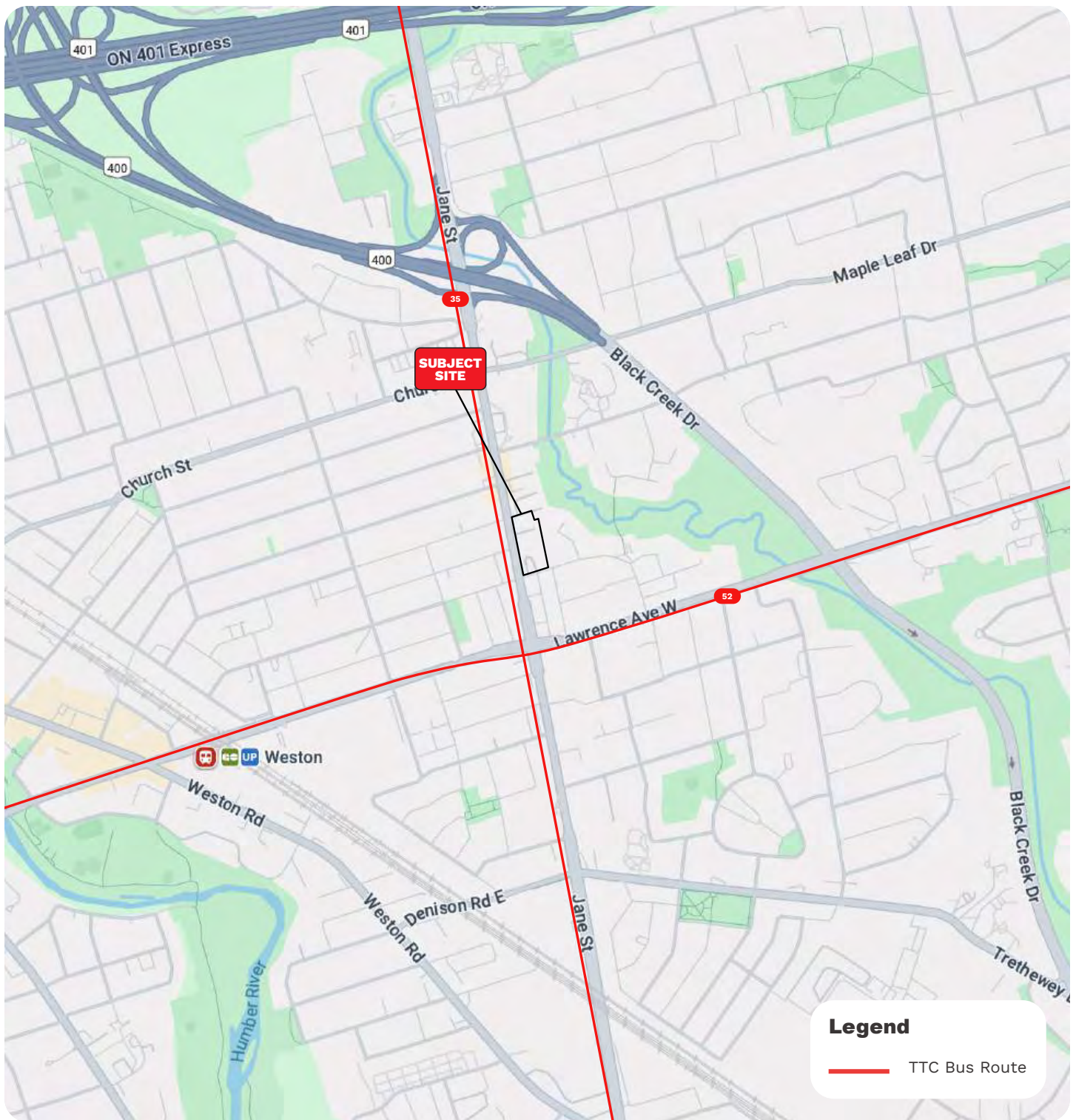


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by 1771 Jane Street Limited and 1775 Jane Street Limited to amend the City-wide Zoning By-law 569-2013, as amended, in order to permit the intensification of an approximately 0.8 hectare (8,063 square metres) site located at the northeast corner of Jane Street and Marshlynn Avenue, municipally known as 1747, 1755, 1771 and 1773 Jane Street (the "subject site") (see **Figure 1**).

The subject site is currently developed with a 14-storey residential apartment building, inclusive of a one-storey "L"-shaped base building containing commercial uses, two single-storey detached dwellings at the north end of the site, and associated surface parking. The requested Zoning By-law Amendment would permit the infill development of two 12-storey mixed-use buildings, one at the north end and one at the south end of the subject site. The existing residential apartment building will be retained alongside approximately 585 square metres of commercial space within the ground floor. The balance of the single-storey commercial wing will be demolished, as will the two single-storey dwellings.

The proposed new buildings are comprised of approximately 19,918 square metres of gross floor area ("GFA"), including approximately 19,051 square metres of new residential GFA and 867 square metres of new retail GFA. Together with the retained building, the subject site will have a total GFA of approximately 29,117 square metres, resulting in a density of 3.61 FSI. A total of 248 new residential units are proposed within the infill buildings, both planned to be rental in tenure. All 103 residential units within the existing apartment building will be retained. There are 3 rental units within the detached dwelling units that will be demolished. The proposal provides a total of 219 vehicular parking spaces, 241 bicycle parking spaces and 2 loading spaces. New landscaping elements will be provided along the adjacent public streets and across the site to enhance the public realm.

This report concludes that the proposed redevelopment is in keeping with the planning and urban design framework established by the Provincial Planning Statement and the City of Toronto Official Plan, as well as the relevant urban design guidelines.

From a planning policy perspective, the proposed development would contribute to the achievement of numerous Provincial and City policies which support and promote intensification of underutilized sites within the built-up area, including sites within a "strategic growth area". The subject site is located within a "strategic growth area" as defined by the

Provincial Planning Statement, given the "frequent transit" bus service along Jane Street and the planned bus rapid transit anticipated through the City's RapidTO program. In our opinion, the replacement of low-rise and low-density uses with new housing and retail appropriately optimizes the land and infrastructure.

From a land use perspective, the proposed residential and retail uses conform with the *Mixed Use* designation in the Official Plan, and contribute to the creation of a complete community by providing new housing and upgraded retail space that will be compatible with the existing and planned uses in the vicinity of the site. The proposal will contribute to a range of housing choices in the area, including family-sized units. The new dwelling units are planned to be rental in tenure, and the retained building will be maintained as rental.

From a built form and urban design perspective, the proposed development has been organized, sited, and massed in a manner that fits within the subject site and complements and contributes to the surrounding context. The proposed mid-rise scale is anticipated for sites designated *Mixed Use Areas* along *Avenues*, and the buildings have been designed to be appropriately separated from the retained 14-storey apartment building on the subject site and provide transition in scale to nearby *Neighbourhoods*. The proposal will not result in any adverse built form impacts in terms of shadowing, separation distances or loss of sky view. The siting of the buildings will provide adequate space for high-quality landscaping and new mid-block connections, which will contribute to the expanded feel of the public realm and facilitate the movement of pedestrians across the property.

Based on the foregoing, the Planning and Urban Design Rationale report concludes that the proposal represents good planning and urban design. Accordingly, we recommend approval of the requested Zoning By-law Amendment application.

An aerial photograph of a city street grid, overlaid with a semi-transparent red filter. The image shows a dense network of streets, buildings, and parking lots. A large white circle is centered on the left side of the image, containing the number '2'.

2

Site & Surroundings

2.1 Subject Site

The subject site is located at the northeast corner of Jane Street and Marshlynn Avenue (see **Figure 2**). The site is generally rectangular in shape, with frontages of approximately 136.7 metres along Jane Street and 61.0 metres along Marshlynn Street, narrowing in depth to 48.8 metres at the north end of the subject site. The overall site area of approximately 8,063 square metres.

The subject site is currently developed with a 14-storey apartment building with an attached 1-storey commercial plaza component, surface parking, and two single-detached dwellings, as described further below.



Legend

— TTC Bus Route

Figure 2 - Aerial Photo - Site Context

1747-1755 Jane Street comprises the majority of the subject site. These properties are developed with a 14-storey slab-style rental apartment building (Janmount Tower), inclusive of a one-storey "L"-shaped base building. The remainder of the site is occupied by surface parking areas for the apartment building and commercial plaza.

The one-storey base building is occupied by five commercial units, all of which were occupied as of the time of writing. Current tenants include including Dollar Mart, Moonshine Hair Salon, Afrocan Family Foods Depot, Anne's Pharmacy and a parole office. There is currently a covered walkway which provides pedestrian access to the various units.

The base building is set back approximately 10 metres from Jane Street at the closest point of the "L", which increases to 39 metres at the south end of the property. From Marshlynn Avenue, the building is set back by 46 metres at the west end of the site and approximately 8 metres at the east end. The existing base building is set back approximately 4.5 metres from the easterly property line.

The commercial component of the base building is connected to the apartment building, which is oriented in a north-south direction. The apartment building is comprised of 103 rental dwelling units, including 1 bachelor unit, 53 one-bedroom units and 49 two-bedroom units. The apartment building is set back a minimum of 25.0 metres from the west property line and approximately a minimum of 15.8 metres from the east property line. The residential entrance is accessed from Jane Street and a landscaped area is located within the front yard setback. Garbage storage areas are located outdoors, east of the building.

There is vehicular access provided via a single driveway from Jane Street, providing access to the residential surface parking lot and one level of underground parking garage, which in combination provide a total of 129 resident parking spaces, of which only 35 spaces are currently leased out. In addition to the driveway from Jane Street, there are two driveways from Marshlynn Avenue, providing access to a surface parking lot for the commercial units.



1747-1749 Jane Street, looking northeast



1755 Jane Street, looking east



Rear (east yard) of 1747-1749 Jane Street, looking north



Rear (east yard) of 1755 Jane Street, looking south

1771 and 1773 Jane Street are located at the north end of the subject site and are occupied by two one-storey, single-detached buildings, as follows:

1771 Jane Street, the more southerly building, is set back 9.5 metres from the west property line and 29.1 metres from the east property line. A paved area is located within the front yard setback, which is unmarked but used for surface parking. There are two rental dwelling units within 1771 Jane Street, both of which were occupied at the time of writing.

1773 Jane Street includes a 1-storey retail addition at the front of the building, which is generally built to the west property line. The building is set back 0.3 metres from the north property line and 28.8 metres from the east property line. The building is vacant and is not known to have been leased since the lands were purchased by the owner in 2013; conservatively, one rental unit is being attributed to this building.

In terms of topography, the subject site is generally flat. With respect to vegetation, there are 44 trees on and within six meters of the subject site, as detailed in a Tree Inventory and Preservation Report (dated August 8, 2025), prepared by Kuntz Forestry Consulting Inc. The trees are generally located along the north property line, to the east of 1771 and 1773 Jane Street, and along the Jane Street and Marshlynn Avenue frontage.



1771 and 1773 Jane Street, looking east



Rear of 1771 and 1773 Jane Street, looking north

2.2 Area Context

The subject site is located along the border of the Rustic neighbourhood, bounded by Jane Street to the west, Lawrence Avenue West to the south, Culford Road to the east, and Highway 401 to the north. The site is adjacent to the Weston neighbourhood, on the west side of Jane Street.

The surrounding area, particularly the area west of the subject site, began to develop by plan of subdivision in approximately 1924, establishing much of the current road and lot fabric for these lands. Based off historical aerial imagery, the subject site and surrounding lands east of Jane Street began to transition from a rural to urban form around the 1950s, with the subject site developed with deep (approximately 50 to 60 metres), linear single detached lots fronting onto Jane Street by 1954. Between 1965 to 1978, the majority of the subject site was redeveloped to accommodate the existing 14-storey apartment building and 1-storey commercial plaza, while maintaining two single detached dwellings on the northerly portion of the subject site. Around this same time period, a number of other surrounding properties, particularly along the east side of Jane Street, were redeveloped to accommodate slab-style apartment buildings, many of which remain to this day.

Today, the area is characterized by older slab-style apartment buildings, ranging in heights of 7 to 18 storeys, and low-rise commercial buildings of 1 to 2 storeys flanking the east side of Jane Street. Along the west side of Jane Street are 2-storey commercial buildings with surface parking lots within the front yard setbacks, along Jane Street. The interior streets, east and west of Jane Street, are primarily occupied by low-rise residential neighbourhoods comprised of single and semi-detached dwellings and a new townhouse subdivision located east of the subject site, along Lawrence Avenue West.

Approximately 80 metres east of the subject site is Upwood Greenbelt Park, which generally traverses between Highway 400 to the north and Lawrence Avenue West to the southeast, and which forms part of the larger parks system surrounding Black Creek. Access to the Upwood Greenbelt Trail is located approximately 210 metres east of the subject site along Marshlynn Avenue. The park includes a children's playground and outdoor bocce court, which is accessible from Marshlynn Avenue. These lands are part of the City's Natural Heritage System, as indicated on Map 9 of the City's Official Plan, and are regulated by the Toronto and Region Conservation Authority (TRCA).

With respect to community facilities, within the low-rise neighbourhood on the west side of Jane Street are several community facilities, including Merrill Park, John Street Parkette, Weston Collegiate Institute, Weston Memorial Jr Public School, and C.R. Marchant Middle School.

2.3 Immediate Context

To the immediate **north** of the subject site is a 12-storey slab-style apartment building (Black Creek Co-op, 1779 Jane Street), and associated surface parking lots located north and south of the building. Vehicular access to the apartment building is from Jane Street. The building is oriented in an east-west direction and set back approximately 19.6 metres from its south property line, which it shares with the subject site. Between the subject site and the apartment building is a drive aisle from Jane Street, which provides access to an underground garage ramp. The building has north- and south-facing primary windows and inset balconies.

Further north between the subject site and Highway 400 are similar slab-style apartment buildings and associated surface parking lots, with heights of 10 storeys (West Park Apartments, 1795 Jane Street), 7 storeys (Queens Estate Retirement Residence, 265 Queens Drive) and 17 storeys (1855 Jane Street). Further north is a more recently constructed 7-storey mixed-use building located at 1883 Jane Street and a 10-storey apartment building on the north side of Maple Leaf Drive, adjacent to the Faith Sanctuary Pentecostal place of worship (Maple Leaf Drive Seniors, 10 Maple Leaf Drive). On the north side of Queens Drive, east of Black Creek, are two 10-storey residential buildings (298 and 300 Queens Drive).



1779 Jane Street, looking east



1795 Jane Street, looking east

To the immediate **east** of 1771-1773 Jane Street is a surface parking lot associated with a 12-storey apartment building at 1779 Jane Street (described above). To the east of 1747-1755 Jane Street are low-rise residential uses, with dwellings fronting onto Marshlynn Avenue and Sonnet Court. Immediately abutting this portion of the subject site is a one-storey single-detached dwelling (16 Marshlynn Avenue) and the backyards of six 2-storey semi-detached dwelling units fronting the Sonnet Court cul-de-sac (10-20 Sonnet Court).

The single-detached dwelling at 16 Marshlynn Avenue is set back approximately 0.8 metres from the west property line, which it shares with the subject site, and includes two west-facing windows. The semi-detached dwellings on Sonnet Court are set back approximately 8.6 metres to 15.8 metres from the common property line. There are garages in the rear yards, accessed from Sonnet Court.

To the east of the parking lot at 1779 Jane Street and the properties on Sonnet Court is Upwood Greenbelt Park, as described above. Further east and southeast of the subject site are low-rise neighbourhood uses, including single and semi-detached dwelling units and a new townhouse development comprised of 9 blocks of 3-storey townhouse dwellings along Lawrence Avenue West (1780 to 1754 Lawrence Avenue West and properties fronting onto Wild Rose Gardens and Creebank Road).



16 to 20 Marshlynn Avenue, looking northeast



12 to 20 Sonnet Court, looking west

To the **south** of the subject site, on the south side of Marshlynn Avenue, is a 2-storey mixed-use building with commercial uses at-grade along Jane Street, and a surface parking lot to the rear (1723-1727 Jane Street). Further south is a 1-storey grocery store with a surface parking lot located to the south, accessed from Jane Street (Starfish Market Jane, 1721 Jane Street). The remainder of the block, until Lawrence Avenue West, is generally comprised of similar low-density commercial and mixed-use buildings of 1- to 3-storeys with associated surface parking lots.



1721 to 1727 Jane Street

To the **west** of the subject site, on the west side of Jane Street, are a row of four 2-storey commercial buildings (1736-1744 Jane Street) and a 1-storey commercial building at the southwest corner of Jane Street and Patika Avenue (1746 Jane Street). The buildings are occupied by retail, restaurant and commercial uses, and are generally built to the street frontage. There is a surface parking lot located west of the buildings, accessed from MacDonald Avenue and Patika Avenue.

To the north, the block between Patika Avenue and William Street is occupied by a 2-storey mixed-use building with medical office uses (1750 Jane Street) and a 1-storey auto centre (1772 Jane Street), which are set back approximately 10.6 to 19.6 metres from Jane Street. The remainder of the block is occupied by a surface parking lot associated with the auto centre.

The lands on the west side of Jane Street, between Woodward Avenue and Harding Avenue, are subject to Site and Area Specific Policy 52 in the Official Plan, which permits development of 3 to 6 storeys (9 to 18 metres) in height, built up to the front lot line, and oriented to Jane Street.

To the west of the commercial buildings along Jane Street is a low-rise residential building, comprised mainly of single-detached dwellings. The residential neighbourhood includes a number of community services and facilities, including Merrill Park, John Street Parkette, Weston Collegiate Institute, Weston Memorial Junior School and C.R. Marchant Middle School.

Approximately 924 metres west of the subject site is the Weston GO Station, located at the Lawrence Avenue West and Weston Road intersection, west of the Metrolinx rail line. The Weston GO Station provides access to the Kitchener Go Line and Union-Pearson Express is at the southeast corner of this intersection. Along Weston Road there are existing buildings with heights of 30 storeys and approved building heights of up to 50 storeys.

2.4 Transportation Network

Road Network

The subject site has frontage on both Jane Street and Marshlynn Avenue.

Jane Street is classified as a Major Arterial Road, with an existing right-of-way width of 26.2 metres and a planned right-of-way width of 27 metres. Jane Street has a 5-lane cross-section, including two traffic lanes in each direction and a centre turning lane, and pedestrian sidewalks on both sides of the street. There is a northbound TTC bus pad in front of the subject site (Jane/Patika Station, Bus Stop No. 2914) and a signalized pedestrian crosswalk. On-street parking is not permitted on either side of the street. As part of the development application, an additional 0.4 metre road widening will be provided along the Jane Street frontage to contribute to the achievement a 27 metre right-of-way width.

Marshlynn Drive is identified as Local Road, with an existing right-of-way width of 21.1 metres. The roadway consists of a single lane of traffic in each direction and pedestrian sidewalks on both sides as it passes the subject site.



1736 to 1744 Jane Street



1690 to 1732 Jane Street

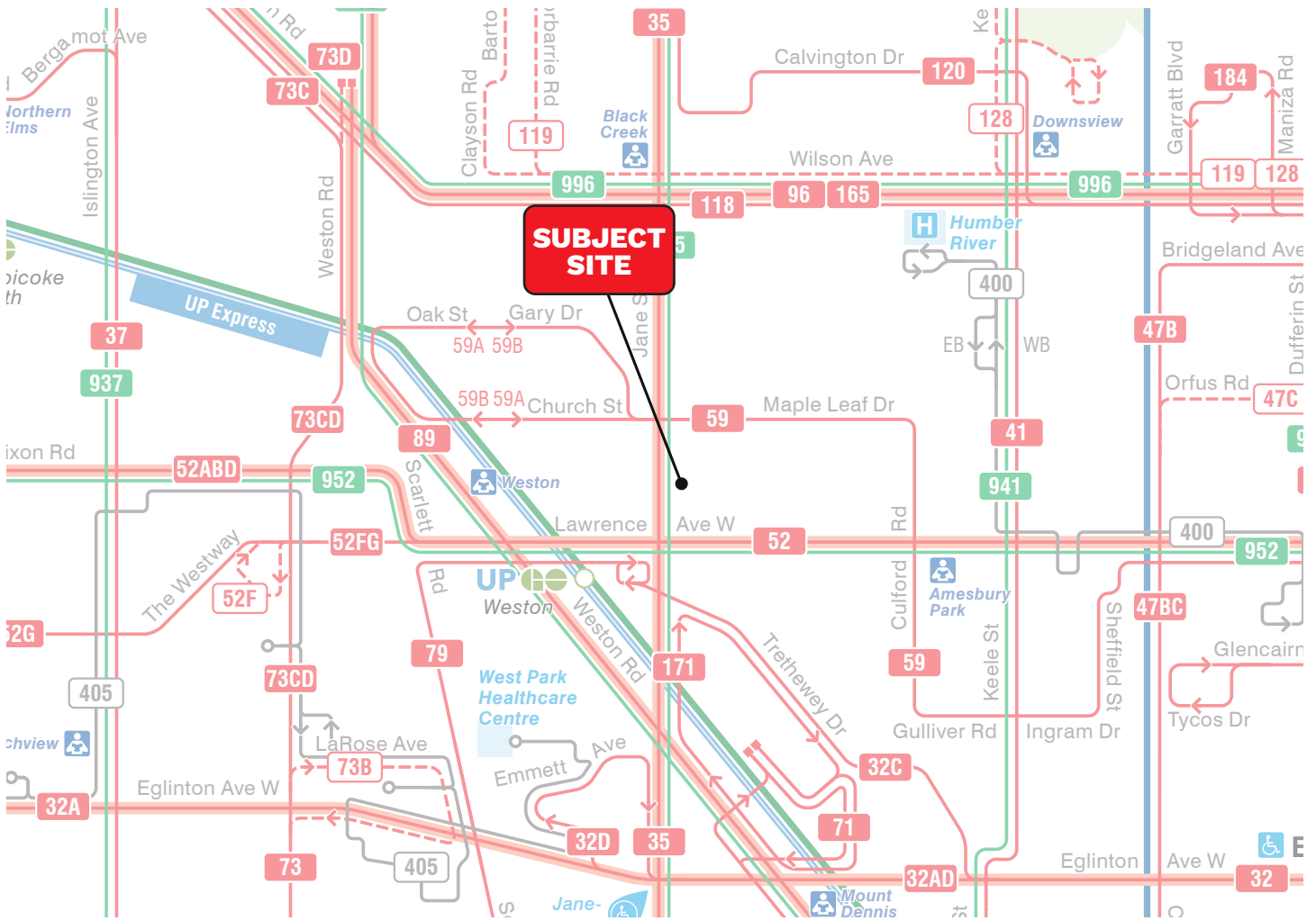
Transit Network

From a transit perspective, the area is well-served by existing and planned frequent transit (see **Figure 3**). The subject site is serviced by the following TTC bus routes:

- **35 Jane** operates between Jane Station on Line 2 Bloor-Danforth and Pioneer Village Station on Line 1 Yonge-University, generally in a north-south direction. Two services are operated, including the 35A (Jane Station-Pioneer Village Station), which operates all day, every day, and the 35B (Jane Station-Pioneer Village Station via Hullmar), which operates during peak periods from Monday to Friday only. Service between Jane Station and Steeles Avenue West is part of the TTC's 10 Minute Network, which provides 10 minutes or better service from 6 a.m. to 1 a.m. Monday to Saturday and operates from 8 a.m. to 1 a.m. on Sundays.
- **52 Lawrence West** operates between Lawrence Station on Line 1 Yonge University and the area of Westwood Mall and Pearson International Airport, generally in an east-west direction. Five services are operated, with service between Lawrence Station and Pearson Airport forming part of the TTC's 10 Minute Network, which provides 10 minutes or better service from 6 a.m. to 1 a.m. Monday to Saturday and operates from 8 a.m. to 1 a.m. on Sundays.
- **935 Jane Express** operates between Jane Station on Line 2 Bloor-Danforth and Pioneer Village Station on Line 1 Yonge-University, generally in a north-south direction. The route is part of the TTC's Express Network, which provides express bus service serving select stops. The route operates until approximately 10 p.m. from Monday to Friday, and until approximately 7 p.m. on Saturday, Sunday and holidays.
- **335 Night Bus** operates between York University and Jane Station on Line 2 Bloor-Danforth, generally in a north-south direction via Jane Street. The route is part of the TTC's Blue Night network, which provides 30-minute or better service from approximately 1:30 a.m. to the start of subway service (approximately 6 a.m. on weekdays and Saturdays and 8 a.m. on Sundays).

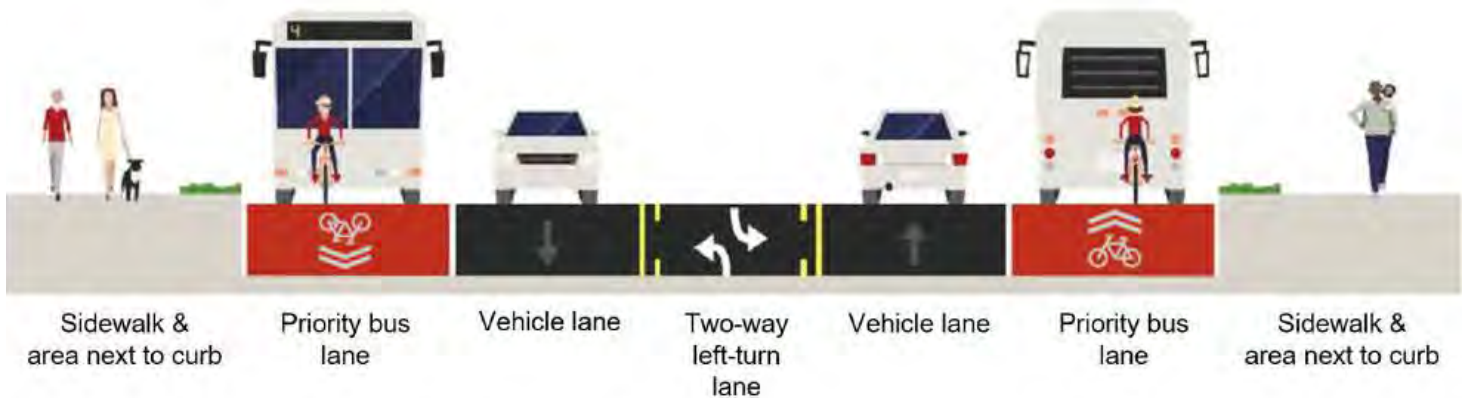
The subject site is located within walking distance of several stops along the 35 Jane and 52 Lawrence West bus routes, both of which form part of the TTC's 10-minute network. Specifically, the closest northbound stop for the 35 Jane bus is located at the frontage of the site, while the closest southbound stop is located approximately 100 metres (2-minute walking distance) north of the subject site. For the 52 Lawrence West bus route, the closest westbound stop is located approximately 175 metres (3-minute walking distance) south of the subject site, while the closest eastbound stop is located approximately 200 (3-minute walking distance) south of the site.

