

SEPTEMBER

2019

 BOUSFIELDS INC.



**PLANNING  
& URBAN  
DESIGN  
RATIONALE**

**2993-3011 SHEPPARD AVENUE EAST &  
1800-1814 PHARMACY AVENUE**  
CITY OF TORONTO

**PREPARED FOR:**  
SHEPPARD PHARMACY GP INC.



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# TABLE OF CONTENTS

<b>[1.0] INTRODUCTION</b>	<b>1</b>
<b>[2.0] SITE &amp; SURROUNDINGS</b>	<b>4</b>
2.1 SITE	5
2.2 SURROUNDINGS	6
2.3 TRANSPORTATION NETWORK	10
<b>[3.0] PROPOSAL</b>	<b>12</b>
3.1 DESCRIPTION OF PROPOSAL	13
3.2 SITE STATISTICS	17
3.3 REQUIRED APPROVALS	17
<b>[4.0] POLICY &amp; REGULATORY CONTEXT</b>	<b>18</b>
4.1 PROVINCIAL POLICY STATEMENT (2014)	19
4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)	19
4.3 TORONTO OFFICIAL PLAN	22
4.4 ZONING	29
4.5 SHEPPARD AVENUE CORRIDOR STUDY	31
4.6 SHEPPARD EAST LRT ENVIRONMENTAL ASSESSMENT STUDY	32
4.7 SHEPPARD AVENUE EAST AVENUE STUDY (2011)	34
4.8 TALL BUILDING DESIGN GUIDELINES	34
<b>[5.0] PLANNING &amp; DESIGN ANALYSIS</b>	<b>35</b>
5.1 INTENSIFICATION	36
5.2 LAND USE	37
5.3 SEGMENT STUDY	39
5.4 HEIGHT, MASSING AND DENSITY	40
5.5 BUILT FORM IMPACTS	42
5.6 URBAN DESIGN	45
5.7 TRANSPORTATION AND SERVICING	47
5.8 COMMUNITY SERVICES AND FACILITIES	48
<b>[6.0] CONCLUSION</b>	<b>50</b>
<b>APPENDIX A:</b>	<b>52</b>
COMMUNITY SERVICES AND FACILITIES STUDY	52