The subject site is approximately 924 metres radius distance (approximately 1.1 kilometre walking distance) northeast of the Weston GO station, which provides access to the Kitchener GO Line from Union Station and the UP Express, which provides service between Toronto Pearson International Airport and Union Station.



With respect to planned transit improvements, Jane Street, between Steeles Avenue West and Eglinton Avenue West, is part of the RapidTO project and is planned to deliver one priority bus lane in each direction to improve transit operations along Jane Street. This section of Jane Street has been prioritized by the City and the TTC for transit priority solutions due to its high ridership, lengthy travel times and key roles in connecting Line 1 (Pioneer Village Station) and the future Line 5 Eglinton (Mount Dennis Station). The City has identified that the 35 Jane and 935 Jane Express bus routes are among the TTC’s most heavily used. In February of 2024, City Council endorsed, in principle, the Surface Transit Network Plan, which identified this section of Jane Street as a priority roadway. As of February 2026, a recommended option for bus rapid transit has been identified and is being consulted on.

Between Maple Leaf Drive and Church Street to Lawrence Avenue West, the recommended design option for Jane Street includes five lanes comprised of one priority bus lane in each direction, one vehicle lane in each direction, and the existing two-way left-turn lane (see **Figure 4**). The Jane Street/Patika TTC northbound bus stop, immediately adjacent to the subject site, has been identified to be maintained as part of this project.



Cross section of the recommended design from Maple Leaf Drive/Church Street to Lawrence Avenue West.

Figure 4 - RapidTO Jane Street, Right-of-Way Cross Section

Cycling Network

Toronto Bike Share stations are located approximately 415 metres north of the subject site, at Jane Street/Queens Drive, and approximately 780 metres south of the subject site, at Jane Street and Lawrence Avenue West.

As part of the RapidTO project, the priority bus lanes in both directions are also intended to include bicycle symbols. Furthermore, Jane Street, between Falstaff Avenue to Eglinton Avenue West, has been identified part of the 2025-2027 Near Term Cycling Network Plan, which aims to incorporate cycling facilities with the broader cycling network. The feasibility of the route is currently being evaluated.



3

Proposal

3.1 Description of Proposal

The proposal will facilitate the infill redevelopment of the subject site with two 12-storey purpose-built rental buildings, with retail at grade (see **Figure 5, Site Plan**).

The existing single-storey north-south commercial wing will be demolished, as will the two single-storey dwellings at the north end of the subject site. The existing 14-storey building and a portion of its single-storey podium will be retained. The two new buildings will be located to the north and south of the retained building and replace the existing surface parking lots. The proposal includes several public realm improvements, including new plaza space adjacent to the public sidewalks and mid-block pedestrian connections.

Overall, the proposed development concept contemplates an approximate total GFA of 19,918 square metres, comprised of approximately 19,051 square metres of new residential GFA and 867 square metres of new retail GFA. With the retained building (9,199 square metres), the site will have a total GFA of 29,117 square metres, resulting in a density of 3.61 FSI. A total of 248 new residential units are proposed, in a mix of unit types.

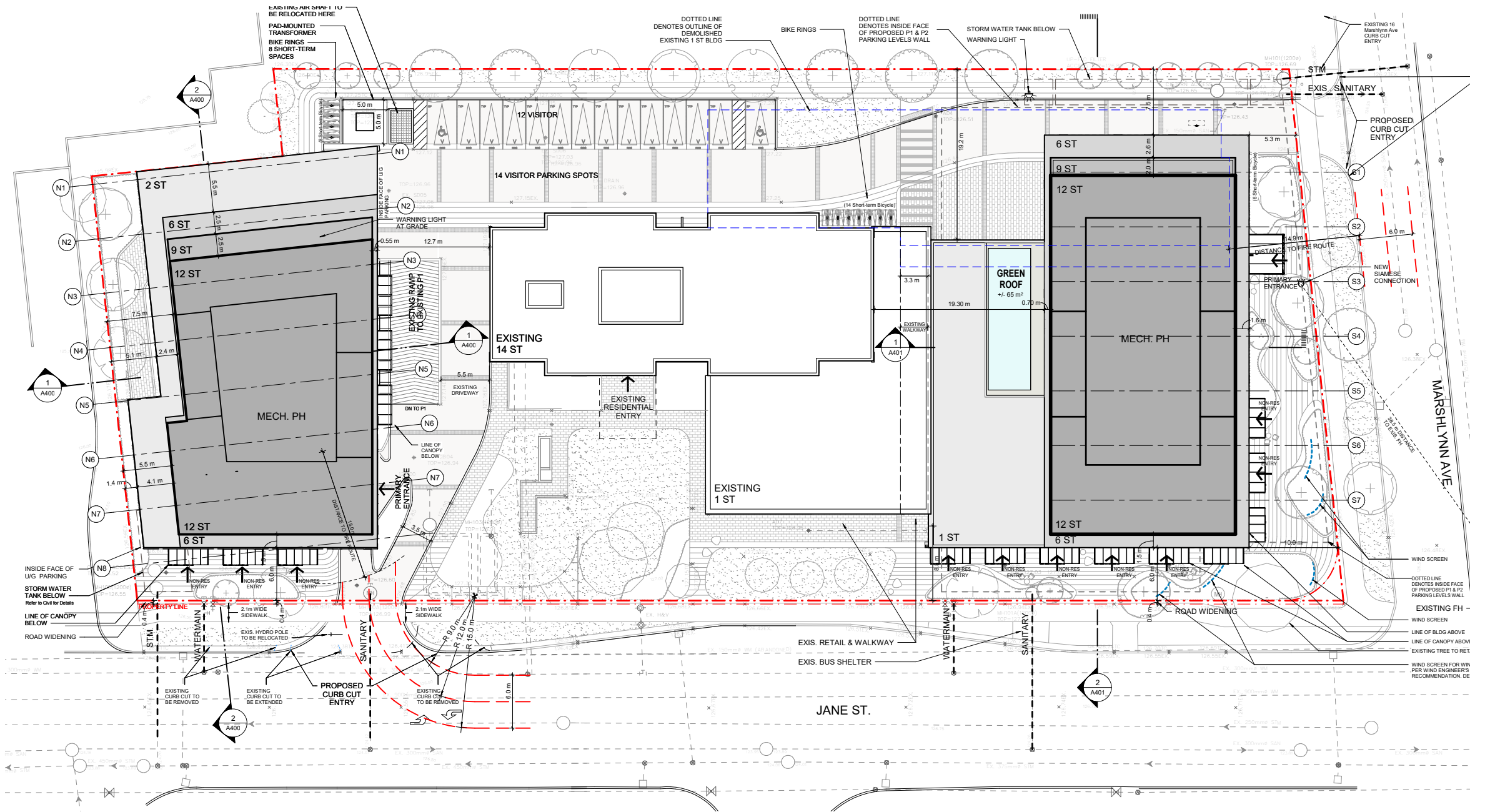


Figure 5 - Site Plan

Prepared by Arcadis Architects Inc.

Site Organization

The proposed North Building will be located on the north side of the existing rental building. Its development will require the demolition of the two existing single-detached dwellings (1771 and 1773 Jane street) and the existing residential surface parking lot.

The proposed South Building will be located on the south side of the existing rental building. Its development will require the partial demolition of the 1-storey commercial component (1747-1749 Jane Street) and the existing commercial surface parking lot.

The 14-storey rental building (1755 Jane Street) will be retained, including the portion of the 1-storey non-residential component which is currently occupied by a probation and parole office. The retained non-residential unit is within the area generally beneath the apartment building. As part of the redevelopment, the existing rental apartment building will be enhanced with a new bicycle storage room and internalized garbage storage room.

The new and retained buildings will be serviced by a thoughtfully designed vehicular and pedestrian access strategy, which responds to the existing site configuration and constraints. The development will be supported by a comprehensive landscaping programming, as further described below.

North Building

The North Building is a 12-storey (42.8 metres including mechanical penthouse) mixed-use building.

On the ground floor, the North Building is set back approximately 6.0 metres from Jane Street (post road-widening conveyance) and approximately 1.4 (in the west portion of the building) to 5.1 metres (in the east portion of the building) from the north property line. It is generally built to the east lot line and is separated from the Retained Building by 12.7 metres. These setbacks are maintained on Level 2.

Above Level 2, the building steps back by 4.1 and 2.4 metres on the north elevation of the building, resulting in setbacks from the north property line of 5.5 metres (in the west portion) and 7.5 metres (in the east portion). These setbacks are maintained for the balance of the building. From the east property line, the building steps back by 5.5 metres above Level 2, with an additional stepbacks of 2.5 metres introduced at Level 7 and Level 10. Along the westerly property line, a stepback of 1.5 metres is introduced at Level 7, resulting in a 6-storey streetwall along Jane Street.

In terms of programming, the ground floor will be comprised of retail uses with direct access from Jane Street. The residential lobby will be accessed from the private driveway, visible from Jane Street. The eastern portion of the building includes back-of-house uses, including an internalized Type G loading space, garbage storage and a moving room.

Level 2 includes a second level of non-residential space, indoor amenity space, bike storage room and two residential units. There are also two void open-to-below areas proposed, providing double-heighted areas for the ground floor retail and loading areas on the ground floor. Level 3 includes two indoor amenity areas, an outdoor amenity area, and residential dwelling units. The remaining levels are comprised of residential dwelling units.

- A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER BINS FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
 - A WARNING SYSTEM TO CAUTION MOTORISTS LEAVING THE PARKING GARAGE OF HEAVY VEHICLES WHEN LOADING OPERATIONS ARE OCCURRING. THIS WARNING SYSTEM SHOULD INCLUDE BOTH LIGHTS AND SIGNS.

200MM REINFORCED CONCRETE PAD AND HAVE A GRADE OF NO MORE THAN 2%, WITH 6.1M CEILING HEIGHT FOR ENTIRE LOADING & STAGING AREA

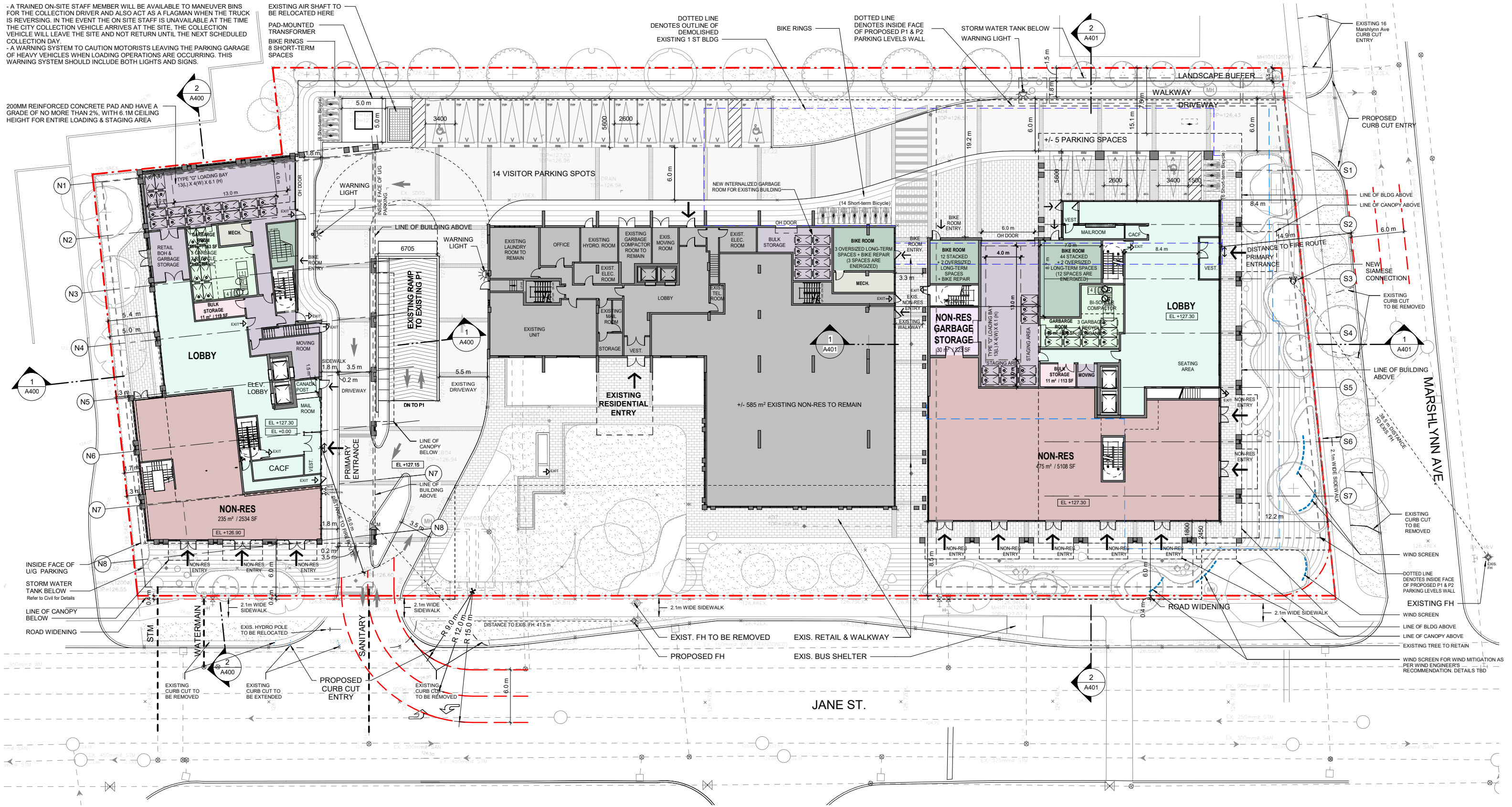


Figure 6 - Ground Floor
 Prepared by Arcadis Architects Inc.



Figure 7 - Aerial View from Southwest to Northwest

Prepared by Arcadis Architects Inc.

South Building

The South Building is a 12-storey (48.9 metres including MPH) mixed-use building.

On the ground floor, the South Building is set back approximately 8.5 metres from the west (Jane Street) and approximately 8.4 to 12.2 metres from the south (Marshlynn Avenue). The building is set back 15.1 to 19.2 metres from the east, accommodating a 6.0 metre wide driveway. At grade, the South Building is separated from the Retained Building to the north by 3.3 metres.

On Level 2, the building cantilevers over the first floor in all directions, resulting in a 6.0 metre setback from Jane Street, 5.3 to 10.0 metre setback from Marshlynn Avenue and 7.5 metre setback from the east property line. The cantilevering results in the South Building being generally built to the Retained Building, resulting in a covering of the walkway below. Above Level 2, the north building face steps back to achieve a separation from the existing building of 19.4 metres. Above Level 6, the building steps back by 1.5, 1.6 and 2.6 metres from the west, south and east, respectively. Above Level 9, the east building face steps back by an additional 2.0 metres.

In terms of programming, the ground floor will be comprised of retail uses with entrances from Jane Street and Marshlynn Avenue. The residential lobby entrance is located along Marshlynn Avenue. The remainder of the ground floor is occupied by garbage storage room, bike storage room and a loading area.

Level 2 is occupied by an indoor amenity area along the north building face, contiguous to an outdoor amenity terrace, and residential dwelling units. The remaining levels are comprised of residential dwelling units.

Public Realm Improvements

The proposal includes several public realm improvements, including a comprehensive landscaping program and new mid-block pedestrian connections. Upon full build out of the project, 41% of the subject site will be comprised of soft and landscaped open space.

Between the Retained Building and Jane Street, high-quality landscaping and planting is proposed, taking advantage of the 25 to 27.2 metre depth between the sidewalk and the front entrance. Six existing trees adjacent to the Retained Building are proposed to be retained.

In front of the South Building, a paved plaza approximately 615 square metres in size is proposed flanking the proposed retail and lobby areas. The plaza space includes seating areas, planter beds and tree planting. The existing street tree at the southwest corner of the subject site is proposed to be retained, with the design of the underground garage accommodating for the required soil volumes. Additionally, two street trees along Marshlynn Avenue will be retained.

Along the balance of Jane Street and Marshlynn Avenue, additional landscaping is proposed, including raised planter beds and tree planting. A landscaped buffer at least 1.5 metres in width, with tree planting, is proposed along both the north and east property lines.

A north-south 1.8-metre-wide pedestrian walkway is proposed along the east property line, accessed from Marshlynn Avenue. Additionally, two east-west pedestrian walkways are proposed; one between the South Building and Retained Building with a clearway width of 3.3 metres; and one south of the North Building, adjacent to the driveway, with a width of 1.8 metres. The proposed network of pedestrian walkways provides mid-block connections and supports permeability throughout the site.

Unit Mix and Amenity Space

It is intended that all the units within the new buildings will be rental in tenure. Within the proposed buildings, a total of 248 residential dwelling units are proposed, comprised of 119 one-bedroom units (48%), 105 two-bedroom units (42%) and 24 three-bedroom units (10%). Accordingly, the proposed new buildings achieve the unit mix recommended by the Growing Up Guidelines.

No changes are proposed to the existing building to be retained with respect to unit mix.

Table 1 below provides a breakdown of the existing and proposed units by unit type.

Table 1 - Table 1 –Unit Breakdown

Building	Bachelor Units	One-Bedroom Unit	Two-Bedroom Unit	Three-Bedroom Unit	Total
North Building	0	52	43	12	107
South Building	0	67	62	12	141
Retained Building	1	53	49	0	103
Total	1	172	154	24	351

In terms of amenity space, a total of 992 square metres of residential amenity space is provided for the proposed buildings, comprised of 565 square metres of indoor residential amenity space (2.3 square metres per new dwelling unit) and 427 square metres of outdoor residential amenity space (1.7 square metres per new dwelling unit). Amenity space will be provided on Level 2 and 3 of the North Building and on Level 2 of the South Building.

Table 2 below provides a breakdown of the proposed amenity space by building.

Table 2 - Proposed Amenity Space

Building	Indoor Amenity	Outdoor Amenity	Total Amenity
North Building	283 m ² (2.6 m ² per unit)	145 m ² (1.4 m ² per unit)	428 m ² (4.0 m ² per unit)
South Building	282 m ² (2.0 m ² per unit)	282 m ² (2.0 m ² per unit)	564 m ² (4.0 m ² per unit)
Total	565 m² (2.3 m² per unit)	427 m² (1.7 m² per unit)	992 m² (4.0 m² per unit)

Vehicular Access, Parking and Loading

With respect to vehicular access, the proposed development includes one driveway from Jane Street, generally utilizing the location of the existing curb-cut, and a second driveway from Marshlynn Avenue, at the southeast corner of the site, which replaces the two existing curb-cuts on Marshlynn Avenue.

The driveway from Jane Street provides access to the underground garage ramp and pick-up/drop-off area for the North Building. The driveway will have a "looped" design, facilitating turnaround on the property. The driveway from Marshlynn Avenue extends in a north-south direction to the North building, provides access to visitor parking spaces within the west setback and to loading and garbage collection areas of the Proposed and Retained Buildings. The drive aisle will connect to the looped driveway coming from Jane Street.

The proposal includes a total of 219 parking spaces for the Retained and Proposed buildings, including 200 spaces for residential occupants and 19 spaces for residential visitors. No spaces are proposed for non-residential uses.

The residential occupant parking spaces are proposed within the underground parking garage. As part of the redevelopment, the existing 1-level underground parking garage will be partially retained but reconfigured. The existing garage will expand north to extend under the North Building. The existing southern portion will be demolished and constructed as a 2-level underground parking garage. All the parking spaces for residential occupant uses will be located underground. Visitor parking spaces are proposed to be provided at-grade, along the east side of the site.

In terms of bicycle parking, the proposal contains a total of 241 bicycle parking spaces for the Proposed Buildings, including 213 residential long-term spaces and 28 residential short-term spaces. The bicycle parking spaces will be located on Level 2 of the North Building, Level 1 of the South Building and within P1 and P2 levels of the underground garage.

With respect to loading, a Type 'G' loading space is proposed within each of the infill buildings. Ultimately the loading activity is proposed to be accessed from Marshlynn Avenue instead of Jane Street. Both loading spaces are proposed to be internalized within the building envelopes and screened from the public realm.

Phasing

With respect to phasing, it is proposed that the development would proceed in two phases, as outlined below:

Phase 1

- Demolition of 1771 and 1773 Jane Street;
- Construction of the North Building;
- Reconfigured access from Jane Street; and
- The expansion north of the 1-level underground garage.

Phase 2

- Demolition of existing "north-south" retail wing;
- Construction of South Building;
- Reconfigured second vehicular access driveway from Marshlynn Avenue;
- Introduction of enclosed garbage areas;
- Demolition of existing "south" parking garage; and
- The construction of a new 2-level underground garage that connects to the existing underground garage.

3.2 Key Statistics

Table 3 below provides a summary of the key statistics.

Table 3 - Statistics

Site Area (Gross)	8,063 square metres
Road Widening	54.70 square metres
Site Area (Net)	8,008.3 square metres
Proposed Height	
North Building	
Storeys	12 storeys
Metres (incl. MPH)	43.8 metres (North Building)
South Building	
Storeys	12 storeys
Metres (incl. MPH)	44.9 metres (South Building)
Gross Floor Area	
Proposed Buildings	19,918 square metres
Residential	19,051 square metres
Non-Residential	867 square metres
Retained Building	9,199 square metres
Residential (retained)	8,614 square metres
Non-Residential (retained)	585 square metres
Total Gross Floor Area (Retained + Proposed)	29,117 square metres
Residential	27,665 square metres
Non-Residential	1,452 square metres
Density	
	3.61 FSI (gross)
	3.63 FSI (net)
Residential Units (Proposed Building)	
One-Bedroom	119 units (48%)
Two-Bedroom	105 units (42%)
Three-Bedroom	24 units (10%)
Total	248 units (100%)
Residential Units (Retained Building)	
Studio	1 unit
One-Bedroom	53 units
Two-Bedroom	49 units
Total	103 units
Residential Units (Overall Site)	
Studio	1 unit
One-Bedroom	172 units
Two-Bedroom	154 units
Three-Bedroom	24 units
Total	351 units

Amenity Space (Proposed)	992 square metres (4.0 sm/unit)
Indoor	565 square metres (2.3 sm/unit)
Outdoor	427 square metres (1.7 sm/unit)
Vehicle Parking (Overall Site)	219 spaces
Residential Long-Term Spaces	200 spaces
Residential Short-Term Spaces	19 spaces
Bicycle Parking (Overall Site)	241 spaces
Residential Long-Term	213 spaces
Residential Short-Term	28 spaces
Loading Spaces	2 Type “G”

3.3 Required Approvals

In our opinion, the proposed development conforms with the City of Toronto Official Plan, and in particular, is permitted by the applicable *Mixed Use Areas* designation. Accordingly, no Official Plan Amendment is required.

The proposal requires an amendment to the new City-wide Zoning By-law 569-2013, as amended, in order to rezone the site to Commercial Residential (CR), increase the permitted height and density, and to revise other development standards as necessary to accommodate the proposal.

In addition to the rezoning, a Rental Housing Demolition and Conversion application is required to demolish the three existing rental units in 1771 and 1773 Jane Street. As there are less than six rental dwelling units being demolished, the authority to approve this application is delegated to City Planning.

An application for Site Plan Approval will also be required and will be submitted at a later stage of the development application process.



4

Policy & Regulatory Context

As set out below, the proposed development is supportive of numerous policy directions set out in the Provincial Planning Statement and the City of Toronto Official Plan, both of which promote the efficient use of land and infrastructure within built-up urban areas.

4.1 2023 Housing Action Plan

On October 25, 2022, the Province of Ontario introduced Bill 23, the *More Homes Built Faster Act, 2022*, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022. The Bill amended various pieces of legislation to promote and permit the construction of 1.5 million homes by 2031, including 285,000 units in the City of Toronto. The intent of these legislative changes is to provide a long term strategy to increase housing supply and provide attainable housing options as the population of Ontario continues to grow.

In response, City Council at its meeting on December 14, 2022 directed staff to develop a "2023 Housing Action Plan" for the 2022-2026 term of Council to enable market, non-market and mixed housing production in order to achieve or exceed the provincial housing target of 285,000 new homes over the next 10 years. The Housing Pledge was subsequently confirmed by Council on May 10, 2023. The Housing Action Plan, as endorsed by Executive Committee on March 21, 2023 and by Council on May 10, 2023, specifically includes measures to amend the Zoning By-law to increase zoning permissions on major streets and to review the *Avenues* and *Mixed Use Areas* policies.

On February 28, 2024, Planning and Housing Committee received a Proposals Report dated February 12, 2024 entitled "Housing Action Plan: Avenues Policy Review", and directed City Planning to undertake broad public and stakeholder consultation on the proposed policy directions and report back with recommended Official Plan Amendments in the fourth quarter of 2024. The report noted that:

"For decades, Toronto's major transportation thoroughfares have been an important part of the City's strategy to manage growth and accommodate intensification. Through the Housing Action Plan (HAP) 2022-2026, Council directed City Planning to review the City's Official Plan to ensure that it aligns with the need for more housing in areas of the City that can accommodate more residential opportunities."

As part of the Housing Action Plan Work Plan, the Avenues Policy Review examines opportunities to enable more housing by looking at four areas of focus, one of which is extending and potentially introducing new *Avenues*. The others are updating the vision and policy direction for how *Avenues* will develop, exploring opportunities to streamline study requirements for new development along *Avenues*, and considering opportunities to create areas of transition between *Avenues* and *Neighbourhoods* to enable more housing.

On February 11, 2025, City Council adopted Official Plan Amendment No. 778 (OPA 778), which updates the *Avenues* policies in Section 2.2.3 of the Official Plan which leverage the *Avenues* as a growth management tool by identifying more opportunities for housing across the city and creating a more streamlined policy framework with clear direction on the type of growth to be directed to *Avenues*.

4.2 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 2024 PPS replaces the Provincial Policy Statement (2020) and 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 applies 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 PPS 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 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." (Our emphasis.)

Key policy directions that continue to be expressed in the PPS are to build complete communities with a mix of housing options and to promote 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) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g. shopping malls and plazas) 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, Policies 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities will 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 PPS contains policies related to "settlement areas". As it relates to the subject site, Policy 2.3.1.1 states 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", both 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. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 provides 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; 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; and support redevelopment of commercially-designated retail lands (e.g, underutilized shopping malls and plazas) to support mixed-use residential.

With respect to frequent transit corridors, which 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, 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. In this regard, the subject site is located along Jane Street, which provides frequent transit. The future RapidTO bus service would also be considered higher order transit as it would operate within dedicated rights of way, outside of mixed traffic.

Section 2.9 of the PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 of the PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the 2019 Growth Plan place an emphasis on the need to integrate planning for infrastructure and public service facilities with land use planning and growth management.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be co-ordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

The need to make good use of existing infrastructure is emphasized by Policy 3.1.2, which provides that, before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

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 Provincial Planning Statement 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 Provincial Planning Statement, 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 Provincial Planning Statement.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposed development and, in particular, the requested Official Plan and Zoning By-law Amendments are consistent with the PPS, specifically the policies that seek to optimize the use of infrastructure and to encourage growth and intensification in strategic growth areas with frequent transit access.

4.3 City of Toronto Official Plan

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

Policy 5.6(1) provides that the Plan should be read as a whole “to understand its comprehensive and integrative 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

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 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 growth 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.)

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include *Centres, Avenues, Employment Areas* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. Jane Street is identified as an *Avenue* on Map 2 of the Official Plan (see **Figure 8**).

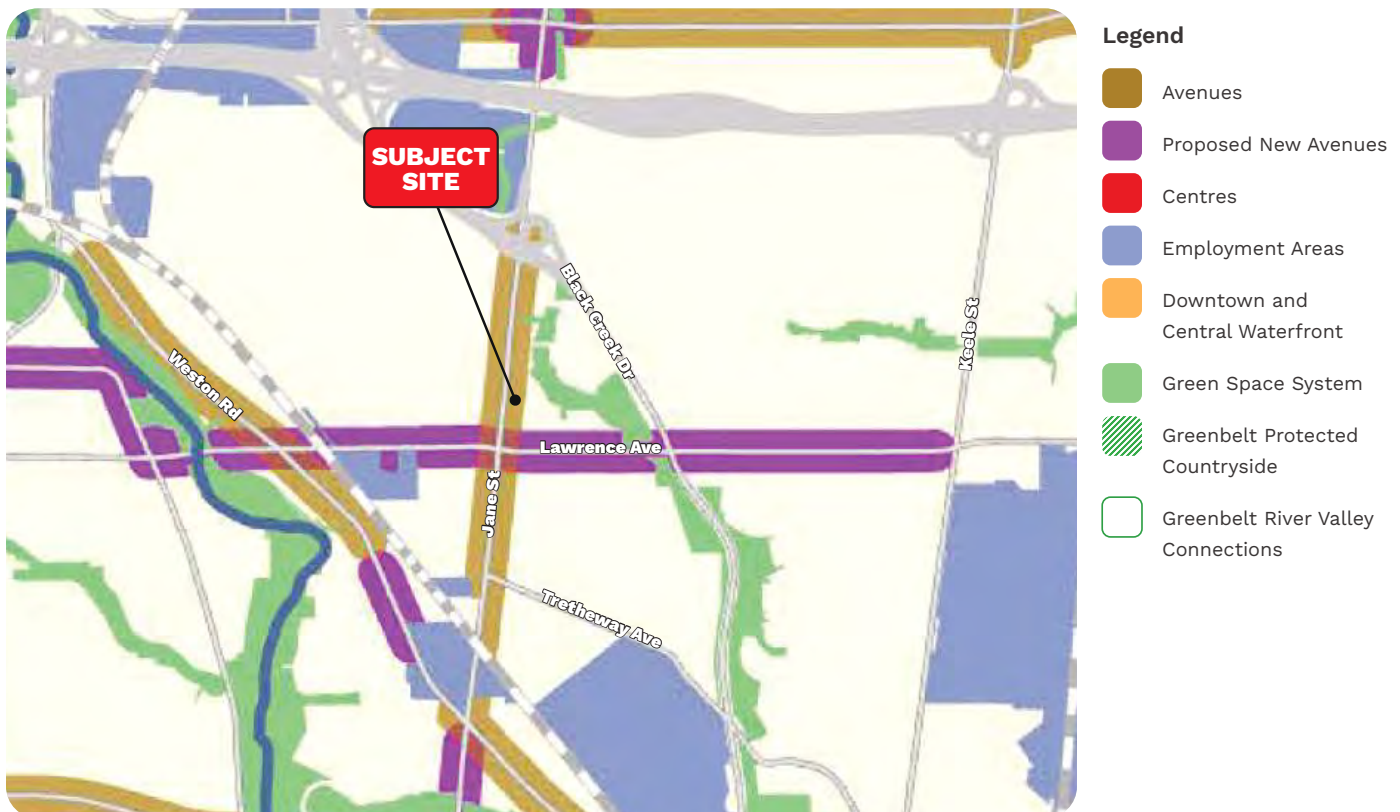


Figure 8 - Toronto Official Plan Map 2 - Urban Structure

In Chapter 2, 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. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification." (Our emphasis).

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(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.

Section 2.2.3 (*Avenues: Creating Complete Communities Along Strategic Transit Corridors*) has been updated through OPA 778, which as of March 14, 2025 is in full force and effect save an except certain site-specific appeals (none of which apply to the subject site).

As compared with the previous policies, the *Avenues* policies as amended by OPA 778 place an enhanced emphasis on the provision of housing opportunities and the contribution to complete communities. They will also include new policies that allow for a greater scale of development in proximity to higher order transit stations. As well, the requirement for *Avenues* studies has been deleted.

As set out in the introductory text, it is recognized that the *Avenues* on Map 2 play a key role in Toronto's growth. As major streets that are well served by public transit, *Avenues* will change and grow to provide a full range of housing options and contribute to Toronto's fabric of complete communities.

As *Avenues* change and grow, new housing options will help ensure that households of all sizes and life stages have more options in every community. Improvements to the public realm, combined with more spaces for local jobs, shops and services along the *Avenues* will help create sustainable, complete communities that are vibrant, walkable, and transit-oriented, where the daily needs of all people can be met.

Avenues will serve different roles. Some *Avenues* act as 'main streets' while other *Avenues* will be primarily 'residential'. Lands that are designated *Mixed Use Areas* along *Avenues* will play a 'main street' role, with uses that activate the ground floor like shops and services that residents can conveniently access to meet their daily needs. These 'main street' *Avenues* are neighbourhood focal points, with attractive and busy sidewalks, meeting places for residents, and a broad range of housing options.

While the function of *Avenues* varies, the planned built form of *Avenues* is mid-rise, except where existing and planned subway, light rail transit, and GO rail stations can potentially support greater intensification along *Avenues*. *Mixed Use Areas* along *Avenues* with existing or planned higher order transit stations offer unique opportunities where redevelopment at a greater scale may be appropriate. These areas can support more housing supply and a diverse mix of uses that activate the street and offer the potential for larger format commercial and institutional uses such as grocery stores, recreational facilities, and schools.

These areas are not all the same and it is important that development in these areas be contextually appropriate and meet the intent of the built form policies. Generally, development with the greatest height and scale should be located at the higher order transit stations and transition down in height and scale further from the stations.

Policy 2.2.3(1) states that growth and intensification will be directed to *Avenues* as shown on Map 2 to: concentrate jobs and housing in areas well served by public transit; accommodate and contribute to complete communities that meet the daily needs of all people; and provide a full range of housing, including affordable housing.

Policy 2.2.3(3)(a) provides that to achieve growth and intensification on *Avenues*, development along *Avenues* will be up to the height and scale of a mid-rise building in *Mixed Use Areas* and *Apartment Neighbourhoods*.

Policy 2.2.3(4) indicates that activating the ground floor of buildings along *Avenues* is important to enable equitable, convenient access to the amenities that serve the daily needs of all residents. To achieve this objective, development along *Avenues* in *Mixed Use Areas* will: provide appropriate uses that activate the ground floor and minimize ground floor residential uses in *Mixed Use Areas*; and be encouraged to include a variety of unit space sizes that activate the ground floor.

Policy 2.2.3(6) provides that where a development along an *Avenue* would result in the displacement of existing small businesses, and community service providers, including those operated by and/or serving racialized and marginalized populations, the applicant will demonstrate how the local community will be consulted to assess the range of local community needs for retail and services uses, and how the existing small businesses and community service providers will be consulted to assess the potential for their return in the development, and a plan to provide notice of the proposal to the existing small businesses and community service providers located on the applicant's property.

Policy 2.2.3(7) provides that, to facilitate sustainable, complete communities that are attractive to residents and businesses, *Avenues* will:

- include public realm and streetscape improvements, including green infrastructure;
- have publicly accessible spaces and buildings that are universally accessible to all;
- include transportation improvements such as transit priority measures, improved connections to higher-order transit stations, new or improved laneways and shared off-street parking facilities, cycling improvements, and new walkways;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; and
- be served by adequate parks, community services and facilities, and water and sewer infrastructure.

Transportation Policies

With respect to transportation corridors, Jane Street is identified on Map 4 as a Transit Corridor Expansion Element (see **Figure 9**) and as a Transit Priority Segment Expansion Element on Map 5 (see **Figure 10**).

Policy 2.2(7) provides that the City will work with its partners to improve and expand the higher-order transit network by, among other measures, protecting corridors identified on Map 4 for possible future higher-order transit services in exclusive or semi-exclusive rights-of-way (with exact locations, widths and station locations to be determined through an Environmental Assessment process) and implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities, as funding becomes available and the Environmental Assessment and business case analysis processes are completed.

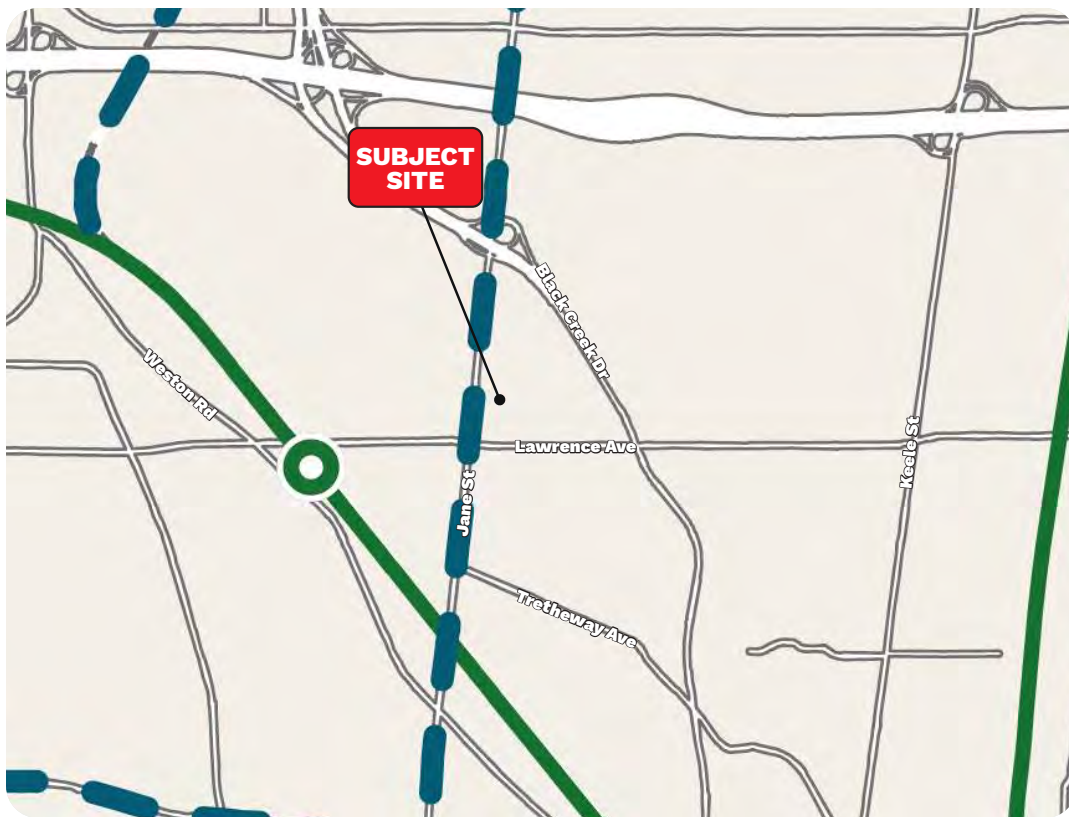
Policy 2.2(8) provides that the City will work with its partners to improve transit along Transit Priority Segments shown on Map 5 through the introduction of transit priority guidelines and transit priority measures such as transit signal priority or other signal timing changes, high-occupancy vehicle lanes and partially or fully exclusive transit lanes.

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.”

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

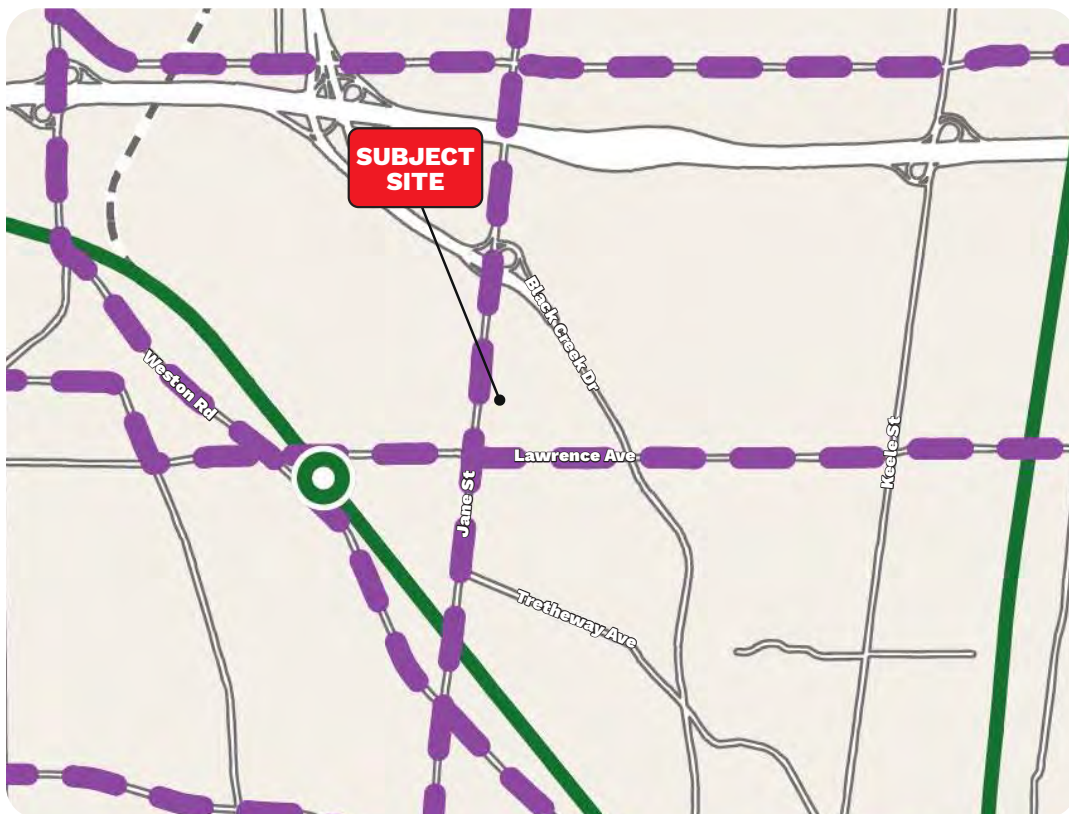
Policy 2.4(8) further provides that, for sites in areas well served by transit (such as locations around higher-order transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum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



Legend

- Existing
- TTC Subway and LRT Lines
- GO Rail Lines
- Expansion Elements
- Transit Corridors
- Transit Corridor Alignment To Be Determined
- GO Rail Station on Existing Line
- Some stations on expansion elements are identified in Secondary Plans

Figure 9 - Toronto Official Plan Map 4 - Higher Order Transit Corridors



Legend

- Existing
- TTC Subway and LRT Lines
- GO Rail Lines
- Expansion Elements
- Transit Priority Segments

Figure 10 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

Land Use Policies

The subject site is designated *Mixed Use Areas* on Map 14, Land Use Plan, of the Official Plan (see **Figure 11**). The lands to the north, west, and south are also designated *Mixed Use Areas* and the lands to the east are designated *Neighbourhoods*.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open space and utilities. The Plan envisions that *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community and will provide for new jobs and homes for Toronto's growing population on underutilized lands. In particular, the intent is that:

“Torontonians will be able to live, work and shop in the same area, or even within the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night”.

Policy 4.5(2) sets out a number of criteria for development within the *Mixed Use Areas* designation, including:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands on other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- 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, particularly 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 maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Policy 2.3.1(3) provides that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- maintain adequate light and privacy for residents in those *Neighbourhoods*;
- orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets

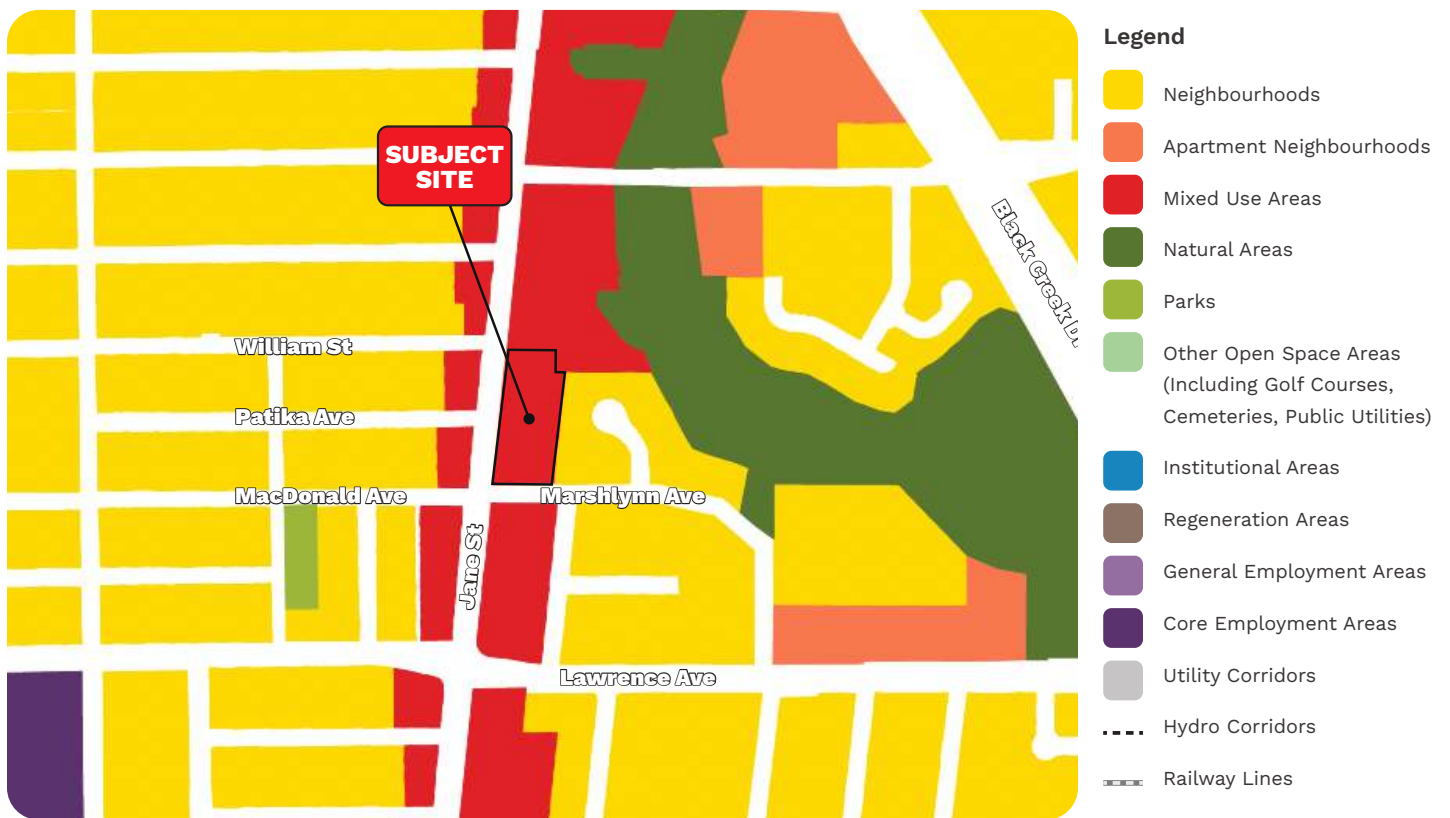


Figure 11 - Toronto Official Plan Map 14 - Land Use

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.

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; support active transportation and public transit use; 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.

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 among other things, 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(11) provides that private shared driveways, where deemed to be appropriate by the City, will be publicly accessible, designed as part of the broader public street and lane network, and meet the design objectives for public lanes.

Policy 3.1.1(12) provides that interior concourses, plazas, pedestrian mews, and mid-block connections, whether private or publicly owned, will be designed to complement and extend, but not replace, the role of public streets, parks and open spaces as the main place for civic life and pedestrian activity. They should be designed for users of all ages and abilities and be comfortable, safe and integrated into the local network of pedestrian movement with direct access from the public sidewalk and clear way-finding within.

Policy 3.1.1(13) states that sidewalks and boulevards will be designed to 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 mature; 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.

Following therefrom, Policy 3.1.1(14) indicates that design measures to promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new buildings.

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 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;
 - providing additional setbacks or open spaces at the following locations, where appropriate: street intersections; prominent destinations; parks and open spaces; transit stops; natural areas; sites that end a street corridor; and areas with high pedestrian volumes;
 - locating main building entrances on prominent building facades so they front onto a public street, park or open space, 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 spaces to preserve the utility and intended use of the public realm, including sitting and standing.
- Policy 3.1.3(3) requires development to protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.
- Policy 3.1.3(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, and removing existing, surface parking and vehicular 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 3.1.3(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

3.1.3(7) provides that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Policy 3.1.3(9) directs that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade 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-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.

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.

3.1.4(1) provides that a mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:

- provide parcels of appropriate size and shape for the mix of building types;
- define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;
- ensure appropriate spacing of buildings; and
- ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

The Official Plan states that mid-rise buildings are a transit-supportive form of development that provides a level of intensification at scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. In Toronto, where streets vary in width from 16.5 metres to over 40 metres, mid-rise buildings may vary in height between four and 11 storeys for residential uses, or fewer for office uses, dependent on the adjacent right-of-way width. As detailed in Section 4.6 below, the 2024 Mid-Rise Guidelines has increased the maximum height for mid-rise buildings from 11 storeys to 14 storeys (45 metres), in relation to the corresponding right-of-way width.

Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

Policy 3.1.4(4) states that mid-rise buildings will be designed to:

- have heights generally no greater than the width of the right-of-way that it fronts onto;
- maintain appropriate street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80 percent of the adjacent right-of-way width; and
- allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

Policy 3.1.4(5) provides that mid-rise buildings on corner sites with different right-of-way widths will have building heights along each street edge that relate to their corresponding right-of-way width. Policy 3.1.4(6) provides that mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

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 maintained, improved and replenished, while new housing supply will be encouraged through intensification and infill that is consistent with the Official Plan. Policy 3.2.1(3) encourages investment in new rental housing, particularly affordable rental housing, by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

On sites containing six or more rental units, where existing rental units will be kept in the new development, Policy 3.2.1(5) provides that significant new development on such site:

- will secure existing rental housing units which have affordable rents and mid-range rents as rental housing; and
- should secure needed improvements and renovations to the existing rental housing to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants.

The policy further specifies that such improvements and renovations should be a City priority under Section 5.1.1 of the Official Plan, where no alternative programs are in place to offer financial assistance for this work.

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. The foregoing housing policies have been addressed in the Housing Issues Report prepared by Bousfields Inc., which is being submitted concurrently as part of this application.

Retail Policies

The Official Plan recognizes the evolving nature of the retail sector in Toronto. The Official Plan provides flexibility for owners and operators of retail properties to adapt to the changing circumstances through mixed use development and intensification. Section 3.5.3 of the Official Plan states that, as the population of Toronto grows and our available land base remains the same, it is "essential to make the best use of available land with retail provided within multi-storey buildings with less emphasis on surface parking". In this regard, a portion of the subject site where the South Building is proposed, is currently developed with a low-rise commercial building surrounded by a surface parking lot.

Policy 3.5.3(1) promotes a strong and diverse retail sector by permitting a broad range of shopping opportunities for local residents and employees in a variety of settings and supporting retail opportunities in a form that promotes pedestrian and transit use, among other measures.

4.4 Metrolinx 2041 Regional Transportation Plan

To support the public realm and built form objectives of the Official Plan, Policy 3.5.3(2) encourages development applications with retail uses to provide retail development of a type, density and form that is compatible with the existing and planned context of the area and retailing in more intensive formats.

Policy 3.5.3(3) provides that street-related retail at the base of larger developments with a fine grain of entrances and/or articulation of storefronts should be provided on streets adjacent to higher order transit, on *Avenues* and on important pedestrian streets to promote pedestrian use. Where existing retail buildings have been set back with parking between the building and the public street or sidewalk, new street-related retail infill development is encouraged to be constructed adjacent to the public sidewalk to promote pedestrian and transit use.

Policy 3.5.3(6) provides that applications that propose to redevelop retail uses that serve the daily needs of the local community in *Mixed Use Areas*, *Apartment Neighbourhoods* or *Neighbourhoods* will demonstrate, as part of a planning rationale, the amount and location of replacement retail space required to serve the daily needs of the local community, including access to fresh food and convenience needs. These matters are addressed in Section 5.2 of this report.

Implementation Policies

Policy 5.3.2(1) of the 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 they do not have the status of policies in the Official Plan adopted under the Planning Act. This policy is relevant with respect to the status of the guidelines discussed in Section 4.7 below.