TOC



# [1.01]

## INTRODUCTION



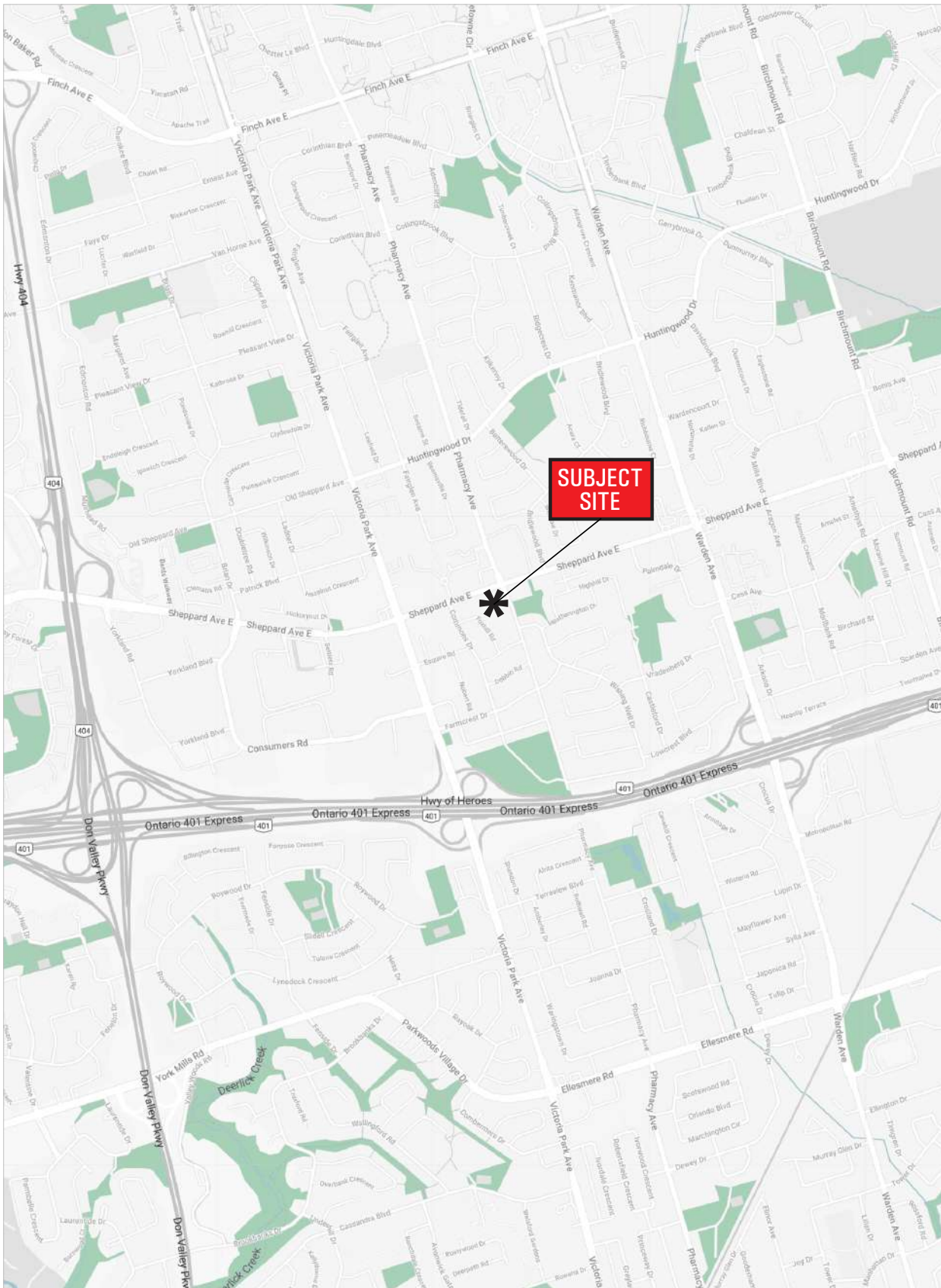


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of applications by Sheppard Pharmacy GP Inc. to amend the Toronto Official Plan, and the Sullivan Community Zoning By-law 10717, as amended, as well as the new City-wide Zoning By-law 569-2013 to permit a mixed-use residential/commercial development on a 0.66-hectare site located at the southwest corner of Sheppard Avenue East and Pharmacy Avenue, municipally known as 2993 to 3011 Sheppard Avenue East and 1800 to 1814 Pharmacy Avenue ("the subject site") (see **Figure 1**, Location Map).

The purpose of the applications is to permit the redevelopment of an underutilized site consisting of two commercial plazas with surface parking. The proposal contemplates the development of a 21-storey mixed-use building, with a 14-storey tower element atop a 7-storey podium.

This report concludes that intensification of the subject site contributes to the achievement of numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe (2019), and the City of Toronto Official Plan, all of which promote intensification on underutilized sites within built-up areas, particularly in locations that are well served by existing municipal infrastructure, including public transit.

From a land use planning perspective, the proposal would result in a desirable mixed-use intensification project having convenient access to the surface transit including the existing high-frequency bus service on Sheppard Avenue and the approved Sheppard East LRT line and to urban amenities within the surrounding area. In our opinion, the proposed *Apartment Neighbourhoods* land use designation is appropriate and desirable in recognition of the locational attributes of the subject site, as well as the planning and urban design benefits associated with reinvestment and intensification along the Sheppard Avenue corridor.

From a built form and urban design perspective, the proposed development has been carefully organized, sited and massed in a manner that complements and contributes to the emerging built form context. At the pedestrian scale, the base building aids in defining Sheppard Avenue East and Pharmacy Avenue and is of a scale that is in keeping with recently approved buildings along Sheppard Avenue, while providing an appropriate transition in scale to the low-rise residential area to the south along Pharmacy Avenue and to the southwest. Above the base building, the tower element is located at the northeast corner of the subject site in order to minimize built form impacts on neighbouring properties.

The proposal has been designed to be in keeping with the Official Plan's built form policies and the applicable urban design guidelines. In our opinion, the proposal will fit harmoniously with the existing and planned built form context. The proposed height and massing will fit into the character of recently-approved mixed-use developments along the Sheppard Avenue corridor and will provide an appropriate transition to the surrounding low-rise *Neighbourhoods*.

For the foregoing reasons, it is our opinion that the proposal represents good planning and urban design and, accordingly, we recommend approval of the applications.





# L2.01

S I T E &  
S U R R O U N D I N G S



## 2.1 Site

The subject site is located at the southwest corner of Sheppard Avenue East and Pharmacy Avenue, and is comprised of two properties municipally known as 2993 to 3011 Sheppard Avenue East and 1800 to 1814 Pharmacy Avenue, respectively. The combined site is generally rectangular in shape and has a total area of approximately 6,583 square metres, with frontages of approximately 50.36 metres along Sheppard Avenue and 82.97 metres along Pharmacy Avenue. The property is generally flat, with limited vegetation. There are a number of trees located along the west and south property lines. Along the Pharmacy Avenue and Sheppard Avenue frontages, there is a grass strip but no street trees.

The subject site is currently occupied by multi-unit commercial plazas on each of the properties. Tenants within each of the commercial plazas include such uses as restaurants, convenience stores, hair salons, bakery, pharmacies, car rental, office and medical office.

The commercial plaza on 2993-3011 Sheppard Avenue East is comprised of a predominantly single-storey commercial building (and a second storey located on the west end) with a surface parking lot fronting Sheppard Avenue East and a driveway running along the south and west property lines. Vehicular access is provided by two curb cuts: one located at the northwest corner off Sheppard Avenue; and the other at the northeast corner off of Pharmacy Avenue. The total non-residential gross floor area of the plaza is approximately 1,045 square metres (approximately 11,244 square feet).

The commercial plaza fronting Pharmacy Avenue (1800-1814 Pharmacy Avenue) is currently occupied by a single-storey commercial building with surface parking fronting the street, as well as additional surface parking at the rear of the building accessed by a driveway along the south end of the property. A single curb cut is provided off Pharmacy Avenue at the southeast corner. The existing non-residential gross floor area of the Pharmacy plaza is approximately 901 square metres (approximately 9,700 square feet).



Subject Site looking southwest along Pharmacy Avenue



Subject Site looking northwest along Pharmacy Avenue



Subject Site looking northwest along Pharmacy Avenue



Subject Site looking southwest along Sheppard Avenue



Subject Site looking west along Pharmacy Avenue



## 2.2 Surroundings

The subject site is located within an area containing a wide range of uses, including office, retail, commercial, residential and institutional uses (see **Figure 2**, Aerial Photo). The area is experiencing an evolution, including as a result of the planned Sheppard East LRT line. In this regard, there have been a number of recently completed buildings and buildings under construction, as well as a number of recent approvals in the immediate area, transforming the Sheppard Avenue corridor into a mixed-use area with mid-rise and tall building heights ranging between 14 and 30 storeys.

To the immediate north of the subject site, at the northwest corner of Sheppard Avenue and Pharmacy Avenue is a vacant site at 2002

Pharmacy Avenue and 2992 Sheppard Avenue East that has approvals in place for a 14-storey mixed-use building with 158 units and grade-related retail space (Jasmine Condominiums). A minor variance application to permit an increase in the building height to 18 storeys among other variances is currently deferred indefinitely. Further west, on the north side of Sheppard Avenue towards Victoria Park Avenue, are a number of existing and recently constructed buildings including a 13-storey apartment building at 2008 Pharmacy Avenue, a 10-storey apartment building at 40 Chichester Place, a recently-constructed 20-storey apartment building at 8 Chichester Place, an existing 16-storey apartment building at 10 Chichester Place and a 14-storey apartment building at 20 Chichester Place.