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan ("2041 RTP"), which builds on and replaces the previous RTP ("The Big Move"), adopted in 2008. The 2041 RTP is intended to be a blueprint for an integrated, multimodal regional transportation system that will serve the needs of the Greater Toronto and Hamilton Area (GTHA). This section reviews some of the key goals and directions set out in the 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP provides detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. The 2041 RTP provides a vision statement that "the GTHA will have a sustainable transportation system that is aligned with land use and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment." In pursuit of this vision, the 2041 RTP outlines three goals:

- Strong Connections – connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities;
- Complete Travel Experiences – designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers; and
- Sustainable and Healthy Communities – investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.

The 2041 RTP then sets out a path to achieve this vision and goals by establishing five strategies, each with different priority actions:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

With respect to Strategy 2 which looks to extend the reach of the frequent rapid transit network within the GTHA, Jane Street between Bloor St. and Highway 7 is identified as a proposed BRT/LRT line and is listed as Other Projects proposed in the 2041 Regional Transportation Plan (Map 5).

With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including:

- making investment in transit projects contingent on transit-supportive planning being in place;
- focusing development at mobility hubs and major transit station areas along priority transit corridors;
- evaluating financial and policy-based incentives and disincentives to support transit-oriented development;
- planning and designing communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embedding Transportation Demand Management (TDM) in land use planning and development; and
- rethinking the future of parking.

In our opinion, the proposed development is in keeping with the strategic directions set out in the 2041 RTP, in particular through the proposal for intensified along a proposed BRT/LRT line.

4.5 Official Plan Amendment No. 846

The City of Toronto is currently in the process of completing a two-phase 2024 PPS Consistency Exercise, which is meant to bring forward amendments to the Official Plan to ensure consistency with the 2024 PPS.

At its meeting on November 12 and 13, 2025, City Council approved a motion to adopt Official Plan Amendment No. 846 ("OPA 846"), which introduces Plan-wide changes reflecting the conclusions of Phase 1 of the Consistency Exercise. It also includes housekeeping amendments to the Downtown Secondary Plan. OPA 846 has not yet been adopted by the City or approved by the Province and, accordingly, is not yet in force.

Through Phase 1, seven areas of policy conflict between the Official Plan and the 2024 PPS were identified and recommended to be addressed through OPA 846. These include:

- Population and Employment Growth Forecasting;
- Transit and Mobility Hubs;
- Urban Growth Centres;
- Former Provincial Plans;
- Heritage and Archaeology;
- Municipal Comprehensive Review; and
- Land Use Compatibility.

With respect to the introductory text and policies summarized in Section 4.4, OPA 846 would result in several amendments. Regarding growth management, draft OPA 846 would amend the non-policy text in Section 2.1 (Building a More Liveable Region) to state:

“On October 20, 2024, Toronto was removed from the geographic area of the Growth Plan for the Greater Golden Horseshoe and, therefore, is no longer subject to its forecasts and guidance. However, as per Provincial Planning Statement (2024) Policy 2.1(2), the City will continue to forecast growth using the population and employment forecasts previously issued by the Province for the purposes of land use planning. At the time of the next City-initiated Official Plan Review under s. 26 of the Planning Act, the growth projections and forecasts of this Plan will be reviewed and based on the Ontario Population Projections published by the Ministry of Finance as may be further modified, as appropriate, and will be informed by applicable Provincial guidance ... Ultimately, 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.”

Phase 2 of the Consistency Exercise is still underway and is planned to focus on ensuring that the Official Plan aligns with and supports the objectives of the PPS 2024. It may address policy conflicts including:

- direction on engagement with indigenous communities;
- policy direction for compatible employment uses in mixed use areas;
- further review of Chapters 6 and 7 for consistency with PPS 2024; and
- review of Section 37 policies in Chapter for updates to reflect Community Benefits Charge provisions.

4.6 Zoning

The new City-wide Zoning By-law 569-2013, as amended, was enacted by City Council on May 9, 2013. It was appealed to the OMB in its entirety; however, virtually all of the by-law has now been approved by the Tribunal.

The site is currently split-zoned. 1747-1749 and 1755 Jane Street are zoned Residential Apartment RA (f30.0, a1375)(x259). The zoning permits residential apartment buildings, a minimum lot frontage of 30.0 metres and a minimum lot area of 1,375 square metres. Exception 259 provides that Former City of North York By-laws 22099 and 21708 prevail.

Former City of North York By-laws 21708, as amended by By-law 22099, permits the existing development, including an apartment building with commercial facilities located on the ground floor, with a total gross floor area of 112,256 square feet. The by-law also includes site-specific standards, including a maximum nonresidential GFA of 16,966 square feet, a minimum of 116 parking spaces for residential uses and a minimum of 93 parking spaces for non-residential uses.

1711 and 1773 Jane Street is zoned Residential Detached RD (f15.0; a550) (x5). The zoning permits single-detached dwellings, parks, and a limited range of non-residential uses. A maximum height of 10.0 metres and 2 storeys also applies to this site. Exception RD5 provides that minimum side yard setback is 1.8 metres.

A small sliver of land between the northern and southern portion is zoned Residential Apartment RA (a1375) (x275). Exception 275 provides that Former City of North York By-law 29938 prevails, which provides that the lands shall only be used for parking of motor vehicles subject to specific provisions.

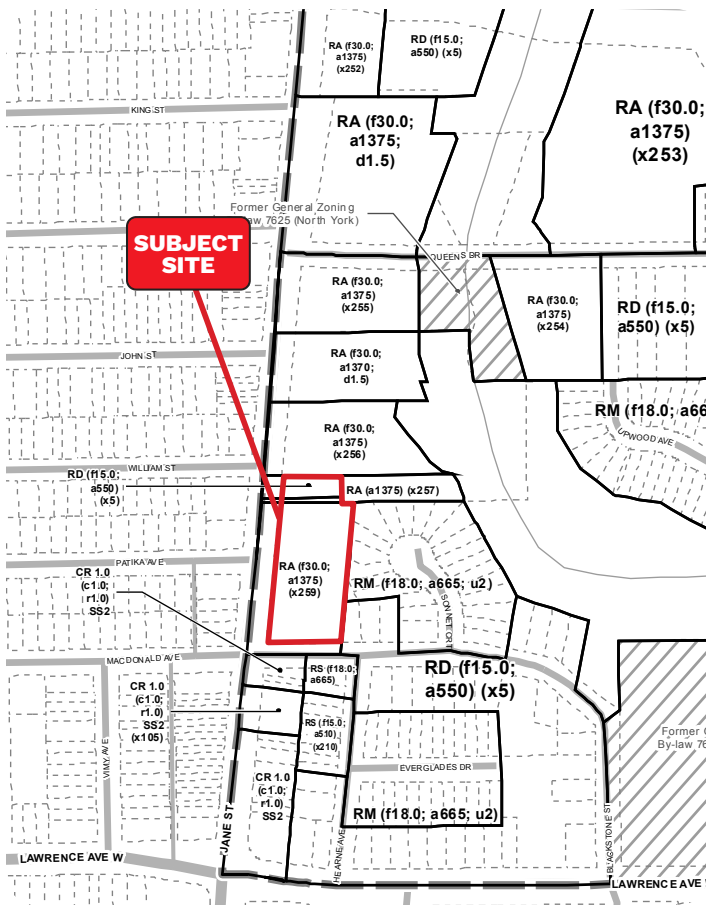


Figure 12 - By-law 569-2013 - Zoning

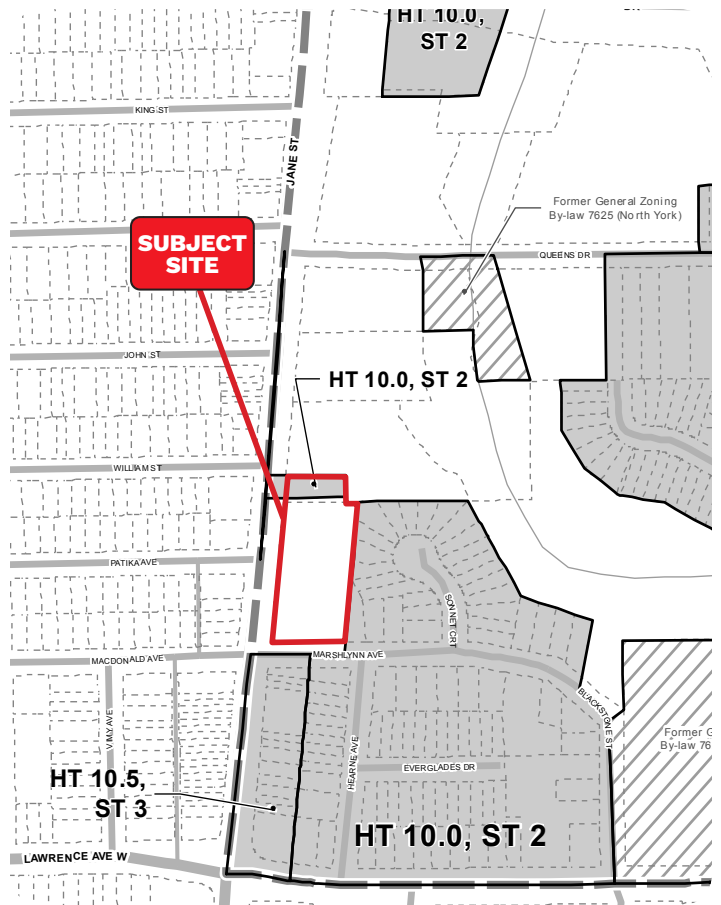


Figure 13 - By-law 569-2013 - Heights

4.7 Urban Design Guidelines

Mid-Rise Design Guidelines

In July 2010, City Council adopted the Avenues and Mid-Rise Buildings Study (the “Mid-Rise Guidelines (2010)”), which set out a number of Performance Standards that were intended to influence the design of mid-rise buildings, generally along *Avenues* identified on Map 2 of the Official Plan. Subsequently, an addendum dated April 20, 2016 stated that the performance standards contained in the Avenues and Mid-Rise Buildings Study should also be applied to any sites designated *Mixed Use Areas*, *Employment Areas*, *Institutional Areas* or some *Apartment Neighbourhoods* where the existing built form context supports mid-rise development that front onto Major Streets on Map 3 of the Official Plan with planned rights-of-way at least 20 metres wide.

On December 14-15, 2022, City Council directed City staff to review, among other matters, the City’s urban design guidelines as part of the 2023 Housing Action Plan, in supporting the City to achieve or exceed the provincial housing target of 285,000 new homes over the next 10 years. On November 14, 2024, City Council adopted a staff report regarding the “Housing Action Plan: As-of-Right Zoning for Mid-rise Buildings on Avenues and Updated Rear Transition Performance Standards”, and also adopted a zoning by-law amendment to provide as-of-right mid-rise zoning permissions along segments of the *Avenues*. Council also directed City Planning to consider various opportunities to enable additional residential intensification through the Housing Action Plan work program, including updates to the Mid-Rise Design Guidelines to provide flexibility and enable opportunities for taller and denser mid-rise built form along *Avenues* in the Official Plan.

Shortly afterwards, on December 5, 2024, the Planning and Housing Committee considered and adopted recommendations to publish an updated set of guidelines titled Mid-Rise Building Design Guidelines (2024), and to utilize the updated guidelines in the evaluation of mid-rise development proposals. The updated Mid-Rise Building Design Guidelines recognize that:

“Mid-rise building design is evolving in response to climate action and sustainable design practices, incorporating innovations such as mass timber and prefabricated construction. As energy efficiency, carbon footprint reduction, and optimized building layouts become increasingly essential, these factors are reshaping the approach to midrise form and function.

“Technological advancements and the economic benefits of sustainable construction have also led to simpler, more efficient building forms. This shift supports both environmental goals and streamlined construction processes, contributing to more resilient and adaptable urban developments.

“Across decades, mid-rise buildings have played a significant role in shaping Toronto’s urban fabric. These buildings offer an ideal scale for urban streets—tall enough to create a sense of urban density, but low enough to allow access to sunlight and views of the sky. Mid-rise buildings support vibrant pedestrian environments with active ground-floor uses, such as shops, restaurants, and services. They also contribute to a more sustainable future for the city.”

Three purposes for the Mid-Rise Building Design Guidelines (2024) are outlined, including:

- identifying strategies to enhance the quality of the living environment through improved spatial relationships, design, and materials;
- establishing a balance between protecting the quality of public realm spaces and heritage features while allowing for appropriate infill development and intensification; and
- providing guidance to citizens and stakeholders, particularly land developers, planners, urban designers, architects, and landscape architects, and City staff in the creation and evaluation of development proposals.

The updated Guidelines provide that the Mid-Rise Building Design Guidelines are intended to be read together with, and to implement, the relevant Official Plan policies, applicable Zoning By-laws, Heritage Conservation District Plans, area-specific Urban Design Guidelines and the Toronto Green Standard, as well as other applicable regulations, policies and guidelines. The Guidelines apply to the design, review and approval of new mid-rise developments.

Similar to the 2010 Guidelines, the updated document provides that the Guidelines are intended to provide a degree of certainty and clarity of common interpretation; however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively and be balanced against broad city building objectives. It is recognized that, in some cases, not all guidelines can be met in full; however, a development may be acceptable when it achieves the objectives of the Official Plan. The Guidelines should be weighed across the board with other City guidelines to determine whether a development application has successfully met the overall intent of the applicable guidelines, policies and the Official Plan.

As compared to the 2010 Guidelines, the Mid-Rise Building Design Guidelines (2024) include several key changes, as noted below:

- increasing the maximum height for mid-rise buildings from 11 storeys to 14 storeys (45 metres) adjacent to streets with a 45-metre right-of-way width;
- providing consideration for additional height, taller than the adjacent right-of-way widths, on deep sites;
- removing both the front and rear angular plane requirements and, accordingly, simplifying building massing through the removal of mandatory stepping;
- introducing or revising certain setback and stepback requirements to ensure buildings continue to be articulated and different elements continue to be defined;
- reducing or increasing side yard setbacks based on the context;
- increasing flexibility in building massing by promoting a performance-based approach rather than prescriptive standards, helping simplify built form with increased gross floor area and opportunities for additional residential units; and
- introducing enhanced public realm objectives, including guidance for wide sidewalk zones, prioritizing new tree planting and preserving existing mature trees.

These changes are intended to simplify construction while making buildings more economical to construct. The Guidelines encourage a mid-rise form that supports intensification through flexible massing, without compromising access to sunlight, sky view and pedestrian comfort along adjacent sidewalks and public spaces.

Given the proposed height and form of the new buildings, the updated Guidelines have been used to evaluate the appropriateness of the proposal from an urban design perspective. The applicable guidelines are addressed in **Section 5.6** of this report.

Growing Up Guidelines

On July 28, 2020 a final recommendation report was presented to City Council, and the guidelines entitled *Growing Up: Planning for Children in New Vertical Communities* (the Growing Up Guidelines) were adopted. The intent of the Guidelines is to provide for a 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, 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 amenity 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% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units.

Pet Friendly Design Guidelines

The Pet Friendly Design Guidelines were developed in 2019, through a process involving consultation and engagement with a 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 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.

Similar to the Growing Up Guidelines, the Pet Friendly Guidelines are structured at three scales:

- **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.
- **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.
- **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 in an office setting. The woman on the left is wearing a striped shirt and is looking down at a document. The woman on the right is wearing a light blue button-down shirt and is also looking down at the document. In the foreground, there is a blurred city model with several tall buildings. The background shows office shelves with books and papers. The overall image has a blue tint.

5

Planning & Urban Design Analysis

5.1 Intensification

The proposed residential/mixed-use intensification of the subject site is appropriate, desirable, and is in keeping with the policy framework established in the 2024 Provincial Planning Statement and the Official Plan. The policy framework promotes the intensification of underutilized sites in locations which are well served by municipal infrastructure, including transportation infrastructure. In this respect, the proposal would provide for the infill redevelopment of the subject site at an appropriate scale in a transit-supportive manner. The addition of new residential units, planned to be rental in tenure, and updated retail space to the subject site will intensify the lands in a manner that contributes to the achievement of a complete community.

The subject site is well served by existing frequent public transit, and is located within walking distance of several stops along the 35 Jane and 52 Lawrence West bus routes, both of which form part of the TTC's 10-minute network. Both Jane Street and Lawrence Avenue West are identified as Transit Priority Segments on Map 5 of the Official Plan. Jane Street, between Steeles Avenue West and Eglinton Avenue West, has been identified as a transit priority corridor in the RapidTO Surface Transit Network Plan. In addition, Jane Street between Bloor Street (Jane Station) and Steeles Avenue West is identified as a Higher Order Transit Corridor Expansion Element on Map 4 of the Official Plan and is identified as a proposed BRT/LRT project as outlined in the Metrolinx 2041 Regional Transportation Plan.

The subject site accordingly has the characteristics of a "strategic growth area" as defined by the PPS, being located along a major arterial road served by existing "frequent transit" service and planned higher-order transit. Strategic growth areas are to be a focus for accommodating intensification and higher-density mixed uses in a more compact built form. The proposed infill development is consistent with the policies in the PPS by supporting the delivery of an increased range and mix of housing options within a strategic growth area.

From an urban structure perspective, the Official Plan identifies the portion of Jane Street adjacent to the subject site as an *Avenue*. The Official Plan expresses strong policy support for mixed-use intensification along the *Avenues*, which are major streets in the City where reurbanization is anticipated and encouraged to create new housing and job opportunities. Furthermore, the *Mixed Use Areas* designation that applies to the subject site is one of the four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy, and in particular where much of the new housing is anticipated to be absorbed in the coming decades. The recently approved OPA 778 continues to recognize and promote intensification for *Mixed Use Areas* along *Avenues*, with opportunities for greater scale and densities to be achieved in certain locations than policy previously contemplated. Policy 2.4(8) of the Official Plan provides for intensified development, with minimum density requirements and limits on parking for sites in areas such as this, which are well serviced by public transit, include those locations along major transit routes

The proposed development conforms with Official Plan policy by supporting growth and intensification along an *Avenue*, which is well served by existing and future transit. The proposed mix and scale of intensification on the subject site would assist in meeting population and employment forecasts for the City as set out in the Official Plan and support transit ridership. In keeping with the *Mixed Use Areas* policies, intensification on the subject site will provide the increased opportunity for residents to access work or other amenities via multiple transportation options, including walking, cycling and public transit.

5.2 Land Use

In our opinion, the existing single-storey commercial plaza component, surface parking lot, and two single-detached dwellings represents an underutilization of the subject site. Adding two new infill buildings, while retaining the existing building, in place of these lower-density uses will better optimize land and infrastructure in accordance with the policy direction set out in the PPS and Official Plan. Residential intensification on the subject site can provide support for shops and businesses, contributing to a main street character along Jane Street. It can also take advantage of the employment and institutional opportunities that are currently available and planned in the area, and be supported by community services and facilities.

As well, in the non-policy sidebar within 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.

It is our opinion that the proposal is consistent with an conforms to Provincial and City policies and plans that promote densities and land uses which efficiently use land and infrastructure. It is our opinion that the proposed new buildings will result in the build-out of the subject site at an appropriate scale and level of intensification that will fit into the existing and planned context.

The proposed development would provide for a mix of residential and commercial uses that align with overarching policy directions aimed at creating complete communities, by providing new residential units and new commercial space, while retaining 585 square metres of non-residential gross floor area and 103 existing dwelling units.

The proposed mix of uses conforms with the subject site's *Mixed Use Areas* designation, which permits a broad range of residential, commercial and institutional uses. The proposal would provide a balance of high-quality residential and non-residential uses in a manner that helps to reduce automobile dependency and meets the needs of the local community, accommodating new job opportunities through the retained and new commercial spaces and by providing new homes for Toronto's growing population.

The proposed development would maintain a strong retail presence on the subject site, with a reconfigured organization of non-residential space that enhances visibility and access. The subject site currently accommodates a commercial plaza with various retail/commercial uses, which will be removed to accommodate the South Building. However, approximately 867 square metres of new non-residential space will be provided through the development, with the intent of continuing to provide retail opportunities that can serve the daily needs of the local community, in accordance with Official Plan Policy 3.5.3(6). Furthermore, the new ground floor retail spaces within both the North Building and South Building will be located with entrances directly accessible from the public sidewalk which will contribute to the animation of the pedestrian realm and promote pedestrian and transit use, in accordance with Official Plan Policy 3.5.3(1).

This is an improvement from the current condition where the existing retail uses are separated from the public sidewalk by a large, surface parking lot. In addition to the new retail space, approximately 585 square metres of non-residential space currently located in the base of the apartment building will be retained. The unit is currently tenanted by the probation and parole office and the intention is for the tenant to remain.

The proposed amendment to the City-wide Zoning By-law 569-2013 would rezone the subject site to a CR (Commercial Residential) zone with site-specific provisions. The CR zone permits a broad range of residential and non-residential uses, including apartment buildings and mixed-use buildings. The CR zoning would implement the *Mixed Use Areas* land use designation that already applies to the site, and would permit the uses contemplated by proposed development.

5.3 Housing

From a housing perspective, the proposal supports both Provincial and City policy directions to provide housing options by expanding the range of housing types and densities through residential intensification. The proposal would deliver a transit-supportive development that would contribute to the City's commitment to achieving the Provincial Housing Target of 285,000 new homes by 2031.

In our opinion, the proposal is keeping with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan, as it provides for a full range of housing to meet the current and future needs of residents while increasing the housing supply in the area. The development would result in 248 new dwelling units, in addition to the existing 103 dwelling units to be retained on-site, making a meaningful contribution to the supply of housing in an area served by existing frequent public transit.

The proposed new buildings are planned to be rental in tenure. In total, the 248 new dwelling units will be comprised of 119 one-bedroom units (48%), 105 two-bedroom units (42%) and 24 three-bedroom units (10%). In this regard, the proposal aligns with Section 2.1 of the Growing Up Guidelines and exceeds the recommended minimum of 10% three-bedroom units and 15% two-bedroom units. The unit mix is achieved in both the South Building and the North Building.

Given that the proposal will introduce new housing to a site with existing rental housing units, in accordance with Official Plan Policy 3.2.1(5) the tenure of the existing rental units with affordable and mid-range rents will be secured. In addition, through the application process improvements and renovations to the existing building will be secured to extend the life of the building and improve resident amenities. In addition to the retained rental units, three rental units within the house-form buildings at the north end of the subject site are proposed to be demolished. While replacement of these units are not required given the quantum is being demolished, a tenant relocation and assistance package will be developed for the units that are tenanted. These details are further summarized in the Housing Issues Report, prepared by Bousfields Inc. and submitted under a separate cover in support of this application.

It is our opinion that the proposal provides for a range and mix of housing options that is appropriate for the subject site, and will contribute to the City's broader housing goals.

5.4 Height, Massing & Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for residential/mixed-use intensification from a land use policy perspective. From a policy perspective, the proposal responds to the clear recognition of the importance of directing growth and intensification to strategic growth areas in order to support public investment in infrastructure, including transit. The height, massing and density of the proposal has been designed to ensure a compatible fit within the existing and planned context of the Jane Street corridor and the lower density *Neighbourhoods* to the east.

From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for the introduction of two new mid-rise buildings, particularly given:

- its *Mixed Use Areas* designation in the Official Plan, which does not contain height or density limits;
- its location along an *Avenue* identified by the Official Plan, where reurbanization at a mid-rise scale is anticipated;
- its location on the Jane Street corridor, which is a major arterial road with a planned right-of-way width of 27 metres, that has frequent transit and is planned for higher-order transit;
- its frontage on Jane, lot depth and overall size which can accommodate appropriate setbacks and separation distances while limiting built form impacts on adjacent *Neighbourhoods*; and
- the existing pattern of taller mid-rise apartment buildings along the east side of Jane Street.

Policy 2.2.3.3(a) provides that to achieve growth and intensification on *Avenues*, development will be up to the height and scale of a mid-rise building in *Mixed Use Areas*. While Official Plan Policy 3.1.4(4) provides that mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way that they front onto, the updated Mid-Rise Guidelines (2024) recommend that heights taller than the adjacent ROW width may be considered on deep lots, where the development meets the objectives of the Official Plan policies and other mid-rise guidelines, including: fit within the existing and planned context; an overall mid-rise building scale with good street proportion; meeting required sun/shadow performance on adjacent streets and public realm; providing appropriate setbacks and stepbacks, and providing appropriate transition in scale and massing.

In this case, the proposed buildings will have overall heights of 37.8 metres and 38.9 metres, plus 6.0 metres MPHs. These proposed heights will be slightly greater than the planned ROW width of Jane Street at the subject site (i.e. 27.0 metres), but still respond well to the scale established by the width of the *Avenue*. The overall mid-rise scale of the building is supported by a 6-storey (19.5-metre) streetwall, which is less than 80% of the planned ROW of Jane Street and will result in a base that frames the street in good proportion. The proposed heights will not result in unacceptable built form impacts as further discussed below.

With respect to the broader urban structure, it is our opinion that the proposed building heights would fit within both the existing and planned height context for the site and surrounding area. Slab-style apartment buildings are the predominant built form along the east side of Jane Street between Highway 400 and Lawrence Avenue West. The existing building on-site is 14 storeys (approximately 45.46 metres). Other mid-rise and tall buildings within the area include:

- 12-storey (approximately 38.02 metres⁽¹⁾) slab-style apartment building at 1779 Jane Street;
- 10-storey (approximately 33.64 metres⁽¹⁾) slab-style apartment building at 1795 Jane Street;
- 7-storey slab-style apartment building at 265 Queens Drive;
- 17-storey (approximately 52.87 metres⁽¹⁾) slab-style apartment building at 1855 Jane Street;
- 7-storey mixed-use building at 1883 Jane Street;
- 10-storey (approximately 33.83 metres⁽¹⁾) apartment building at 10 Maple Leaf Drive; and,
- Two 10-storey residential buildings (approximately 34.07 and 34.4 metres⁽¹⁾) at 298 and 300 Queens Drive.

In our opinion, the proposed building heights of 12 storeys building heights will fit well within the existing height context in the area. The proposed metric height of the new buildings is similar to what exists on the site today, responding to the scale already established in this location. The proposed metric heights results from greater floor-to-ceiling heights in the new buildings compared to the existing building, allowing for a more modern, high-quality rental building form.