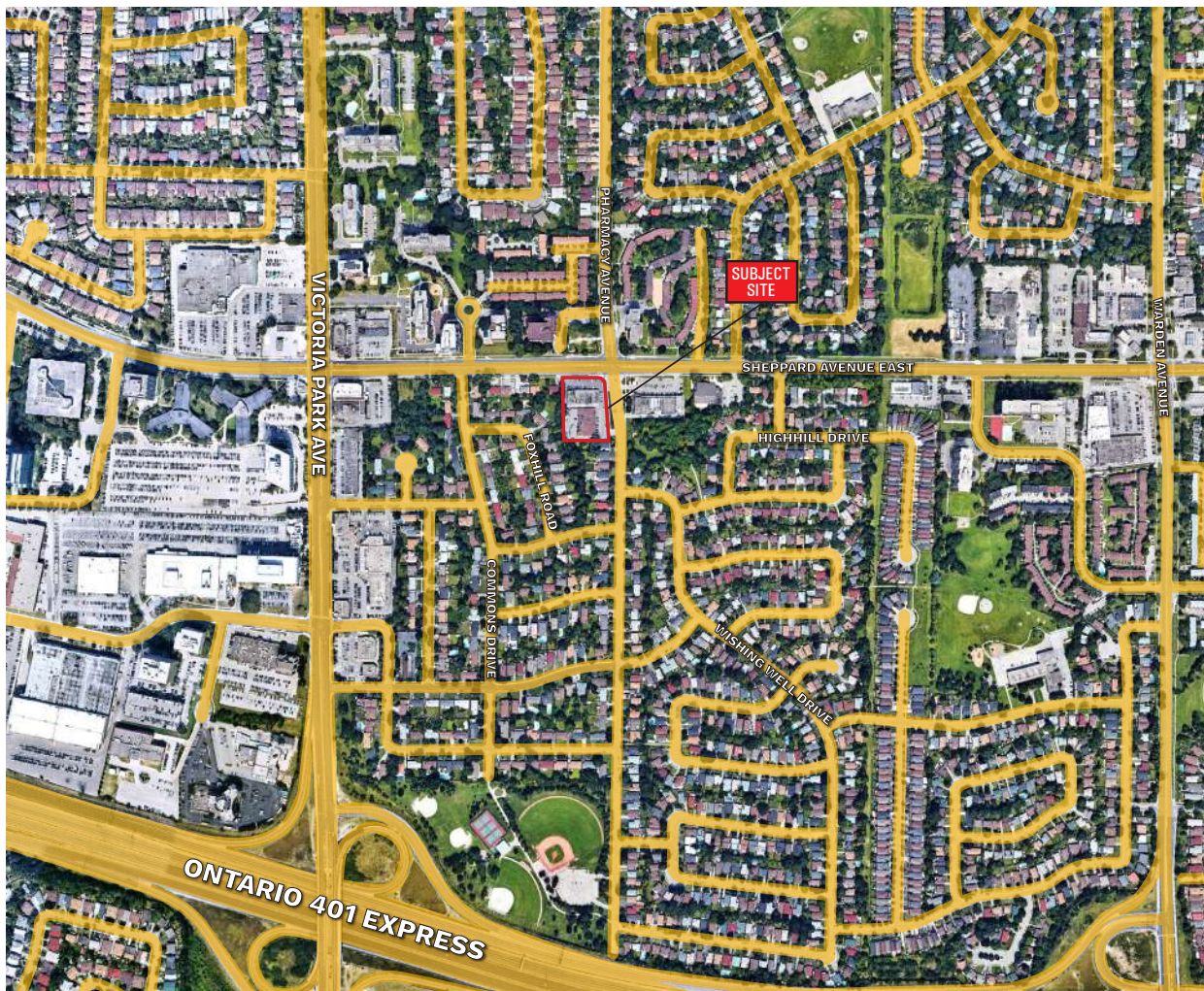


Figure 2 - Aerial Photo





2002 Pharmacy Avenue and 2992 Sheppard Avenue East



2008 Pharmacy Avenue



40 Chichester Place



8 Chichester Place



10 Chichester Place



20 Chichester Place



To the immediate northeast of the subject site, at the northeast corner of Sheppard Avenue and Pharmacy Avenue, is an 11-storey slab-style apartment building (3110 Sheppard Avenue East). To the east and north of the apartment building is a townhouse development at 3120 Sheppard Avenue East. Further north and east of the townhouse development is a low density residential area comprised mainly of 2-storey single detached houses.



3110 Sheppard Avenue East

To the east, Wish Condos (3105 Sheppard Avenue East) is an 18-storey mixed-use building with a 7-storey podium building that is currently under construction. Further east is the Sheppard entrance for Wishing Well Woods Park. East of the park entrance is GracePoint Baptist Church at 3143 Sheppard Avenue East. The 1-½ storey church building is located on the west portion of the property, while the east portion of the property is occupied by surface parking. East of the church, on the south side of Sheppard Avenue, are 9 single-storey detached houses extending east to the former hydro corridor lands, while on the north side of Sheppard Avenue, there are also single detached houses either backing onto Sheppard Avenue, or fronting Bridlewood Boulevard.



3105 Sheppard Avenue East



3120 Sheppard Avenue East



3143 Sheppard Avenue East



3120 Sheppard Avenue East

Beyond the former hydro corridor, towards Warden Avenue, there is a mix of residential, retail and office uses. In terms of residential uses, there is a mix of housing types and building heights including low-rise townhouse and detached houses (1 and 2 storeys) and apartment buildings with heights of 17 and 19 storeys (3275 Sheppard Avenue East and 270 Palmdale Drive, respectively).