In terms of massing, the proposal has been designed to fit harmoniously within the existing and planned built form context.

With regard for site organization considerations, the massing of the buildings respond to the existing conditions. The buildings have been sited in a manner which supports pedestrian permeability throughout the site, including a new pedestrian mid-block connection and limits surface parking. The siting of the buildings have maximized opportunity

for high-quality landscaping to be incorporated across the site. The site has been organized to ensure that back-of-house services, including loading and waste collection, are within the building envelope and not visible from the public realm. From a site circulation perspective, a single access is maintained off Jane Street, which is reflective of the existing condition, and a single secondary access is provided from Marshlynn Avenue, resulting in a reduction in curb cuts.

North Building

The North Building is set back by at least 6.0 metres from the Jane Street property line, which will facilitate pedestrian flow beyond the public sidewalk and allow for generous landscaping within the front yard setback. The proposed setback results in the building face being separated by 11.9 metres from the curb. The setting back of the building relates to the greater setbacks that exist in the older buildings along Jane Street, while ensuring the proposed design also responds to more modern built form principles, including a continuous built form along an *Avenue*.

The building has been designed to incorporate a 6-storey (19.5-metre) streetwall along this frontage, in keeping with both Policy 3.1.4(4) of the Official Plan and the 2024 Mid-Rise Building Design Guidelines, both of which direct stepping back building massing generally at a height equivalent to 80% of the width of the adjacent ROW (in this case, a height of 21.6 metres, or approximately 6 to 7 storeys). In this regard, a stepback of 1.5 metres is provided at Level 7 along the Jane Street elevation to emphasize the streetwall. This streetwall and shape paired with a generous setback from the property line will lessen the pedestrian perception of building mass.

¹ Metric heights obtained from Toronto Maps (<https://map.toronto.ca/torontomaps/>).

Along the north lot line, a minimum 1.4 metre setback is provided to Levels 1 to 2 at the west portion of the building, which is proposed to contain the non-residential unit and associated mezzanine space. The north setback at Levels 1 and 2 increases to a minimum of 5.1 metre setback for the balance of the north elevation, which includes lobby space and back-of-house uses on the first floor and residential units on the second floor. The setback at grade will allow for maintenance access at the west end and pedestrian circulation at the east end.

While the set back to the residential units on Level 2 are slightly less than the recommended 5.5 metre setback from a dwelling unit's windows, in our opinion the condition is acceptable given that they are separated by at least 19.2 metres to the windows in the 12-storey building at 1779 Jane Street to the immediate north, with the interim space occupied by a drive aisle and driveway to the building's underground garage.

On Level 3, the west portion of the building is set back 5.5 metres from the north lot line and the balance of the building is set back 7.5 metres. These setbacks are maintained until the 12th floor. This separation from the property line is supportive of primary windows being placed along the north façade, and will result in distances of approximately 23.2 to 25.3 metres from the existing south-facing windows at 1779 Jane Street. The articulation at the north end of the building will also contribute to a narrower streetwall form along Jane Street, in response to the surrounding context.

With respect to the east lot line, the proposal provides for a 2-storey podium built to the east lot line, which is appropriate given that this portion of the building will be used for the required loading space and accordingly no windows are proposed. While the Mid-Rise Guidelines recommend a 7.5 metre at-grade rear yard setback to accommodate rear lanes, vehicular access, open spaces, or amenity areas, these objectives are can be achieved elsewhere on the site given its large size and its comprehensive organization. Accordingly, vehicular access to the building is at the south side of the South Building.

At Level 3, the building steps back 5.5 metres, ensuring that all windows associated with dwelling units are set back by at least this distance from the east property line. An additional 2.5-metre stepback is introduced at Level 7 and a further 2.5 metres is introduced at Level 10, providing for a transition in scale to the rear adjacent uses, and in particular the rear yards of dwellings along Sonnet Court. This pattern of stepbacks is in alignment with the recommendations in Section 3.3.1(c) of the 2024 Mid-Rise Guidelines.

To the south, the North Building is separated from the existing 14-storey building to be retained on-site by a minimum 12.7 metre separation distance. Given the opposite orientation of the two buildings, the interface between them is limited. The north façade of the retained building is approximately 15.0 metres in width and contains only secondary windows. Given these conditions, the proposed separation distance is appropriate and allows for primary windows to be placed along the south façade of the North Building, thereby achieving facing conditions greater than 11.0 metres as recommended in Section 3.4.2(i) of the 2024 Mid-Rise Guidelines.

South Building

The South Building is set back by at least 7.8 metres from Jane Street at grade, resulting in an even greater curb-to-building face separation of 11.9 metres. This will allow for increased pedestrian flow and enhanced opportunities for landscaping next to the intersection of Jane Street and Marshlynn Avenue. At the second floor, the building cantilevers back to Jane Street to provide for a 6.0 metre setback, which will be generally aligned with the front face of the existing building being retained. Like the North Building, the South Building has been designed with a 6-storey (19.95-metre) streetwall along Jane Street, with a stepback of 1.5 metres provided at Level 7, which will contribute to an appropriate scale along the *Avenue*.

Along Marshlynn Avenue, the South Building maintains the 6-storey streetwall. For the first six levels, the South Building is set back by 10.0 metres at the west end of the subject site, which decreases to 5.3 metres at the east end. A 1.6-metre stepback is provided at Level 7 and maintained for the balance of the building. The proposed streetwall height with a greater setback responds to the surrounding context and supports a pedestrian-scaled streetscape.

With respect to the east property line, a 15.1 metre setback is provided at grade to the face of the building, which accommodates for surface parking spaces, a rear vehicular access lane, walkway and landscaped buffer. At Level 2, the building cantilevers to provide for a 7.5 metre setback to the east property line, which is maintained until Level 6. Above Level 6, the building steps back 2.6 metres to Levels 7 to 9, which aligns with the recommended rear yard transition in Section 3.3.1(c) of the 2024 Mid-Rise Guidelines. A further 2.0 metre stepback is provided for Levels 10 to 12 to achieve a total setback of 12.0 metres. The proposed stepbacks facilitate transition in scale to the adjacent single detached dwellings along Marshlynn Avenue and the rear yards of dwellings along Sonnet Court. The existing retail space on the subject site is currently

set back approximately 4.5 metres from the east property line; through the redevelopment of the site there will be a greater separation in massing along the interface of the subject site with the adjacent *Neighbourhoods*.

With respect to the existing 14-storey building to be retained on-site, the 1-storey podium of the South Building will be built to abut the 1-storey podium of the retained building. Above Level 1, a 19.3 metre separation distance is provided. It is noted that the south façade of the retained building is approximately 15.0 metres in length and contains only secondary windows. Given these conditions, the proposed separation distance is appropriate and allows for primary windows to be placed along the north façade of the South Building

In accordance with Policies 3.1.3(1), 3.1.3(5) and 4.5(2) of the Official Plan, the proposed buildings have been massed to fit within the existing and planned context. Based on the foregoing, it is our opinion that both the North Building and South Building has been located and massed to achieve an appropriate built form relationship with the existing building on the site and existing development on the adjacent properties, would frame the abutting streets with good proportion, and will not result in unacceptable built form impacts, as discussed in Section 5.5 below.

From a density perspective, it is our opinion that the proposed density of 3.61 FSI is appropriate and desirable. Firstly, for the reasons set out in Section 5.1 of this report, it is important and appropriate from a planning policy perspective to optimize density on the site given its location along a frequent transit corridor as defined by the PPS, its *Avenues* identification and *Mixed Use Areas* designation in the Official Plan, and its location along a planned higher order transit corridor providing frequent transit service.

Secondly, it is noted that the Official Plan does not include density limitations and specifically, does not do so in the case of the subject site. Rather, 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.

In our opinion, the proposed density of 3.61 FSI will contribute to residential/mixed-use intensification in an area that is targeted for intensification by both Provincial and municipal policies. Within this policy context, 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 proposed development 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 proposed development will not have unacceptable built form impacts on surrounding streets, open spaces or lower-scale *Neighbourhoods*.

The Official Plan development criteria applying to the *Mixed Use Areas* designation place an emphasis on potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5(2) (c) requires buildings be located and massed to provide transition through appropriate setbacks and/or stepping down of heights towards lower-scale *Neighbourhoods*. In this regard, the lands to

the immediate east of the subject site (i.e. the lands on the north side of Marshlynn Avenue and fronting Sonnet Court) are designated *Neighbourhoods*. The lands east of Hearne Avenue on the south side of Marshlynn Avenue, approximately 32.0 metres southwest of the site, are also designated *Neighbourhoods*. To the west, the lands generally to the rear of the properties fronting Jane Street are also designated *Neighbourhoods*, with the closest property located a minimum of 60 metres from the subject site. The impact of the proposed development on these properties has been carefully studied to ensure that built form impacts are limited.

More generally, the built form impacts of the proposed development are discussed below based on a review of light, view and privacy, sky view impacts, shadow impacts and wind impacts.

Light, View, Privacy

LVP impacts are generally addressed through a combination of spatial separation, orientation, and other mitigation measures between buildings. In the case of the subject site, such impacts have been reviewed both in the context of the proposed buildings’ relationship to the existing building on the subject site as well as to buildings on adjacent properties.

The accepted zoning standard for assessing LVP impacts of mid-rise buildings is based on the CR zoning category in Zoning By-law 569-2013, which specifies that where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or a lane, and from another main wall with windows or openings on the same lot, so as to provide for a minimum separation distance of 11.0 metres between facing windows.

Based on the LVP standards and guidelines set out above, it is our opinion that the siting of the two new buildings would result in appropriate setbacks and separation distances and acceptable LVP conditions in relation to existing and approved buildings in the vicinity, as described below.

With respect to the North Building, the building has been designed to achieve the above-noted separation distances. As previously noted, to the north all units will achieve an adequate separation distance to the building at 1779 Jane Street, providing a minimum 19.2 metres between facing windows. To the south, a 12.7 metre separation distance is provided between the primary windows along the south façade of the North Building and the secondary windows along the north façade of the existing building to be retained on-site. To the east, approximately 23.0 metres separation is provided to the rear of the closest dwelling along Sonnet Court. To the west, appropriate separation is achieved by virtue of the Jane Street ROW.

With respect to the South Building, the proposed separation distances achieve appropriate LVP impacts. To the north, a 19.3 metre separation distance is provided between primary windows along the north façade of the South Building and the secondary windows along the south façade of the existing building to be retained on-site. To the south and west, appropriate separation is achieved by virtue of the Marshlynn Avenue and Jane Street ROWs, respectively. To the east, a separation distance of approximately 8.3 metres is provided to the side (west) façade of the detached dwelling at 16 Marshlynn Avenue, which is an appropriate facing condition given that only secondary windows are found along this façade.

Block Context Plan

A Block Context Plan (BCP) was prepared by Bousfields Inc. to assess how the physical form of the proposed development fits within the existing and planned context. The Block Context Plan is also intended to provide a high-level review of potential development opportunities within the study area in order to assess the potential impact of the proposed development on the development of the remainder of the block.

Within a policy context that promotes intensification, the optimization of land and infrastructure in this location is a desirable planning outcome, provided that there are no unacceptable built form impacts. In our opinion, the redevelopment of the adjacent properties can occur in a manner that would achieve appropriate built form relationships. To that end, the BCP has been prepared based on several contextual considerations including:

- the size and depth of sites;
- ability to consolidate multiple sites together;
- proximity to *Neighbourhoods and Parks*;
- proximity to existing and planned transit infrastructure;
- surrounding existing and planned built form context;
- heritage considerations; and
- preliminary analysis of shadow impacts.

The Block Context Plan concludes that the proposal fits within the existing and planned context, will inform an appropriate scale of future development within the immediate area, and is successful in introducing a pedestrian-friendly built form that improves the pedestrian experience at-grade.

Sky View Impacts

In our opinion, the proposed development would not have an unacceptable impact on sky view from the public realm due to the proposed streetwall height, setbacks and stepbacks and articulation in massing.

As noted above, the siting of the proposed new buildings provides adequate setbacks and separation to adjacent properties and buildings. The overall articulation of building mass supports a continuation of appropriate skyview from neighbouring properties.

The proposed massing also ensures acceptable sky view from the public realm. Along both Jane Street and Marlynn Avenue, the building will be stepped back to allow the 6-storey streetwall to be the defining element at street level, framing the adjacent streets with good proportion. Additional articulation of the massing along the south and west facades will minimize the visual perception of height above the streetwall.

Shadow Impacts

Official Plan Policy 3.1.3(5) requires that development be located and massed to ensure access to direct sunlight and daylight on the public realm. The Official Plan places a particular emphasis on potential shadow impacts on nearby lands designated *Neighbourhoods*. Official Plan Policy 4.5(2)(d) requires buildings to be located and massed to "adequately limit" shadow impacts on adjacent *Neighbourhoods*, particularly at the equinoxes. With respect to parks and green spaces, Policy 3.2.3(3) of the Official Plan requires that the effects of new development on parks and open spaces, including additional shadows, be minimized as necessary to preserve their utility.

A Sun/Shadow study was prepared by Arcadis to assess the incremental shadow impacts from the proposed development at the spring and fall equinoxes (for March 21st and September 21st) and the summer and winter solstices (June 21st and December 21st) between the hours of 9:18 a.m. and 6:18 p.m., in accordance with the City of Toronto Terms of Reference for Sun/Shadow Studies. The study includes analyzes net new shadows created by the proposed development.

As noted above, the lands to the east fronting onto Marshlynn Avenue and Sonnet Court are designated *Neighbourhoods* as are the lands to west of the properties fronting the west side of Jane Street.

Upwood Greenbelt Park, located approximately 88.0 metres east of the subject site at its nearest point, is designated *Natural Areas*. The closest designated *Park* to the site is Merrill Park, which is located approximately 182.0 metres southwest of the subject site.

The Sun/Shadow Study demonstrates that, on March 21st and September 21st, there will be incremental shadow impacts on lands designated *Neighbourhoods* to the west in the morning at 9:18 a.m., impacting a total of seven properties and quickly move off within the hour. Between 10:18 a.m. to 1:18 p.m., no incremental shadowing occurs on *Neighbourhoods* lands as a result of the proposed new buildings. At 2:18 p.m., minor shadowing from the South Building will impact the rear yards of three *Neighbourhoods* properties to the east (i.e., two properties along Sonnet Court and one property along Marshlynn Avenue). From 3:18 p.m. to 4:18 p.m., shadows traverse eastward, impacting a total of five properties at 3:18 p.m., and six properties at 4:18 p.m. At 5:18 p.m., shadowing from the North Building begins to impact the rear yard of four properties on Sonnet Court, while the South Building impacts a total of seven properties. At 6:18 p.m., incremental shadowing further extends into the *Neighbourhoods* to the east.

The maximum duration of shadowing would be less than one hour for properties affected on the west side of Jane Street. East of the subject site, incremental shadow impacts largely occur between 3:18 p.m. and 6:18 p.m. There would be no incremental shadow impact on the *Neighbourhoods* to the south at any time of day.

With respect to shadowing on streets, on the equinoxes, there would be minor incremental shadow impacts on both the east and west sidewalks of portions of Jane Street between 9:18 a.m. and 10:18 a.m. By 11:18 a.m., the incremental shadowing moves off the west sidewalk, thereby only impacting portions of the east sidewalk. By

12:18 p.m., all incremental shadowing comes off Jane Street. On Marshlynn Avenue, minor incremental shadowing occurs on portions of the north sidewalk at 6:18 p.m., with no shadow impacts at any other time of day.

Given the above, no sidewalk areas along Jane Street or Marshlynn Avenue are affected for more than five hours, limiting shadow impacts on the boulevard and public realm. Small amounts of incremental shadow will fall on Jane Street throughout the year, but all portions of the *Avenue* will have at least five hours of sunlight from the spring through to fall.

As it relates to parks and open space, Upwood Greenbelt Park is designated *Natural Areas* and is located a minimum of 88.0 metres east of the subject site at the closest point. As previously noted, the closest designated *Park* to the subject site is Merrill Park. There will be no shadow impacts to Merrill Park or any lands designated *Parks* as a result of the proposed development.

The proposed development does not cast incremental shadows on any open spaces during the summer solstice (June 21st). During the fall/spring equinoxes (March 21st and September 21st), incremental shadowing only occurs for a small portion of Upwood Greenbelt Park at 5:18 p.m., with increased shadowing occurring at 6:18 p.m. Given the above, the proposed development will not adversely impact the utility of Upwood Greenbelt Park in accordance with Policy 3.2.3(3) of the Official Plan, and no other open spaces surrounding the subject site will experience incremental shadowing from the proposed development.

Based on the foregoing analysis, it is our opinion that the incremental shadow impact from the proposed development is "adequately limited" given the site's urban context and satisfies the applicable policies.

Wind Impacts

Official Plan Policy 3.1.3(1)(f) requires new development to maintain comfortable wind conditions at the street and adjacent open spaces. Moreover, Policy 4.5(2)(e), which applies to development in *Mixed Use Areas*, directs that new buildings are to be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

A Pedestrian Level Wind Assessment was prepared by Theakston Environmental in support of the application. The objective of the study was to determine pedestrian level wind comfort and safety conditions at key areas, along with the identification of areas where wind conditions may interfere with the intended use of outdoor spaces. The study also recommends suitable mitigation measures, where required, and provides an overall evaluation the influence of the proposed development on existing wind conditions.

The report concludes that once the subject site is redeveloped with the proposal, wind conditions on and around the subject site will remain similar to the existing condition or be improved as a result of the proposal. Where pedestrian level winds are expected to increase at locations to the north and southwest of the site, the conditions will generally remain comfortable and appropriate to the intended use. The exception is that during the winter and spring seasons localised pedestrian wind levels are expected to be uncomfortable for sitting and standing however, Theakston provides that proposed mitigation features can be further assessed through detailed design. As well, mitigation measures are to be explored through detailed design to support improved comfortable pedestrian level wind conditions for the 2nd and 3rd outdoor amenity spaces.

In summary, the report finds that the proposed development will result in wind conditions acceptable to the context.

5.6 Urban Design

From an urban design perspective, it is our opinion that the proposed development is appropriate and desirable and will fit harmoniously with its existing and planned context. The proposed development represents a thoughtfully designed addition to the Jane Street corridor. The proposal will accommodate new retail uses to activate the streetscape, while introducing enhanced landscaping elements along the Jane Street frontage. The proposal responds appropriately to the site and surrounding land uses and conforms with the intent of the Official Plan's built form and urban design policies, and is in keeping with the 2024 Mid-Rise Building Design Guidelines.

The proposed infill development will introduce two mid-rise buildings on an *Avenue*. The 6-storey streetwall reinforces the pedestrian scale and appropriately frames the adjacent public realm, while the proposed overall height of 12 storeys is compatible with the existing and planned built form context. The proposed buildings provide appropriate separation distances and relationships with the surrounding buildings and uses.

At street level, the proposed buildings will contain active grade-related uses to animate the Jane Street corridor. By providing non-residential space directly accessible from the public realm, the application represents an improvement on existing conditions where retail is separated from the public sidewalk by a large commercial surface parking area. A key public realm improvement is the provision of high-quality landscaping and streetscape elements to be introduced along both street frontages to improve pedestrian comfort and safety. Proposed landscaping elements include street trees raised planting beds, bench seating, concrete banding and new lighting.

Official Plan

Sections 3.1.1 and 3.1.3 sets out principles that speak to the importance and role of the public realm and the relationship between the location and organization of development, its massing and the interface between the building and the public realm.

In our opinion, from an urban design perspective, the proposed development is appropriate and desirable, and it conforms with the applicable built form and urban design policies of the Official Plan. In particular, the proposal conforms with the Policies 3.1.1(2), 3.1.1(12), 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), 3.1.13(13), 3.1.4(1), 3.1.4(4), 3.1.4(5), and 4.5(2). Specifically, the proposal will:

- provide a streetwall height and massing that frames the street edge and provides a pedestrian-scaled streetscape;
- complement and extend the public realm through a 0.4 metre road widening along Jane Street, new streetscape elements along Jane Street and Marshlynn Avenue, and a private mid-block pedestrian connection accessed from the public sidewalk;
- providing enhanced landscaping along Jane Street and Marshlynn Avenue that supports safe, attractive, and comfortable spaces for all users;
- provide for new tree plantings, while retaining existing trees where appropriate and feasible, including a white elm tree at the intersection of Jane Street and Marshlynn Avenue;
- locate the retail entrances and residential lobbies along Jane Street and Marshlynn Avenue, to contribute to the animation and vibrancy of the public realm;

Mid-Rise Building Design Guidelines (2024)

Guideline 1.1 - Context Analysis: Evaluate the existing and planned context and consider on a site-by site basis how the proposed mid-rise building responds to the patterns, opportunities, and challenges of the surrounding context and broader area.

- The building has been designed to appropriately respond to its existing and planned surrounding context through appropriate setbacks, step-backs and separation distances (see Section 5.4 and 5.5 above). In particular, the building design responds to the location and orientation of the existing building on the subject site and the adjacent houses.

Guideline 1.1.2 - Residential Context: Residential contexts are typically defined by a streetwall that is not continuous, but instead includes regular landscaped breaks between buildings to establish a pavilion rhythm along the street. The streetscape is expanded with landscaped front yard setbacks and breaks between buildings occur regularly and may also include mid-block connections, parks, and open spaces.

- The proposed development is located within a residential context along the east side of Jane Street, where porous streetwall conditions are anticipated, and buildings are typically setback from front and side property lines to allow for enhanced landscaped areas. In this case, the proposal will create porosity between buildings with a private mid-block pedestrian connection and enhanced and expanded landscaping along Jane Street and Marshlynn Avenue.

- locate main entrances to the residential and non-residential uses so that they are clearly visible and identifiable with access to and from public sidewalks;
- provide a well-connected setting that meets the daily needs of residents through a mix of activities and uses, including public seating and passive gathering areas;
- protect the privacy of adjacent buildings by providing appropriate setbacks and separation distances from neighbouring properties and adjacent building walls containing windows, as described in Section 5.5 above;
- provide high-quality indoor and outdoor amenity space for residents, including private balconies where appropriate;
- locate, screen and organize vehicle parking, vehicular access, loading, servicing and other back-of-house activities away from the public realm in order to minimize their visual impact, while maintaining an existing access along Jane Street;
- provide comfortable wind conditions, as described in Section 5.5 above;
- ensure appropriate site organization, providing two new infill buildings on a site that define the surrounding streets and public realm while ensuring appropriate spacing of buildings;
- provide a building height that generally relates to the planned ROW width of Jane Street; and,
- maintain good street proportions and open views of the sky by stepping back the building above the 6-storey streetwall, which is at a height less than 80% of the planned ROW of Jane Street.

Guideline 1.3.1 - Site Planning for Deep and/or

Large Sites: Where a mid-rise building is on a site that is deep enough to accommodate new streets or blocks, multiple buildings, and/or buildings with elements oriented perpendicular to the main street frontage, additional considerations, such as increased setbacks, step-backs or building orientation should be evaluated on a site-by-site basis.

- The subject site is a large corner site, that is proposed to accommodate two infill, mid-rise buildings, while retaining the existing 14-storey building in the middle of the site.
- The South Building steps down in height in order to relate and transition to the *Neighbourhoods* along Marshlynn Avenue.
- The proposed buildings will be oriented perpendicular to Jane Street, and additional consideration for appropriate setbacks and separation distances has been incorporated into the design (see Section 5.4 and 5.5 of this report).

Guideline 1.4 - Sunlight, Wind, and Comfort:

Locate and design mid-rise buildings to protect access to sunlight, provide protection from prevailing winds, and improve comfort in the surrounding context of streets, parks, public and private open spaces, and natural areas.

- Sun/shadow and wind impacts are evaluated in Section 5.5 of this report.

Guideline 2.1 - Building Placement and Address:

Locate mid-rise buildings to frame the edges of streets, parks, and open space in a way that fits harmoniously with the existing and planned context, while providing opportunities for high-quality landscaping and streetscaping.

- The buildings have been designed to frame the street and fit within the existing and planned context and to provide new, high quality landscaping. The buildings have been organized to ensure primary building entrances are well-defined and clearly visible from the public sidewalk.

Guideline 2.3 - Shared Indoor and Outdoor Amenity

Spaces: Provide a range of high-quality, comfortable outdoor amenity space throughout the mid-rise building site.

- The proposed development will provide a total of 992 square metres of new high quality amenity space, comprised of 565 square metres of indoor amenity space and 427 square metres of outdoor amenity space.

Guideline 2.4 - Pedestrian and Cycling

Connections: Provide comfortable, safe, and accessible pedestrian and cycling routes through and around the mid-rise building site to connect with adjacent routes, streets, parks, open spaces, and other priority destinations.

- Short-term bicycle parking is located at-grade proximal to building entrances and accessed directly from pedestrian infrastructure.
- Long-term bicycle parking is located in ground floor bicycle parking rooms accessed directly from pedestrian walkways.

Guideline 2.5 - Servicing, Access, and Parking:

Locate loading, servicing, utilities, and access to vehicle parking within the building mass, away from the primary frontage and screened from the public realm and public view.

- All loading functions, servicing, and utilities are located within the ground floor of the buildings and away from the primary frontage. Visitor parking is located to the rear of the site and screened from views from the public street. As the proposal maintains the existing access to the underground parking garage, it will be integrated into the site design to support visual cohesion from the public realm.

Guideline 3.1 - Mid-Rise Building Height:

The Official Plan states that "mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way that it fronts onto".

- Guideline 3.1(b) provides that maximum building height on each right-of-way will be dictated by the assessment of contextual fit, good street proportion, and sun/shadow performance set out in subsequent guidelines.

- Guideline 3.1(c) provides that additional height taller than the adjacent ROW may be considered on deep lots, provided that the development meets certain criteria. The proposal is in keeping with the guideline as the new mid-rise buildings fit within the existing and planned context, maintain an overall mid-rise scale with good proportion, meets the required sun/shadow standards, and provides appropriate setbacks, step-backs and separation distances (see Section 5.4 and 5.5 above)
- The height above the ROW width is generally located and massed to reduce physical and visual impacts on the public realm through stepping above the 6th storey along the public streets.

Guideline 3.2 - Street Proportion and Front Façade:

The Official Plan states that “mid-rise buildings will be designed to maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width”.

- Jane Street has a planned right-of-way width of 27 metres. The proposed streetwall height of 19.4 metres is less than the equivalent of 80% of this adjacent right-of-way width (21.6 metres). This stepback will help maintain street proportion and open views of the sky from the public realm. For the South Building, the 6-storey streetwall height is maintained along Marshlynn Avenue, but the building is setback further from this narrower right-of-way.

Guideline 3.2.1 - Sun/Shadow Performance: Mid-rise buildings should be designed to protect access to sunlight within the surrounding public realm. The height, scale and massing of the building and front façade should achieve at least five consecutive hours of sunlight on the street boulevard at the equinoxes.

- The new buildings have been designed to ensure appropriate access to sunlight within the surrounding public realm. Shadow impacts are addressed in Section 5.5 above.

Guideline 3.2.2 - Streetwall Height and Pedestrian

Perception Step-back: Streetwalls should be designed to fit harmoniously within the existing and/ or planned context of neighbouring building heights at the street edge and to respect the scale and proportion of adjacent streets and open spaces. Provide pedestrian perception step-backs above the streetwall height to reduce the perceived building height and create a comfortable pedestrian experience.

- As noted above, the proposed 6-storey streetwall heights have been designed to frame the street edge and respect the scale and proportion of the adjacent streets, with setbacks and stepbacks to reduce the perception of height while providing a comfortable pedestrian experience.

Guideline 3.2.3 - Streetwall Design:

Front façades of mid-rise buildings should be designed to frame and support the adjacent public realm, including streets, parks and open spaces, through well-articulated and appropriately scaled façades.

- All street-facing facades have been designed with a 6-storey streetwall height to frame the adjacent public realm.

Guideline 3.2.4 - Alignment:

The front façade of mid-rise buildings should establish a front setback line that appropriately responds to the existing and planned context, while providing a sidewalk zone at least 6.0 metres in width wherever possible.

- The setbacks along all street frontages respond to the existing and planned context, while providing sidewalk zones that exceed the recommended 6.0 metres.

Guideline 3.3.1 - Rear Transition to Buildings:

The transition between a mid-rise building and abutting buildings and properties to the rear should be created through a combination of building heights, horizontal separation such as setbacks and/or step-backs of upper floors, landscaping, as well as façade articulation.

- Appropriate transition is provided to all surrounding buildings and properties (see Sections 5.4 and 5.5 above).

Guideline 3.4 - Side Yard Setbacks: Mid-rise buildings should be designed with regard for the existing and planned conditions of the abutting properties and other immediate adjacencies. In determining the appropriate side yard setbacks, consideration should be given to the redevelopment potential of the adjacent properties to maintain appropriate facing conditions between buildings in the present and future, while allowing access to sky view and sunlight on the adjacent public street.

- Appropriate side yard setbacks are provided with regard for the existing and planned conditions of the site and surrounding context (see Sections 5.4 and 5.5 above).

Guideline 3.6 - Ground Floor Height: The minimum floor-to-floor height of the ground floor, except for heritage properties, should be 4.5 metres to facilitate commercial and other non-residential uses at grade.

- A ground floor height of 5.25 metres is provided for the South Building. For the North Building, a ceiling height of 7.3 metres is provided for the non-residential space fronting Jane Street, inclusive of a mezzanine level. The balance of the building has a ground floor height of 3.8 metres, allowing for a lobby entrance level and a partial floor of residential units. All loading activity can be accommodated within the double-heighted ceiling.

Guideline 3.7 - Balconies and Projections:

Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other guidelines.

- No projecting balconies are proposed through the current design of the buildings.

Guideline 3.8 - Roofs and Roofscapes: Mechanical penthouses may exceed the maximum height limit by up to 5 metres and should respect building envelope controls such as step-backs.

- The mechanical penthouses are 6.0 metres tall, as required to accommodate mechanical equipment. The penthouses are stepped back above Level 12 of the buildings.

Guideline 3.10 - Façade Design & Articulation:

Mid-rise buildings should be designed with well-articulated façades that enhance pedestrian scale, create visual interest, and prioritize sustainability.

- The building façades are currently designed to be dynamic and visually engaging with appropriate proportions and material selection.

Guideline 4.1 - Sidewalk Zones: 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.

- Sidewalk zones are provided to exceed the minimum recommended 6.0 metres (see Section 5.4).

Guideline 4.2 - Streetscapes: Mid-rise buildings should provide vibrant pedestrian-oriented streetscapes with the highest level of urban design treatment, to create beautiful comfortable, sustainable, safe, and accessible pedestrian environments and great places to shop, work, and live for all.

- The adjacent boulevards will be improved through enhanced landscaping elements, such as street trees, raised planting beds, bench seating, concrete banding and new lighting

5.7 Transportation

A Transportation Impact Study ("TIS") was prepared by LEA Consulting Ltd. to assess the transportation impacts of the proposed mixed-use development. The study evaluates site-generated traffic, future traffic conditions, transit and active transportation access, and parking and loading provisions.

With regards to trip generation, the study concludes that the proposed development is anticipated to generate 46 two-way vehicle trips during the weekday AM peak hour (15 inbound, 31 outbound), and 62 two-way vehicle trips during the weekday PM peak hour (33 inbound, 29 outbound).

Intersection capacity analyses were undertaken for key signalized and unsignalized intersections within the study area under existing, future background, and future total traffic conditions for both the 2030 and 2035 horizon years. The analysis account for planned roadway changes associated with the RapidTO priority bus lanes on Jane Street between Steeles Avenue West and Eglinton Avenue West. While certain movements at Jane Street and Lawrence Avenue West are forecast to operate at or near practical capacity under future conditions, this is primarily attributable to planned lane reallocations rather than site-generated traffic. With proposed signal timing optimizations, overall intersection operations remain acceptable, and no additional off-site roadway improvements are required to support the proposed development.

The TIS further finds that the site is well served by transit and active transportation infrastructure. The site is located within walking distance of multiple TTC bus routes along Jane Street and Lawrence Avenue West and has a TransitScore of 80 ("Excellent Transit"). The surrounding pedestrian network provides continuous sidewalks and controlled crossings, and the site achieves a WalkScore of 88 ("Very Walkable"). There is some access to cycling infrastructure in the area, notably the bike lanes west of the subject site along Pine Street.

The TIS concludes that the proposed development provides vehicle parking, bicycle parking, loading, and accessible parking spaces in accordance with applicable zoning standards. Vehicle access and circulation have been reviewed and swept-path analyses confirm that emergency and service vehicles can safely access and manoeuvre within the site.

A Transportation Demand Management ("TDM") strategy is also incorporated, supporting reduced reliance on single-occupant vehicle trips through transit-supportive design, bicycle facilities, and pedestrian connectivity. Some of the TDM strategies include provision of bicycle repair station, provision of bike-share spaces, pre-loaded PRESTO cards in welcome package, transit information packages and digital displays, etc.

Overall, the TIS concludes that the proposed development can be accommodated within the existing and planned transportation network, and that the surrounding street network will continue to operate safely and efficiently under future conditions with the proposed access configuration and mitigation measures in place.

5.8 Servicing & Stormwater Management

A Functional Servicing and Stormwater Management Report was prepared by Husson Limited, in support of the application, to assess the impact of the proposed redevelopment on the capacity of the existing municipal storm sewers, combined sewers, and watermains to ensure that adequate capacity exists or can be provided to service the proposal. The report concludes that the stormwater management and site servicing requirements for the site will be met, with no adverse effect on the municipal servicing network.

With respect to water demand and distribution, the existing watermain on Jane Street can be used to service the proposal. Hydrant flow test have confirmed sufficient pressure for domestic and fire flows, and no watermain infrastructure improvements are required to accommodate the proposed development.

With respect to sanitary flow, the proposed buildings will connect to the existing sewers within Jane Street. The connections are assessed to have adequate capacity to accommodate the peak building sanitary flow with no upgrades required to the downstream combined sewer infrastructure.

With respect to stormwater management, the existing storm sewers within Jane Street and Marshlynn Avenue will be used to direct the flows to the existing downstream storm sewer system. Peak storm flows will be controlled using a cistern and will be released at a rate meeting the City's target for quantity control. Further, with respect to water quality, the report notes that an 80% TSS removal rate requirement can be achieved for the site using Up-FLO filter units, rooftop area, and landscaped areas.

A combination of the proposed infiltration system and landscaped areas will be applied to meet the water balance target volume.

5.9 Community Services & Facilities

A Community Services and Facilities Study ("CS&F Study") has been prepared by Bousfields Inc. to: provide a review of the key community services and facilities that are available to residents in the surrounding neighbourhood; evaluate the ability of these services to accommodate growth; and, to determine the demand for new services resulting from the proposal.

The subject site is located in the Rustic Neighbourhood, which is served by a number of community services and facilities including 4 childcare centres, 3 community centres, and 9 human service organizations. In summary, the study concludes:

- the proposed development will generate approximately 12 childcare spaces. The Study Area facilities will likely be able to accommodate the increased demand in childcare;
- the proposed development will yield 66 students: 47 elementary school students and 19 secondary school students. Both the TDSB and the TCDSB showed capacity to accommodate the additional elementary and secondary school students; and,
- the proposed development is not expected to significantly impact the demand on community services and facilities in the Study Area, however on-going consultation with City Staff will be completed throughout the review process to determine how the proposed development can best respond to the existing and evolving needs of the local neighbourhood.



6

Conclusion

In our opinion, the proposed redevelopment of the subject site with the infill development of two 12-storey mixed-use buildings, and retention of the existing 14-storey building on-site, is supportive of numerous policy directions articulated in the applicable policy framework, including the Provincial Planning Statement and the Toronto Official Plan, as described in this report.

As noted, the subject lands are designated *Mixed Use Areas* in the Toronto Official Plan, where growth is anticipated. 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 with the existing and planned built form context.

From a land use perspective, the proposed mix of residential and commercial uses will contribute to a complete community where people can live, work and play and conforms with the *Mixed Use Areas* designation. The development will contribute to the housing options in the area, with a total of 248 residential units proposed within the infill buildings and all 103 existing residential units to be retained, providing for an overall total of 351 residential units on the subject site. The new landscaped programming will contribute to an expansion of the public realm and respond to the existing development pattern along Jane Street. New mid-block connections will facilitate ease of movement across the site and build connectivity between Jane Street and Marshlynn Avenue.

From a built form and urban design perspective, the proposed development is contextually appropriate and will represent a high-quality and distinctive additions to the Jane Street corridor. The mid-rise scale is anticipated along the *Avenue* and the new buildings have been carefully organized, sited and massed in a manner that complements and contributes to the surrounding built form context, with particular consideration for the existing 14-storey apartment building on-site and the adjacent properties designated *Neighbourhoods*. The proposed 12-storey heights will fit harmoniously with the existing and planned built form context and will be compatible with the height and massing of existing developments in the surrounding area.

For all of the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested Zoning By-law Amendment.

Appendix A



Community
Services and
Facilities Study

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A close-up photograph of a person's hand pinning a map with pushpins. The image is overlaid with a semi-transparent purple filter. A large white circle containing the number '1' is positioned on the left side of the image. The background shows a map with several pushpins already placed on it.

1

Introduction

1.1 Overview

This Community Services and Facilities ("CS&F") Study was prepared by Bousfields Inc. to provide a review of the key community services and facilities that are available to residents in the vicinity of a 8,063 square metres site municipally known as 1747, 1755, 1771 and 1773 Jane Street in the City of Toronto (the "site" or "subject site"). Key services include publicly funded schools, childcare facilities, public libraries, parks, community recreation centres and human services. The purpose of this report is to identify the range of existing CS&F resources that are available within the Study Area, as defined in Section 1.3 below, to evaluate the ability of these services to accommodate growth, to identify any existing priorities, and to determine the demand for new services resulting from the development proposal for the subject site.

The information and analysis presented in this Report is based on the requirements and scope of work confirmed with City staff on January 13, 2025.

1.2 Proposed Development

The proposal involves the infill development of two 12-storey mixed use buildings with frontages onto Jane Street. The proposed buildings will be located on either side of the existing 14-storey rental apartment building. The existing apartment building will be retained, including a portion of its base building currently occupied by non-residential uses. The existing single-storey north-south wing of the base building, occupied by commercial tenants, will be demolished. Two house-form buildings at the north end of the site will be demolished to facilitate the proposal.

The two new buildings will contain a total of 248 residential units and 867 square metres of non-residential GFA. A total of 103 residential units and 585 square metres of non-residential GFA will be retained. Upon completion, the site will have a total GFA of 29,117 square metres, resulting in a gross density of 3.61 FSI.

1.3 Study Area

The Study Area ("Study Area") (**see Figure A1**), as determined in consultation with City staff, is generally defined by the area bounded by Highway 401 to the north, Culford Road to the east, Lawrence Avenue West to the south, and Jane Street to the west.

The subject site is located within the boundaries of the Rustic (#28) Neighbourhood. Hence, the Demographic Profile Section (Section 2.0) is based on the Rustic Neighbourhood Profile.

The Rustic Neighbourhood is one of the 31 Toronto neighbourhoods designated as a Neighbourhood Improvement Area ("NIA") under the Toronto Strong Neighbourhoods Strategy 2020 ("TSNS"). The NIAs were selected based on neighbourhood inequality scores across five thematic domains, which relate to economic opportunities, healthy lives, participation in civic decision-making, social development, and physical surroundings. A component of the TSNS is the Neighbourhood Action Plan, which highlights the work that happened in the 31 NIAs, as well as the actions developed by residents, community agencies and City Divisions. The Rustic Neighbourhood has received support and fundings for programs to enhance equality and expand opportunities in the neighbourhood.

1.4 Methodology

This report includes an inventory of key publicly funded services and facilities in the Study Area including schools, childcare facilities, community centres, parks and libraries, as well as details on other organizations that provide services to the public including human (social) services. This information has been collected from a variety of sources including the City of Toronto's website and other online resources. Data on enrolment, capacity, service boundaries and types of programs has been included where available. The demographic profile in Section 2.0 is based on the Neighbourhood Profile for the Rustic (#28) Neighbourhood, as prepared by the City of Toronto.



Figure A1 - Study Area

2

Demographic Profile Area



The demographic profile in Section 2.0 is based on the 2016 and 2021 Neighbourhood Profiles for the Rustic Neighbourhood and City of Toronto, as prepared by the City of Toronto.

2.1 Rustic Neighbourhood

The subject site is located within Rustic Neighbourhood as defined by the City of Toronto. The following demographic profile is based on the Neighbourhood Profiles prepared by the City of Toronto for the Rustic Neighbourhood. The Rustic Neighbourhood is bounded by Highway 401 to the north, Culford Road to the east, Lawrence Avenue West to the south, and Jane Street to the west (Figure A2).

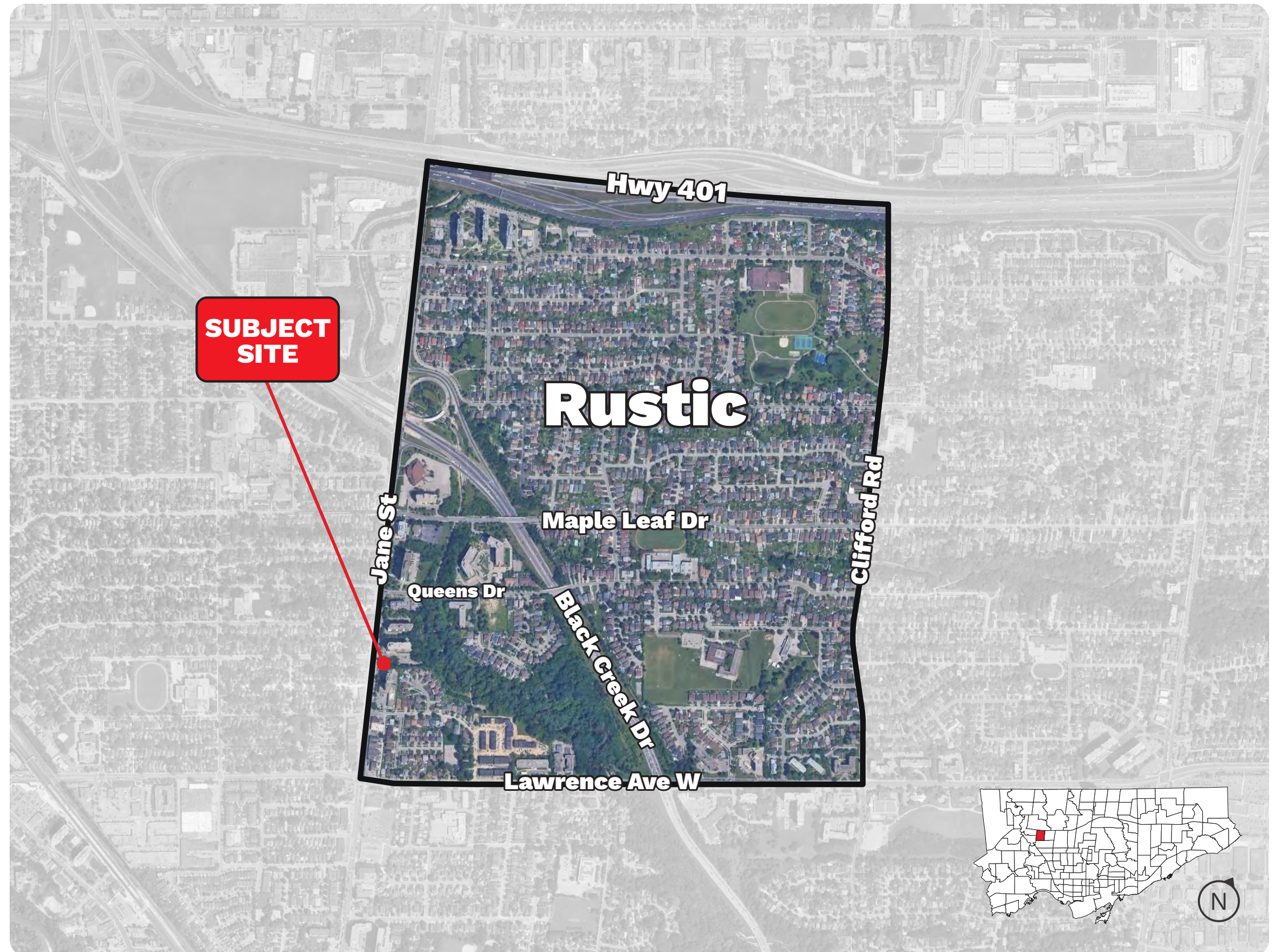


Figure A2 - Demographic Profile Area

2.2 Population

Table A1 illustrates how the population distributions by age group have changed within the Rustic Neighbourhood and the City of Toronto between 2016 and 2021.

The population of the Rustic Neighbourhood was approximately 9,941 in 2016 and 9,390 in 2021, representing a 5.5 percent decrease. Meanwhile, between 2016 and 2021, the population of the City of Toronto increased by 62,780 people, representing a 2.3 percent increase in population.

Between 2016 and 2021, the Rustic Neighbourhood generally experienced a decrease in the proportion of "Children" by 3 percent, while the population for the "Working Age" age group increased by 3 percent. Additionally, the population for "Seniors" and "Youth" age groups remained relatively stable, with the rate of "Seniors" increasing by 1 percent and the "Youth" population remained at the same rate. A similar trend occurred in the City with a general decrease in the younger age groups and a general increase in the "Working Age" and "Seniors" populations, though these changes are relatively less significant.

When compared to the City as a whole in 2021, the proportion of the neighbourhood's population in the "Children", "Youth", and "Seniors" cohorts were greater, with significantly lower proportions in the "Working Age" cohort (51 percent compared to 58 percent). See **Table A1** below.

Table A1 - Population by Age Group (2016 and 2021 Census and Neighbourhood Profiles)

Age Group	Rustic (2016)		Rustic (2021)		City of Toronto (2016)		City of Toronto (2021)	
	#	%	#	%	#	%	#	%
Children (0-14)	1,935	20%	1,630	17%	398,135	15%	394,295	14%
Youth (15-24)	1,400	14%	1,290	14%	340,270	12%	320,460	11%
Working Age (25-64)	3,550	48%	4,750	51%	1,566,225	57%	1,612,620	58%
Seniors (65 +)	1,705	17%	1,715	18%	426,945	16%	476,985	17%

2.3 Dwelling Characteristics

As illustrated in **Table A2**, most dwellings within the Rustic Neighbourhood were apartment buildings greater than 5 storeys (54.5 percent in 2016 and 2021). The second most common dwelling type in 2016 and 2021 was single-detached houses (31.5 and 32.1 percent).

The proportional share of dwelling types in the Rustic Neighbourhood varied significantly from the composition of the housing stock in the City of Toronto as a whole in both years. The Rustic Neighbourhood had a significantly lower proportion of row houses and apartment buildings less than 5 storeys. The Rustic Neighbourhood also had a significantly larger portion of single-detached houses and apartment buildings greater than 5 storeys relative to the City in both years. With respect to housing in the form of semi-detached houses and detached duplexes, the City and Rustic Neighbourhood had comparable rates in both years.

As depicted in **Table A3**, the Rustic Neighbourhood had more renters than owners in both 2016 and 2021, while the City had more owners than renters in both 2016 and 2021. The dwelling tenure in the Rustic Neighbourhood was 62 percent renters and 38 percent owners, while the City of Toronto was 48 percent renters and 52 percent owners in 2021.

With respect to changes from 2016 to 2021 in the Rustic Neighbourhood, the percentage of renters and owners remained the same. Conversely, in the City as a whole, the percentage of renters increased by one percent and percentage of owners decreased by one percent.

Table A2 - Private Dwellings by Structure Type (2016 and 2021 Census and Neighbourhood Profiles)

Dwelling Category	Rustic (2016)	Rustic (2021)	City of Toronto (2016)	City of Toronto (2021)
	%	%	%	%
Single-detached house	31.5%	32.1%	24.2%	23.3%
Semi-detached house	5.8%	5.8%	6.4%	6.3%
Row house	0%	0%	5.5%	5.4%
Apartment, detached duplex	1.4%	3.1%	4.4%	4.0%
Apartment building, <5 storeys	6.4%	4.5%	14.9%	14.0%
Apartment building, 5+ storeys	54.5%	54.5%	44.3%	46.7%

Table A3 - Dwelling Tenure (2016 and 2021 Census and Neighbourhood Profiles)

Dwelling Tenure	Rustic (2016)	Rustic (2021)	City of Toronto (2016)	City of Toronto (2021)
	%	%	%	%
Renter households	62%	62%	47%	48%
Owner households	38%	38%	53%	52%

2.4 Household Size

Table A4 indicates that in 2021, the highest proportion of households in the Rustic Neighbourhood were comprised of 2-persons household, followed by 1-person households. In contrast, the highest proportion of households in the City of Toronto in 2021 were comprised of 1 person, followed by households with 2-persons. Overall, the Rustic Neighbourhood houses a higher portion of larger households (3-persons or more) and a smaller proportion of smaller households (1 or 2 persons) compared to the city.

With respect to average household size, the Rustic Neighbourhood had an average household size of 2.7 persons in 2016 and 2021, while the City as a whole had a slightly lower average of 2.4 in 2016 and 2021. This indicates that households in the neighbourhood were slightly larger than those in the City overall.

Table A4 - Household Size (2016 and 2021 Census and Neighbourhood Profiles)

Category	Rustic (2016)		Rustic (2021)		City of Toronto (2016)		City of Toronto (2021)	
	#	%	#	%	#	%	#	%
1 person	890	24.4%	870	24.7%	359,955	32.3%	385,765	33.2%
2 persons	1070	29.3%	1035	29.4%	333,425	30.0%	353,415	30.4%
3 persons	745	20.4%	657	19.2%	175,720	15.8%	178,225	15.4%
4 persons	570	15.6%	530	15.1%	146,580	13.2%	147,360	12.7%
5 or more persons	370	10.1%	415	11.8%	97,245	8.7%	96,120	8.3%
Total	9,870	100%	9,740	100%	1,112,925	100%	1,160,885	100%
Average household size	2.7		2.7		2.4		2.4	

2.5 Households Living Alone

In 2021, the Rustic Neighbourhood had a significantly lower share of people living alone compared to the City of Toronto. The number of one-person households in the Rustic Neighbourhood was 24.7 percent, compared to the 33.2 percent in the City of Toronto.

Table A5 indicates that in 2021, the largest age group living alone in the Rustic Neighbourhood were seniors over 85 years old. This number increased from the 31.5 percent in 2016 to 35.2 percent in 2021. Contrastingly, the number of seniors over 85 years old living alone decreased from 39.0 percent to 31.6 percent. There is a smaller proportion of adults living alone in the Rustic Neighbourhood compared to the City of Toronto in both 2016 and 2021. There was a comparable proportion of seniors aged between 65 and 84 living alone in the Rustic Neighbourhood and in the City overall in 2016, however, there were less seniors aged between 65 and 84 living alone in the Rustic Neighbourhood in 2021 compared to the City overall.

Table A5 - Households Living Alone (2021 Census and Neighbourhood Profiles)

Age Groups Living Alone	Rustic (2016)	Rustic (2021)	City of Toronto (2016)	City of Toronto (2021)
	%	%	%	%
Adults (Age 15-64)	7.2%	6.9%	13.0%	13.6%
Seniors (Age 65-84)	25.5%	20.6%	25.0%	24.7%
Seniors (Age 85+)	31.5%	35.2%	39.0%	31.6%

2.6 Socioeconomic Characteristics

With respect to income levels, **Table A6** outlines the percentage of private households within each income bracket within the neighbourhood and the City. For these purposes, "household" refers to a person or group of persons who occupy the same dwelling.

Between 2016 and 2021 in the Rustic Neighbourhood, the proportional distribution of households earning under \$10,000, \$10,000 to \$19,999, and \$20,000 to \$49,999 decreased by 2 percent, 9 percent, and 4 percent respectively. During this same time period, the proportion of households in the neighbourhood earning \$50,000 to \$79,999 and \$80,000 and over increased by 3 percent and 13 percent respectively. The differences in proportional distribution from 2016 to 2021 indicate that the household income levels are increasing in the Rustic Neighbourhood. During the same time period, the proportion of households with high income levels also increased in the City overall.

However, compared to the City as a whole in 2021, the Rustic Neighbourhood had significantly lower proportions of households in the higher income categories (\$80,000 and over). The Rustic Neighbourhood had a notably larger proportion of households in the lower income categories (\$10,000-\$19,999, and \$20,000-\$49,999).

Table A6 - Household Income (2016 and 2021 Census and Neighbourhood Profiles)

Household Income Level	Rustic (2016)	Rustic (2021)	City of Toronto (2016)	City of Toronto (2021)
	%	%	%	%
Under \$10,000	4%	2%	5%	3%
\$10,000 - \$19,999	14%	5%	8%	4%
\$20,000 - \$49,999	37%	33%	25%	21%
\$50,000 - \$79,999	19%	21%	21%	20%
\$80,000 - \$124,999	13%	18%	19%	63%
\$125,000 and Above	13%	21%	22%	30%



3

Nearby Development Activity

To further understand the context of the area surrounding the subject site, this report investigated residential development applications and approvals within and just outside of the study area as listed in **Table A7**. As of February 2026, there were two (2) recently proposed/approved or built residential developments within the Study Area (including the proposed development). The table below illustrates key aspects of these developments.

Table A7 - Nearby Development Activity

Address	Status	Height (Storeys)	Unit Count	Type	Tenure	Gross Floor Area (m ²)	Unit Mix	Projected Population Yield
Subject Site 1771 Jane Street ¹	Proposed	12, 12	248	Residential, Non-residential	Rental	19,918	1B: 119 2B: 105 3B: 24	462
337, 343, 347, &349 Queens Drive	Approved	3	28	Residential Townhomes and semi-detached dwellings	Condo	6,968	3B: 28	87

¹ Statistics (including Unit Count, Gross Floor Area, Unit Mix and Projected Population Yield) pertain to new units and do not include the existing units on the site



4

Community Services and Facilities

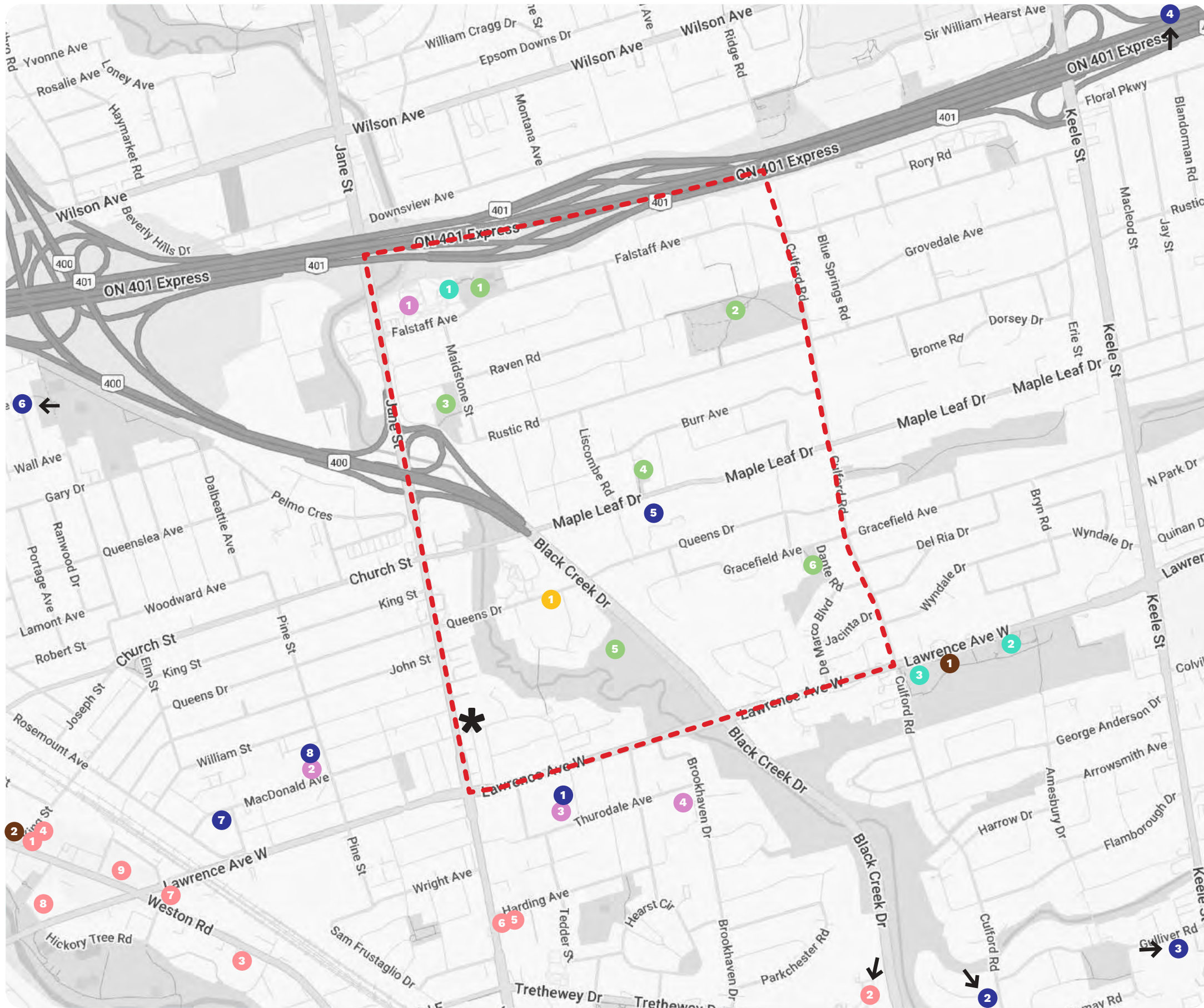


Figure A3 - Community Services and Facilities Map

Study Area

Subject Site

Schools

1. St. Bernard (JK-8)
2. St. Oscar Romero (9-12, Mixed Gender)
3. Dante Alighieri (9-12, Mixed Gender)
4. Madonna (9-12, Female Gender)
5. Chaminade (9-12, Male Gender)
6. Pelmo Park PS (JK – Grade 5)
7. CR Marchant MS (Grades 6-8)
8. Weston CI (Grades 9-12)

Child Care Services

1. Falstaff Early Learning & Child Care Centre
2. Weston Memorial B & A School Program
3. Brookhaven Child Care – St. Bernard Site
4. Brookhaven Child Care

Recreation

1. Falstaff Community Centre
2. Amesbury Community Centre
3. Amesbury Sports Complex

Libraries

1. Amesbury Park Branch Library
2. Weston Branch

Surrounding Developments

1. 337, 343, 347, & 349 Queens Dr

Parks

1. Falstaff Park
2. Maple Leaf Park
3. Rustic Park
4. Ricardo Parkette
5. Upwood Greenbelt
6. Gracefield Park

Human Services

1. Weston Area Emergency Support
2. North York Harvest Food Bank
3. Weston Frontlines Centre
4. Weston King Neighbourhood Centre
5. Youth Wellness Hubs Ontario
6. Unison Health and Community Services, Jane Tretheway
7. COSTI, Ontario Employment Services
8. Career Foundation
9. ENAGB Youth Agency

4.1 Schools

Table A8 outlines the capacities, enrolments, and utilization rates for schools within the catchment areas for the Toronto District School Board (TDSB), while **Table A9** outlines the same for the Toronto Catholic District School Board (TCDSB). Contact with the School Boards was made in March 2025. In addition to the school data, staff provided the yield factor/pupil yield figures for the proposed new development based on the proposed unit mix of the 249 new residential units.

According to the Toronto District School Board Information Request Response dated March 13, 2025, there is one (1) elementary school, one (1) middle school, and one (1) secondary school serving the subject site. The elementary school, Pelmo Park Public School has a utilization rate of 95% percent while CR Marchant Middle School has a utilization rate of 62 percent. Furthermore, the secondary school, Weston Collegiate Institute, has a utilization rate of 81 percent.

There is one (1) Catholic elementary school serving the subject site, St. Bernard, which serves students in junior kindergarten through to grade 8. St. Bernard is operating just below the capacity at 91.9 percent. There are two (2) mixed gender Catholic secondary schools and two (2) single gender Catholic secondary schools also serving the subject site. The mixed gender secondary schools, St. Oscar Romero and Dante Alighieri, have utilization rates of 85 percent and 69 percent respectively. In terms of single gender secondary schools – Madonna (female gender) is operating under capacity with a utilization rate of 85.9 percent, while Chaminade (male gender) is operating above capacity, with a utilization rate of 162.7 percent.

Pupil Yield

Pupil yield of the proposed development – TDSB

- Elementary: 42 (figure provided by TDSB)
- Secondary: 17 (figure provided by TDSB)

Based on the pupil yield factor for dwelling units provided by TDSB staff, the proposed development (net new units) would yield 42 elementary school students and 17 secondary school students. The projected 42 elementary school students may be accommodated at Pelmo Park PS and CR Merchant MS as there is a total of 205 vacancies. The 17 secondary school students generated from the proposed development may be able to be accommodated at Weston CI as there is 235 vacancies in total.

Pupil yield of the proposed development – TCDSB

- Elementary: 5 (figure supplied by TCDSB)
- Secondary: 2 (figure supplied by TCDSB)

Table A8 - Capacity and Enrolment Number for TDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Public Elementary School				
Pelmo Park PS (JK – Grade 5) 180 Gary Dr	300	286	95%	-
Public Middle School				
CR Marchant MS (Grades 6 – 8) 1 Ralph St	502	311	62%	-
Public Secondary School				
Weston CI (Grades 9 – 12) 100 Pine St	1251	1016	81%	-
Total	2053	1613	78%	-

Table A9 - Capacity and Enrolment Number for TCDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Catholic Elementary School				
St. Bernard (JK-8) 12 Duckworth Ave	681	626	91.9%	0
Mixed Gender Catholic Secondary Schools				
St. Oscar Romero (9-12, Mixed Gender) 99 Humber Blvd	945	803	85.0%	0
Dante Alighieri (9-12, Mixed Gender) 60 Playfair Ave	825	569	69.0%	20
Single Gender Catholic Secondary School				
Madonna (9-12, Female Gender) 20 Dubray Ave	690	593	85.9%	0
Chaminade (9-12, Male Gender) 490 Queens Dr	531	864	162.7%	5
Subtotal - Catholic Secondary School	2,991	2,829	94.6%	25
Total	3,672	3,455	94.1%	25

Based on the pupil yield figures provided by TCDSB, the proposed development would yield 7 Catholic school students. The projected 5 Catholic elementary school students generated from the proposed development may be accommodated at St. Benard, since the school is operating below capacity with a utilization rate of 91.9 percent, with approximately 55 vacancies. The projected 2 Catholic secondary school students may be accommodated at St. Oscar Romero, Dante Alighieri, and Madonna CSS, as they are all operating below capacity, with approximately 495 vacancies in total. Chaminade Catholic Secondary School has no capacity for additional students. It should be noted that secondary school students residing in Toronto are not limited by a catchment area and they can attend any TCDSB school within the school board.

In light of the conclusions drawn from the above analysis, it is important to note that it has not been determined if potential students from this development will attend the schools listed in **Table A8** and **Table A9**. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. Furthermore, considering that the enrolment analysis is based off of 2023-2024 school year data, it is possible that by the time the proposed development is fully realized, capacity and available student spaces may change from what has been reported in this report.

Given the nature of the proposed development, both the TDSB and TCDSB will have sufficient time and opportunity to make the necessary adjustments to their catchment area boundaries, adjust the grades offered at different schools and make the necessary capital investments in the area – in light of both the proposed development on the subject site, as well as forthcoming developments on other landholdings in the catchment areas. Both Boards will also have time to comment on the proposed development, and work with the applicant to respond to and meet the expected demand associated with the proposed development.

4.2 Child Care Services

Table A10 provides a listing of City of Toronto child care services within the Study Area. There is 1 childcare facility within the Study Area and three additional childcare facilities close to the subject site, all of which provide subsidized spaces if available. Data pertaining to each child care centre was sourced from the City of Toronto’s Child Care Locator website. Childcare facilities that report possible vacancies have been noted with “Yes” or “No”. Childcare facilities that did not report possible vacancies or have data available have been noted with “N/A”. Further, it is noted that the Child Care Locator website does not provide the number of current vacancies for each child care centre.

Table A10 - Child Care Enrollment in the Study Area

Facility	Fee Subsidy Available	Age Distribution							Total
		Infant	Toddler	Pre-school	Kindergarten	School Age			
Falstaff Early Learning & Child Care Centre 10 Falstaff Avenue	Yes	Capacity Vacancy	10 Yes	20 No	32 No	0	0	62	
Weston Memorial B & A School Program 200 John Street	Yes	Capacity Vacancy	0	0	0	13 No	15 No	28	
Brookhaven Child Care – St. Bernard Site 12 Duckworth Street	Yes	Capacity Vacancy	0	0	0	39 Yes	45 Yes	84	
Brookhaven Child Care 70 Brookhaven Drive	Yes	Capacity Vacancy	0	15 No	24 No	52 Yes	60 Yes	151	
Total Capacity			10	35	104	120		325	

There is 1 childcare centre within the Study Area and 2 additional childcare centres within close proximity to the Subject Site with a total capacity of 325 childcare spaces. The distribution of the spaces is as follows:

- 10 infant spaces (3 percent);
- 35 toddler spaces (11 percent);
- 56 pre-school spaces (17 percent);
- 104 spaces for children in full-time kindergarten (32 percent); and
- 120 spaces for school age children (37 percent).

It is estimated that the proposed 248 residential dwelling units will generate demand for approximately 12 childcare spaces. This is based on a residential population increase of approximately 464 people (249 dwelling units multiplied by the aforementioned PPU rates for the proposed unit mix), of which 5.01% would be "children" aged 0-4 as per the 2021 Rustic Neighbourhood profile. The projected number of children is then further multiplied by 50 percent. This methodology is the accepted standard for Community Service and Facilities Studies set out by the City of Toronto in the Application Support Material Terms of Reference. As previously noted, it is unknown how many current vacant childcare spaces are available in the Study Area. As such, it cannot be estimated whether or not the projected number of children generated from the proposed development who will require childcare (12 children) will be able to be accommodated by the existing facilities within the Study Area.

It is noted that the number of available childcare spaces, and/or the capacities of the centres, that have been reported in this CS&F study may change by the time the development will be approved and constructed. Further, there may be additional private home-based child care services offered in the area that would not be captured by this analysis. It is also typical for families with children to travel beyond their immediate community for childcare services if nearby childcare facilities do not have vacancies. In addition to projected yields and capacities of existing child care centres in these neighbourhood(s), child care needs will be informed by the City of Toronto Children's Services identification of priority child care areas.

4.3 Libraries

There are two public library located in proximity to the subject site but outside of the study area, the Amesbury Park branch, which is located approximately 1.4 kilometres from the subject site, and the Weston branch, which is located approximately 1.36 kilometres from the subject site. The services and materials offered by the two libraries are outlined below, and the information provided is based on branch websites.

Amesbury Park Branch

Located at 1565 Lawrence Avenue West, the Amesbury Park Branch is open Monday through Sunday (starting October 19th). The branch features Wi-Fi, equipment for persons with disabilities, seating for 47 people, and 6 computer workstations.

Collections at this branch include:

- Adult Literacy Materials
- Audiobooks on CD
- Large Print Collection
- Small Collection in Hindi (DVDs only), Italian - Adult, and Vietnamese (DVDs only)

Weston Branch

Located at 2 King Street, the Weston Branch is open seven days a week. The branch offers many features, including a Youth Hub and an Art Exhibit Space. The branch also includes Wi-Fi, seating for 61, equipment for persons with disabilities, 9 computer workstations, and one meeting room. The branch also hosts regular programs including the Weston Book Club, a 3D pen printing workshop, and an EarlyON Play and Learn program. The library branch was opened in its current location in 1914 and was refurbished to install new computer workstations and added a Youth Hub in 2020.

Collections at this branch include:

- Large Print Collections
- Audiobooks on CD
- Adult Literacy Materials

The Toronto Public Library Facilities Master Plan ("FMP") was completed in 2019 with consideration of current planning work being undertaken across the City and related future growth. The Plan sets out Toronto Public Library's ("TPL") capital investment priorities to 2028, as well as longer term requirements to account for planning. Appendix A: Facility Condition Index (FCI) Analysis describes current the conditions of TPL branches across the City, ranging from critical, poor, fair, and good. Amesbury Park Branch is classified as being in 'Fair' condition with an estimated FCI of 13 percent. The Weston Branch is classified as being in 'Critical' condition with an estimated FCI of 34 percent.

In order to ensure that equitable and inclusive services are provided to communities of need, Neighbourhood Equity Index scores were collected and used to evaluate community need within the Prioritization Framework. The primary criteria that form the pillars for decision making can be separated into three primary categories: Operational (measures the frequency in which a branch is used and the effectiveness of the physical space that currently serves its users), Investment (considers the financial costs required to meet SOGR, AODA and 21st century library standards), and Market alignment (assesses the congruency between a branch and its external environment, including current and future population, existing footprint, demographics, socio-economic characteristics and location). A unique score for each of the district and neighbourhood libraries was produced using these criteria, with higher scores indicating a priority for capital investment. The Amesbury Park and Weston Branches were assigned scores of 3.54 and 4.97, respectively. The Weston Branch is identified as Named Projects in the recommended Investment Roadmap of the TPL Facilities Master Plan. Revitalization of the branch is needed due to the physical condition of the heritage property. The scheme has been planned and funded by the TPL 2019-2028 Capital Plan. The report also took into consideration that the library is located in a high-needs area within a NIA. Amesbury Park Branch was assigned a score of 3.54, making it a lower priority for investment.

4.4 Recreation Centres

There is one publicly funded recreational facilities within the study area and two publicly funded recreational facility located right outside the study area near the subject site. The recreational facilities are operated by the City of Toronto’s Parks and Recreation Division. It is noted that there may be recreation centres operated by non-profit organizations serving the Study Area; however, these have not been included in this inventory. **Table A11** summarizes the programs and services available at the nearby recreation centre.

Table A11 - Community Recreation Centres within Study Area

Location	Facilities	• Services/Programs
Falstaff Community Centre (50 Falstaff Avenue)	<ul style="list-style-type: none"> • Craft Room • Enhanced Youth Space • Gymnasium • Kitchen • Multipurpose Room • Recording Studio • Weight/Cardio Room 	<ul style="list-style-type: none"> • Preschool programs • Young Women’s Program • Chop It Like It’s Hot • Youth Council • Video Game Time • Youth Zone • Event Planning 101 • Sports and Fitness programs, such as basketball, Pilates, yoga, etc. • After School and Homework programs • Senior Social Club • Arts and Crafts programs, such as painting, crafts, etc. • Dance programs, such as hip-hop, jazz, etc. • Music programs, such as keyboard, etc. • Science programs • Martial Arts programs, such as Tae kwon do, Taichi, etc.

Location	Facilities	Services/Programs
Amesbury Community Centre (1507 Lawrence Avenue West)	<ul style="list-style-type: none"> • Computer/Training Room • Gymnasium • Kitchen (2) • Multipurpose Room 	<ul style="list-style-type: none"> • Seniors Social Club • Sports and Fitness Programs, such as tennis, yoga, volleyball, etc. • CampTO • Arts and Crafts programs, such as sculpture, jewellery-making, etc. • Dance programs such as hip-hop, jazz, Zumba, etc. • Drama Programs • After School and Homework programs • Music programs, such as keyboard, guitar, drums, etc. • Science programs • Martial Arts programs, such as Tae kwon do, Taichi, etc.
Amesbury Sports Complex (155 Culford Road)	<ul style="list-style-type: none"> • Dressing Room (4) • Indoor Bocce Court (4) • Indoor Rink • Outdoor Pool 	<ul style="list-style-type: none"> • Leisure Skate • CampTO Sports programs

Given the data found in **Table A11**, it is evident that the Study Area offers a range of services for those of all ages. The recreation facilities within and just beyond the Study Area provides several programs focusing on arts, fitness, sports, recreation, and social development.

It should be noted that some of the TDSB schools located within the Study Area may permit community groups to rent their facilities (e.g., gymnasiums). In light of this, additional programs may be offered at these locations.

The City of Toronto Parks and Recreation Facilities Masterplan outlines a facility provision strategy to identify and prioritize the need of revitalization for Parks and Recreation facilities. The master plan recommends for the revitalization or replacement of the Falstaff Community Centre.

4.5 Parks

Table A12 below lists the parks and available amenities within the Study Area. There are a total of 6 parks and parkettes within the Study Area.

Table A12 - Parks

Parks and Parkettes	Playground	Picnic Shelter	Ball Diamond	Outdoor Basketball Court	Outdoor Bocce Court	Outdoor Tennis Court	Outdoor Ping Pong/ Table Tennis	Outdoor Chess Table	Pickeball Court	Gazebo	Sports Pad Area
Falstaff Park (50 Falstaff Ave)	x			x							x
Maple Leaf Park (320 Culford Rd)	x	x	x	x	x	x		x	x		
Rustic Park (35 Raven Rd)	x						x	x		x	
Ricardo Parkette (180 Maple Leaf Dr)	x										
Upwood Greenbelt (44 Marshlynn Ave)	x				x					x	
Gracefield Park (175 Gracefield Ave)	x										

According to the City of Toronto's Parks Locator website, common amenities and facilities available in the Study Area include playgrounds, outdoor chess tables, baseball diamonds, outdoor table tennis, as well as miscellaneous sports fields and courts. Of the 6 parks located in the Study Area, all contain children's playgrounds.

4.6 Human Services

According to the 211 Central and City of Toronto, there are at least 9 human service organizations operating within (and adjacent to) the Study Area; however, it is anticipated that the actual number of service organizations operating within the Study Area is much greater. **Table A13** below outlines the name, location and types of services provided by each of these human service organizations.

Table A13 - Human (Social) Services in the Study Area (City of Toronto 211)

Organization	Description
Weston Area Emergency Support (Central United Church, 1 King St)	The organization offers a food bank that is open Tuesdays and Fridays from 8:30 am- 11am or by appointment.
North York Harvest Food Bank (116 Industry St)	The organization collects, sorts and distributes food to a network of neighbourhood food programs including food banks, shelters, prenatal programs, meal programs and community kitchens in northern Toronto. They also offers food bank and meal program referrals, community garden projects, pick-your-own farm trips, and public education on hunger and poverty issues.
Weston Frontlines Centre (1800 Weston Rd)	This organization offers community drop-in for children and youth, including homework and tutoring clubs, youth violence prevention, leadership and capacity building, employment and catering careers programs, mental health awareness, arts and sports programs, as well as meals for youth and their families, by appointment.
Weston King Neighbourhood Centre (2017 Weston Rd)	This organization provides hot meals, personal hygiene items, harm reduction kits, and social support from Monday to Saturday, as well as shower and laundry facilities by appointment.
Youth Wellness Hubs Ontario – Toronto West Youth Wellness Hub (1541 James St)	This organization provides integrated mental health, substance use support, and employment, housing, and education support services for youth, Black-identified youth, and 2SLGBTQ+ folks.
Unison Health and Community Services, Jane-Trethewey (1541 Jane St)	The organization offers health services including family practice, counselling, dietitian, podiatry clinic, seniors health care, parent support group, breast feeding clinic, and chronic disease prevention and management.
COSTI, Ontario Employment Services (1885 Weston Rd)	The center provides comprehensive employment support services, such as resume preparation, referrals, career information, as well as services for employers.
Career Foundation (2100 Lawrence Ave W)	The center provides comprehensive employment support services and offers financial support for businesses to deliver training for their employees.
ENAGB Youth Agency (1911 Weston Rd)	This organization offers drop-in kitchen, access to computers, laundry, and showers, language workshops and social and recreation activities for Inuit, Metis, and First Nations youth.

As shown in **Table A13**, there is a wide variety of human services available within the Study Area. Organizations are in place to provide employment services, mental health services, mentorship and youth programs, seniors' programs, advocacy and information, as well as assistance for new parents. Many programs and services are centered around assisting youth, individuals that are under-housed or below the poverty line, and vulnerable groups, such as racialized groups and women.

Based on the foregoing, it is evident that the area is well served by a mix and range of human service organizations that provide a variety of types of programs and services geared toward residents.

5

Conclusion

This Community Services and Facilities Study captures key publicly funded services and facilities available to future residents of the subject site, on both a broad and local scale. A summary of the findings of the Study is provided below.

Neighbourhood Demographics

Regarding population growth, the Rustic Neighbourhood had a population of 9,941 in 2016 and 9,390 in 2021, representing a 5.54 percent decrease. Comparatively, the population of the City of Toronto increased by 4.5 percent during 2016 to 2021.

In terms of age distribution, the Rustic Neighbourhood and the City as a whole share a few notable similarities and differences as of 2021. In 2021, the Rustic Neighbourhood had a greater proportion of youth, children, and seniors than the City of Toronto, but a smaller proportion of working-age residents.

In 2021, apartment buildings of five or more stories accounted for 54.5% of all dwellings in the Rustic neighborhood, followed by single-detached homes, which accounted for 32.1%. The Rustic Neighbourhood had a lower proportion of less than five-story apartment buildings (4.5% vs 14.0%) and row house dwellings (0% vs 5.4%) than the City of Toronto. Furthermore, in 2021, the Rustic neighborhood had 5.8% semi-detached homes and 3.1% apartment duplex residences, which was slightly lower than the City of Toronto's dwelling average.

The renter to owner ratio was higher within the Rustic Neighbourhood than the City of Toronto for both 2016 and 2021. There was little change of this ratio for the neighbourhood between 2016 and 2021, while the percentage of renters increased by one percent and percentage of owners decreased by one percent in the City as a whole.

In 2021, the Rustic Neighbourhood had an average household size of 2.7, slightly higher than the City of Toronto's average of 2.4. The Rustic Neighbourhood has a higher proportion of larger households (three people or more) than the City of Toronto. In addition, Rustic Village has a lower proportion of one- or two-person smaller households than the Toronto average.

There is a higher proportion of seniors aged 85 and above living alone in the Rustic Neighbourhood compared to the City overall. The neighbourhood also had a lower proportion of Adults living alone and a comparable rate of seniors aged 65 to 84 living alone.

Regarding household income, the Rustic Neighbourhood had a higher percentage of lower-income households in 2021 than the City of Toronto. Approximately 40% of households in Rustic and 28% of households in the City of Toronto, respectively, make less than \$50,000.

Nearby Development Activity

As of February 2026, there were 2 active or recently approved development applications within the Study Area. The population anticipated to be generated from these developments is approximately 87 people, excluding the subject site. The population anticipated to be generated from the proposed development is 462 persons.

Community Services and Facilities

In terms of school accommodation, the TDSB schools in the catchment area may be able to accommodate the projected 42 elementary and 17 secondary school students once the development is occupied. The elementary schools Pelmo Park Public School and CR Marchant Middle School have a vacancy for 205 students for both schools, with a utilization rate of 95 percent for Pelmo Park Public School and 62 percent for CR Marchant Middle School. The secondary school, Weston Collegiate Institute has a vacancy for 235 students, with a utilization rate of 81 percent.

With respect to TCDSB schools, the 5 projected elementary students will likely be able to be accommodated at St. Bernard. The school is currently under capacity, having a vacancy for 55 students with a utilization rate of 91.9 percent. The only Catholic secondary schools with capacity, with roughly 495 openings, are St. Oscar Romero, Dante Alighieri, and Madonna, which may be able to accommodate the projected 2 Catholic secondary school students. There may not be room for the 2 projected students at Chaminade. The details of potential students' schools in **Table A10** and **Table A11** are yet to be determined, but this will be determined during the application review process. The enrolment analysis is based on 2023-2024 school year data, so capacity and available student spaces may change by the time the development is fully realized.

There is a total of 4 childcare facilities within the Study Area, all of which provide subsidized spaces when available. This development is expected to produce an estimated 12 children requiring childcare. The estimated number of childcare spaces that the proposed development would generate could be supported by the existing facilities in the area. However, it is noted that the above analysis is based on limited contact with childcare providers. Further, the number of available childcare spaces, and/or the capacities of the centres, that have been reported in this CS&F may change by the time the development has been approved and constructed. In addition, there may be additional home-based childcare services offered in the area that would not be captured by this analysis.

There are 2 public libraries within the Study Area. The Amesbury Park branch and Weston branch are publicly financed branches of the Toronto Public Library system located close to the Subject Site. The Amesbury Park Branch offers a variety of library services and has an FCI of 13 percent and a Neighbourhood Equity Index score of 3.54. The Weston branch was recently refurbished and added a Youth Hub, in addition to offering library services and a meeting room. With a FCI of 34 percent and a Neighbourhood Equity Index score of 4.97, the Weston branch is identified as Named Projects in the recommended Investment Roadmap of the TPL Facilities Master Plan.

There are three (3) public recreation center in and adjacent to the Study Area that provides residents of all ages with a range of sports and general interest programs. The Falstaff Community Centre, Amesbury Community Centre, and Amesbury Sports Complex offer several programs centered around the arts, fitness, sports, recreation, and social development for residents within Study Area.

In terms of park space, there are a total of six (6) parks and parkettes within the Study Area. Amenities commonly found in these parks include playgrounds, outdoor chess tables, and multiple miscellaneous sports fields and courts.

Finally, there are 9 human service organizations operating within (and immediately adjacent to) the Study Area. These organizations offer a mix of family support resources, food banks, employment services, recreation programs, mentorship and youth programs, seniors' programs, advocacy and information, as well as assistance for new immigrants and refugees. The existing human services are centred around assisting youth and seniors, individuals that are under-housed or below the poverty line, and vulnerable groups, such as racialized people and 2SLGBTQ+ folks.

Conclusion

In conclusion, the Community Services and Facilities Study demonstrates that the Study Area is adequately served by a number of community services and facilities that may accommodate the proposed development, including, but not limited to, 4 childcare centres, 3 community centres, and 9 human service organizations. We note that data provided by the TDSB showed capacity to accommodate additional elementary and secondary school students when the development is occupied. Similarly, the TCDSB currently has capacity to accommodate elementary school students and secondary students. The Study Area childcare facilities likely will be able to accommodate all the children needing care generated as a result of the proposed development.

While the reported statistics and data on service capacity and enrollment are subject to change, the report concludes that the school sector may have sufficient capacity to accommodate the additional population generated by the proposed development.

Overall, it is our opinion that the proposed development is not expected to significantly impact the demand on community services and facilities in the Study Area. There is an acceptable range of services and facilities that currently exist within the Study Area. It is recommended that on-going consultation with City Staff from a variety of departments, along with other service providers in the surrounding area, be completed throughout the review process. This will allow the City, as well as the owner, to determine how best the proposed development can respond to the existing and evolving needs of the local residential population.

Appendix B

A large, thick red circular graphic that is partially cut off on the right and bottom edges, framing the central text.

Zoning
Compliance
Table

Zoning Compliance Table: By-law No. 569-2013

Regulation No.	Excerpts from By-law No. 569-2013	Proposed Zoning By-law Amendment Provisions	Rationale for Amendment
Chapter 40	Commercial Residential		
40.5	Regulations Applying to the Commercial Residential Zone Category		
40.5.40	Principle Building Requirements		
40.5.40.1 - General	(1) Building Requirements.		
40.5.40.10 - Height	(1) Determining the Height of Buildings in Commercial Residential Zones In the Commercial Residential Zone category, the height of a building is the distance between the average elevation of the ground along the front lot line, or in the case of a corner lot the average elevation of the ground along all lot lines that abut a street, and the elevation of the highest point of the building.	(B) Despite regulations 40.5.40.10(1) and (2), the height of a building or structure is the distance between the Canadian Geodetic Datum of 126.65 metres and the elevation of the highest point of the building or structure;	The Canadian Geodetic Datum of 126.65 metres is being used to measure height because it is the average grade of the site and is a more accurate base for where the height of the proposed building should be measured from. The items listed that project beyond the height projections permitted in the by-law are typical elements required and related to the functional elements of the building. The parent by-law either does not, a) include all of these items, or b) provide enough tolerance for these items. In our opinion, these are reasonable projections and generally consistent with other zoning by-laws. We also note the need for a certain amount of tolerance given that the detailed design of many of these elements is not addressed until the detailed design stage of the project.
	(2) Determining the Height of Structures in Commercial Residential Zones In the Commercial Residential Zone category, the height of a structure that is not a building, is the distance between average grade and the elevation of the highest point of the structure.	(D) Despite regulations 40.5.40.10(3) to (8) and (C) above, the following equipment and structures may project beyond the permitted maximum height shown on Diagram 3 of By-law [Clerks to insert By-law number]:	
	(3) Height of Specific Structures on a Building In the Commercial Residential Zone category, the following structures on the roof of a building may exceed the permitted maximum height for that building by 5.0 metres: (A) antennae; (B) flagpoles; and (C) satellite dishes.	(i) equipment used for the functional operation of the building, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by a maximum of 6.0 metres;	
	(4) Height of Elements for Functional Operation of a Building In the Commercial Residential Zone category, equipment and structures located on the roof of a building may exceed the permitted maximum height for that building by 5.0 metres, subject to regulation 40.5.40.10(5): (A) equipment used for the functional operation of the building, such as electrical, utility, mechanical and ventilation equipment; (B) structures or parts of the building used for the functional operation of the building, such as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, vents, and water supply facilities; and (C) structures that enclose, screen or cover the equipment, structures and parts of a building listed in (A) and (B) above.	(ii) structures that enclose, screen, or cover the equipment, structures and parts of a building listed in (i) above, including a mechanical penthouse, by a maximum of 6.0 metres;	
	(5) Limits on Elements for Functional Operation of a Building In the Commercial Residential Zone category, equipment, structures or parts of a building exceeding the permitted maximum height for a building, as permitted by regulation 40.5.40.10(4), must comply with the following: (A) the total area of all equipment, structures, or parts of a building may cover is no more than 30% of the area of the roof, measured horizontally; and [By-law: 451-2022] (B) if any equipment, structures, or parts of a building are located within 6.0 metres of a lot line abutting a street, their total horizontal dimension, measured parallel to the street, may not exceed 20% of the width of the building's main walls facing that street.	(iii) architectural features, parapets, and elements and structures associated with a green roof, by a maximum of 2.0 metres above the elements in (i) and (ii) above;	
	(6) Height of Rooftop Amenity Space Safety and Wind Protection Elements In the Commercial Residential Zone category, unenclosed structures providing safety or wind protection to rooftop amenity space may exceed the permitted maximum height for that building by 3.0 metres, if the structures are no closer than 2.0 metres from the interior face of any main wall.	(iv) building maintenance units and window washing equipment, by a maximum of 6.0 metres, which may also project 6.0 metres above the elements in (i) and (ii) above;	
	(7) Height of Buildings and Structures - Green Roof In the Commercial Residential Zone category, a parapet wall for a green roof may exceed the permitted maximum height for a building by 2.0 metres.	(v) architectural features, parapets, and elements and structures associated with a green roof, by a maximum of 2.0 metres; (vi) planters, landscaping features, guard rails, and divider screens on a balcony and/or terrace, by a maximum of 3.5 metres;	

	<p>(8) Limits on Elements for Functional Operation of a Building for Towers In the Commercial Residential Zone category: (A) Despite regulations 40.5.40.10 (4) and (5), equipment, structures or parts of a building listed in regulation 40.5.40.10 (4) located on the roof of the tower portion of a building may exceed the permitted maximum height for that building by 6.5 metres, if the total area of all equipment, structures, or parts on the roof of the tower portion of the building cover no more than 450 square metres, measured horizontally; (B) chimneys, pipes, and vents, may further exceed the permitted maximum height in (A) by 3.0 metres; and (C) For the purpose of regulation 40.5.40.10(8), a "tower" is the portions of a building which collectively enclose the entirety of a storey higher than 24.0 metres above the average grade, and where the maximum average gross floor area of any storey located above 24.0 metres does not exceed 750 square metres. [By-law: LPAT PL130592 March 6, 2020]</p>	<p>(vii) antennae, flagpoles and satellite dishes, by a maximum of 6.5 metres; and</p> <p>(viii) trellises, pergolas, and unenclosed structures providing safety or wind protection to rooftop terraces or amenity space, by a maximum of 3.0 metres;</p>	
<p>40.10.40 Principle Building Requirements</p>			
<p>40.10.40.10 - Height</p>	<p>(2)Development Standard Set 2 - Maximum Height In the CR zone subject to Development Standard Set 2 (SS2), the maximum height of a building or structure on a lot is: (A) the numerical value, in metres, following the letters "HT" on the Height Overlay Map; or (B) 14.0 metres, if there is no numerical value following the letters "HT" on the Height Overlay Map.</p> <p>(4) Required Minimum Height in Certain CR Zones In the CR zone: (A) If a lot has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(ii) that is greater than 0.0 and the lot is located in whole or in part in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), or Policy Area 4 (PA4) on the Policy Areas Overlay Map, the required minimum height of a building or structure is 10.5 metres and it must have at least 3 storeys; and (B) The required minimum height and storeys requirement in regulation (A) does not apply to a vehicle fuel station.</p> <p>(5) Minimum Height of First Storey In the CR zone, the required minimum height of the first storey, is measured between the floor of the first storey and the ceiling of the first storey, is 4.5 metres.</p>	<p>(C) Despite regulation 40.10.40.10(8), the permitted maximum height of a building or structure is the number in metres following the letters "HT" as shown on Diagram 3 of By-law [Clerks to insert By-law number];</p>	<p>Please refer to Section 5.4 (Height, Massing and Density) and Section 5.5 (Built Form Impacts) of the Planning Rationale for further analysis.</p>
<p>40.10.40.40 - Floor Area</p>	<p>(1)Floor Space Index In the CR zone, the letters and numbers in brackets following the zone symbol on the zone label on the Zoning By-law Map have the following application: (A) the numerical value following the zone symbol is the total permitted maximum floor space index for all uses on the lot; (B) the letter "c" refers to the floor space index and the numerical value is the permitted maximum floor space index for non-residential uses on the lot; and (C) the letter "r" refers to the floor space index and the numerical value is the permitted maximum floor space index for residential uses on the lot.</p>	<p>(E) Despite regulation 40.10.40.40(1), the permitted maximum gross floor area: (i) for new buildings, must not exceed 20,900 square metres, provided: (a) the residential gross floor area must not exceed 20,000 square metres; (b) the non-residential gross floor area must not exceed 900 square metres; (i) for the "Existing 14ST Building", as shown on Diagram 3 of By-law [Clerks to insert By-law number], must not exceed 90 square metres;</p>	<p>In our opinion, a proposed density of 3.61 FSI is appropriate. Please refer to Section 5.4 (Height, Massing and Density) of the Planning Rationale for further analysis.</p>

40.10.40.60 - Permitted Encroachments	<p>(1) Permitted Encroachments - Decks, Porches and Balconies <i>In the CR zone a platform with no roof, such as a deck, porch, balcony or similar structure, attached to or less than 0.3 metres from a building, is subject to the following:</i></p> <p><i>(A) a platform with a floor level no higher than the floor level of the first storey of the building may encroach into the required minimum building setback the lesser of 2.5 metres or 50% of the required minimum building setback, if it is no closer to a lot line than 0.3 metres and is not located between the building and a lot line that abuts a street;</i></p> <p><i>(B) in the CR zone subject to Development Standard Set 1 (SS1), or Development Standard Set 3 (SS3), a platform with a floor level higher than the floor level of the first storey of the building may encroach into the required minimum building setback a maximum of 1.5 metres; and</i></p> <p><i>(C) in the CR zone subject to Development Standard Set 2 (SS2), a platform attached to the front main wall with a floor level higher than the floor level of the first storey of the building must:</i></p> <p><i>(i) be located above the first three storeys of the building above-ground;</i></p> <p><i>(ii) be located entirely behind the front main wall of the three storeys of the building above-ground; and</i></p> <p><i>(iii) not project more than 1.5 metres from the main wall to which it is attached.</i></p>	<p><i>(H) Despite Clause 40.10.40.60 and (G) above, the following elements may encroach into the required minimum building setbacks and main wall separation distances as follows:</i></p> <p><i>(i) decks, porches, and balconies, by a maximum of 2.0 metres;</i></p> <p><i>(ii) canopies and awnings, by a maximum of 4.0 metres;</i></p> <p><i>(iii) exterior stairs, access ramps and elevating devices, by a maximum of 3.0 metres;</i></p> <p><i>(iv) cladding added to the exterior surface of the main wall of a building, by a maximum of 0.5 metres;</i></p>	<p><i>The items listed that project beyond the permitted setbacks permitted in the by-law are typical elements required and related to the functional elements of the building. The parent by-law either does not, a) include all of these items, or b) provide enough tolerance for these items. In our opinion, these are reasonable projections and generally consistent with other zoning by-laws. We also note the need for a certain amount of tolerance given that the detailed design of many of these elements is not addressed until the detailed design stage of the project.</i></p>
	<p>(2) Permitted Encroachments - Canopies and Awnings <i>In the CR zone a canopy, awning or similar structure, with or without structural support, or a roof over a platform which complies with regulation 40.10.40.60(1), may encroach into a required minimum building setback for the building as follows:</i></p> <p><i>(A) to the same extent as the platform it is covering; and</i></p> <p><i>(B) if it is not covering a platform, the canopy, awning or similar structure:</i></p> <p><i>(i) in a rear yard, the lesser of 2.5 metres or 50% of the required rear yard setback, if it is no closer to a side lot line than the required side yard setback;</i></p> <p><i>(ii) in a side yard that does not abut a street, a maximum of 1.5 metres, if it is no closer than 0.3 metres from the side lot lines; and</i></p> <p><i>(iii) in a front yard or side yard that abuts a street, in compliance with regulation 40.5.40.60(1).</i></p>	<p><i>(v) architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast, by a maximum of 1.0 metres;</i></p> <p><i>(vi) window projections, including bay windows and box windows, by a maximum of 1.5 metres;</i></p> <p><i>(vii) eaves, by a maximum of 1.0 metres;</i></p> <p><i>(viii) a dormer, by a maximum of 1.5 metres;</i></p>	
	<p>(3) Permitted Encroachments - Exterior Stairs, Access Ramp and Elevating Device <i>In the CR zone:</i></p> <p><i>(A) exterior stairs providing access to a building or structure may encroach into a required minimum building setback, if the stairs are:</i></p> <p><i>(i) no longer than 1.5 horizontal units for each 1.0 vertical unit above-ground at the point where the stairs meet the building or structure;</i></p> <p><i>(ii) no wider than 2.0 metres; and</i></p> <p><i>(iii) no closer to a lot line than 0.3 metres; and</i></p> <p><i>(B) an uncovered ramp providing pedestrian access to a building or structure may encroach into a required minimum building setback, if the ramp is:</i></p> <p><i>(i) no longer than 15 horizontal units for each 1.0 vertical unit above-ground at the point where the ramp meets the building or structure;</i></p> <p><i>(ii) no wider than 1.5 metres for each sloped ramp segment; and</i></p> <p><i>(iii) no closer to a lot line than 0.3 metres; and</i></p> <p><i>(C) an elevating device providing access to a building or structure may encroach into a required minimum building setback, if the elevating device:</i></p> <p><i>(i) elevates no higher than the first storey of the building;</i></p> <p><i>(ii) has a maximum area of 3.0 square metres; and</i></p> <p><i>(iii) is no closer to a lot line than 0.3 metres.</i></p>	<p><i>(ix) air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 2.0 metres; and</i></p>	
	<p>(4) Permitted Encroachments - Exterior Main Wall Surface <i>In the CR zone cladding added to the original exterior surface of the main wall of a building, may encroach into a required minimum building setback a maximum of 0.15 metres, if the building is at least 5 years old.</i></p>		

	<p>(5) Permitted Encroachments - Architectural Features <i>In the CR zone, architectural features on a building must comply with the following:</i> (A) a pilaster, decorative column, cornice, sill, belt course or other similar architectural feature on a building may encroach into a required minimum building setback a maximum of 0.6 metres, if it is no closer to a lot line than 0.3 metres; and (B) a chimney breast, on a building, may encroach into a required minimum building setback a maximum of 0.6 metres, if it is: (i) no wider than 2.0 metres; and (ii) no closer to a lot line than 0.3 metres.</p>		
	<p>(6) Permitted Encroachments - Window Projections <i>In the CR zone a bay window, box window, or other window projection from a main wall of a building, which increases floor area or enclosed space and does not touch the ground, may encroach:</i> (A) into a required minimum front yard setback or required minimum rear yard setback a maximum of 0.75 metres, if the window projections in total do not occupy more than 65% of the width of the front main wall or rear main wall at each storey; and (B) into a required minimum side yard setback a maximum of 0.6 metres, if the window projections: (i) in total do not occupy more than 30% of the width of the side main wall at each storey; and (ii) are no closer to the side lot line than 0.6 metres.</p>		
	<p>(7) Permitted Encroachments - Roof Projections <i>In the CR zone, roof projections must comply with the following:</i> (A) a dormer projecting from the surface of the roof, may not have any wall of the dormer closer to a lot line than the required minimum building setback for the building's main wall; and (B) the eaves may encroach into a required minimum building setback a maximum of 0.9 metres, if they are no closer to the lot line than 0.3 metres.</p>		
	<p>(8) Permitted Encroachments - Equipment <i>On a building in the CR zone, the following wall mounted equipment may encroach into a required minimum building setback as follows, if they are no closer to the lot line than 0.3 metres:</i> (A) an air conditioner a maximum of 0.9 metres, into the required minimum rear yard setback or required minimum side yard setback if it is not located above the first storey; (B) a satellite dish a maximum of 0.9 metres; (C) an antennae or pole used to hold an antennae a maximum of 0.9 metres into a required minimum rear yard setback or side yard setback; and (D) a vent or pipe a maximum of 0.6 metres into a required minimum rear yard setback or required minimum side yard setback.</p>		
	<p>(9) Permitted Encroachments - Required Angular Planes <i>In the CR zone, permitted encroachments may not penetrate into an angular plane required by this By-law.</i></p>		
<p>40.10.40.70 - Setbacks</p>	<p>(2) Development Standard Set 2 - Building Setbacks <i>In the CR zone subject to Development Standard Set 2 (SS2), a building or structure is subject to the following:</i> (3) Development Standard Set 3 - Building Setbacks <i>In the CR zone subject to Development Standard Set 3 (SS3), a building or structure is subject to the following:</i> (A) the building must be set back: (i) at least 7.5 metres from the rear lot line; or</p>	<p>(F) Despite regulation 40.10.40.70(7), the required minimum building setbacks are as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];</p>	<p><i>Please refer to Section 5.0, and specifically, 5.5 (Built Form Impacts) for further analysis.</i></p>
<p>40.10.40.80 - Separation</p>	<p>(2) Separation of Building Walls - Development Standard Set 2 and Development Standard Set 3 <i>For a lot in the CR zone, subject to Development Standard Set 2 (SS2) or Development Standard Set 3 (SS3), the portion of a building which has a height equal to or less than the width of the right-of-way of the street it abuts must comply with the following:</i> (A) where a main wall of the building has windows and a line projected at a right angle from that main wall intercepts another main wall with windows on the same lot, the required minimum above-ground distance between the main walls is 11.0 metres; and (B) where a main wall of the building has windows facing another main wall on the same lot which does not have windows and a line projected at a right angle from one of these main walls intercepts the other main wall, the required minimum above-ground distance between the main walls is 5.5 metres.</p>	<p>(G) Despite regulation 40.10.40.80(2), the required separation distances between main walls are shown are shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];</p>	<p><i>Please refer to Section 5.0, and specifically, 5.5 (Built Form Impacts) for further analysis.</i></p>
<p>40.10.100</p>	<p>Access to Lot</p>		

40.10.100.10 - Location	<p>(1) Vehicle Access – Restrictions <i>In a CR zone, for a lot subject to Development Standard Set 1 (SS1) or Development Standard Set 2 (SS2):</i> (A) if the lot abuts a lane, vehicle access to that lot must be from the lane; and (B) if the corner lot does not abut a lane and has at least one lot line abutting a street which is not a major street on the Policy Areas Overlay Map, vehicle access to that lot must be from a street which is not a major street; (C) only one vehicle access is permitted; and (D) regulations (A), (B), and (C) above, do not apply to restrict the following uses: (i) Ambulance Depot (ii) City Services, referred to in regulation 5.10.20.1(1); (iii) Fire Hall; (iv) Police Station; or (v) Vehicle Fuel Station. [By-law: 607-2015]</p>	<p>(J) Despite 40.10.100.10(1)(C), two vehicle accesses are permitted;</p>	<p>Please see Section 5.1 of the Transportation Impact Study related to future access improvements</p>
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Chapter 200	Parking Space Regulations
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200.15	Regulations Applying to Accessible Parking Spaces
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200.15.1 - General	<p>(1) An accessible parking space must have the following minimum dimensions: (A) length of 5.6 metres; (B) width of 3.9 metres; and (C) vertical clearance of 2.1 metres. (1) Accessible Parking Space Dimensions <i>An accessible parking space must have the following minimum dimensions:</i> (A) length of 5.6 metres; (B) width of 3.4 metres; and (C) vertical clearance of 2.1 metres; [By-law: 579-2017 Under Appeal]</p> <p>(2) Accessible Parking Space Dimensions - Parallel Parking Space <i>The minimum dimensions of an accessible parking space that is adjacent and parallel to a drive aisle from which vehicle access is provided is:</i> (A) length of 7.1 metres; (B) width of 2.6 metres; and (C) vertical clearance of 2.1 metres; [By-law: 579-2017]</p> <p>(3) Barrier Free Aisle <i>The entire length of an accessible parking space must be adjacent to a 1.5 metre wide accessible barrier free aisle or path as shown on Diagram 1 and Diagram 2 of By-law 579-2017; [By-law: 579-2017 Under Appeal]</i></p> <p>(4) Location of Accessible Parking Spaces <i>Accessible parking spaces must be the parking spaces closest to a barrier free:</i> (A) entrance to a building; (B) passenger elevator that provides access to the first storey of the building; and (C) and shortest route from the required entrances in (A) and (B). [By-law: 579-2017 Under Appeal]</p>	<p>(I) Despite Regulations 200.15.1(1) and (3), an accessible parking space must have the following minimum dimensions: (i) length 5.6 metres; (ii) width 3.4 metres; (iii) vertical clearance of 2.1 metres; and (iv) a 1.5 metre wide accessible barrier-free aisle or path is required along the entire length of one side of an accessible parking space, and such aisle or path may be shared by two accessible parking spaces;</p>	<p>The proposed accessible parking dimensions are matching the more up-to-date standards for accessible parking spaces, introduced by By-law 579-2017. As this regulation remains under appeal, it technically does not apply and these are proposed to be secured.</p>
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Chapter 230	Bicycle Parking Space Regulations
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	<p>(1) Application of This Section <i>The regulations in Section 230.5 apply to all bicycle parking spaces.</i></p>	<p>(J) Despite Regulations 230.5.1.10(6), 230.5.1.10(9) and 230.40.1.20(2), both "long-term" and "short-term" bicycle parking spaces may be:</p>	
	<p>(6) Long-Term Bicycle Parking Space Locational Requirement "Long-term" bicycle parking spaces must be located in a building.</p>		

(9) Long Term Bicycle Parking Space Location

If a lot is located in:

(A) the Commercial Zone category, Commercial Residential Zone category, Commercial Residential Employment Zone category, Institutional Zone category or Employment Zone category then a required "long-term" bicycle parking space for uses other than dwelling units may be located:

(i) on the first storey of the building;

(ii) on the second storey of the building;

(iii) on levels of the building below-ground commencing with the first level below-ground and moving down, in one level increments when at least 50% of the area of that level is occupied by bicycle parking spaces, until all required bicycle parking spaces have been provided; and

(B) the Residential zone category, Apartment Zone Category; Commercial Residential Zone category, Commercial Residential Employment Zone category, then a required "long-term" bicycle parking space for a dwelling unit in an apartment building or mixed-use building may be located:

(i) on the first storey of the building;

(ii) on the second storey of the building;

(iii) on levels of the building below-ground commencing with the first level below-ground and moving down, in one level increments when at least 50% of the area of that level is occupied by bicycle parking spaces, until all required bicycle parking spaces have been provided; and

(i) located outdoors, indoors, or in an enclosed room or enclosure, and located on any floor of a building, above or below grade; and

(ii) located more than 30 metres from a pedestrian entrance to the building; and

(K) Despite Regulation 230.5.1.10(10), both "long-term" and "short-term" bicycle parking spaces may be provided in a stacked bicycle parking space.