3275 Sheppard Avenue East



270 Palmdale Drive

On the north side of Sheppard Avenue, just west of Warden Avenue, are two recently approved developments. The property at 3220 Sheppard Avenue East is approved for a 20-storey residential building with 230 units. As well, the property at 3260 Sheppard Avenue East was approved by City Council on July 8, 2014 for a mixed-use, multi-phase development targeted for seniors, with a total of 797 units (Harmony Village at Sheppard). The approved development will consist of two 30-storey point towers fronting Sheppard Avenue, two 11-storey mid-rise buildings behind the towers and 17 three-storey townhouse units at the rear of the property.



3220 Sheppard Avenue East



3260 Sheppard Avenue East

To the immediate south of the subject site, there are a series of 1½-storey single detached dwellings with frontage along Pharmacy Avenue and Foxhill Road.



Dwellings along Pharmacy Avenue

To the immediate southeast of the subject site, is Wishing Well Woods Park, a heavily treed passive park fronting on Pharmacy Avenue, with pathway connections to Sheppard Avenue to the northeast and to Heatherington Drive to the south. Further southeast are low density residential uses, primarily in the form of single-storey and 2-storey single detached houses on Wishing Well Drive, Heatherington Drive and Highhill Drive that back onto the park. To the south, along Pharmacy Avenue, are 2-storey single detached houses fronting either side of the street.





Wishing Well Woods Park



Dwellings along Pharmacy Avenue



2933 Sheppard Avenue East



6 and 10 Chichester Place

To the immediate west of the subject site, fronting Sheppard Avenue, are six 2-storey single detached houses (2965-2973 Sheppard Avenue and 57 Common Drive), a number of which have been converted into office uses. South of these houses is a low density residential area on Foxhill Road and Commons Drive, comprised mainly of 1- and 2-storey single detached houses. West of Commons Drive, on the south side of Sheppard Avenue, is a vacant site at 2933 Sheppard Avenue East that was rezoned to permit an 18-storey mixed-use building, with 179 residential units and 281 square metres of retail at grade (By-law 999-2014). More recently, a new Site Plan Approval application has been submitted to permit an 18-storey mixed-use building with 170 units and 299 square metres of retail at grade. Further west, at the southeast corner of Sheppard Avenue and Victoria Park Avenue, is a recently constructed 3-storey office building at 2915 Sheppard Avenue East.

## 2.3 Transportation Network

Sheppard Avenue is classified as a Major Arterial road in the City's Road Classification System. The portion of Pharmacy Avenue south of Sheppard Avenue is classified as a Collector, while the portion of Pharmacy Avenue north of Sheppard Avenue is classified as a Minor Arterial.

Sheppard Avenue, west of Pharmacy Avenue (in front of the subject site), is a 6-lane street, with a centre left-turn lane, while east of Pharmacy Avenue, Sheppard Avenue is a 4-lane east-west street with a centre left-turn lane. Within this vicinity, Sheppard Avenue has a right-of-way width of 36 metres. South of Sheppard Avenue, Pharmacy Avenue is a 2-lane north-south street which dead-ends at Highway 401, while Pharmacy Avenue is a 4-lane street north of Sheppard Avenue.

The subject site is well-served by public transit. Numerous surface transit routes are located within walking distance of the subject site (see **Figure 3**, Transit Map). These include:

- 85 Sheppard East bus route operates between Sheppard-Yonge Station on the Yonge-University-Spadina Subway, Don Mills Station on the Sheppard Subway, and Rouge Hill GO Station;
- 167 Pharmacy North bus route operates between Don Mills Station on Line 4 Sheppard and the area of Pharmacy Avenue and Steeles Avenue East;
- 324 Victoria Park Blue Night bus route operates between the area of Kingston Road and Victoria Park Avenue, and the area of Steeles Avenue East and Warden Avenue;
- 385 Sheppard East Blue Night bus route operates between Sheppard-Yonge Station on the Yonge-University-Spadina Subway, and the area of Sheppard Avenue East and Meadowvale Road; and
- 985 Sheppard East Express bus route operates between Don Mills Station on Line 4 Sheppard, Scarborough Centre Station on Line 3 Scarborough, and the area of Sheppard Avenue East and Meadowvale Road.

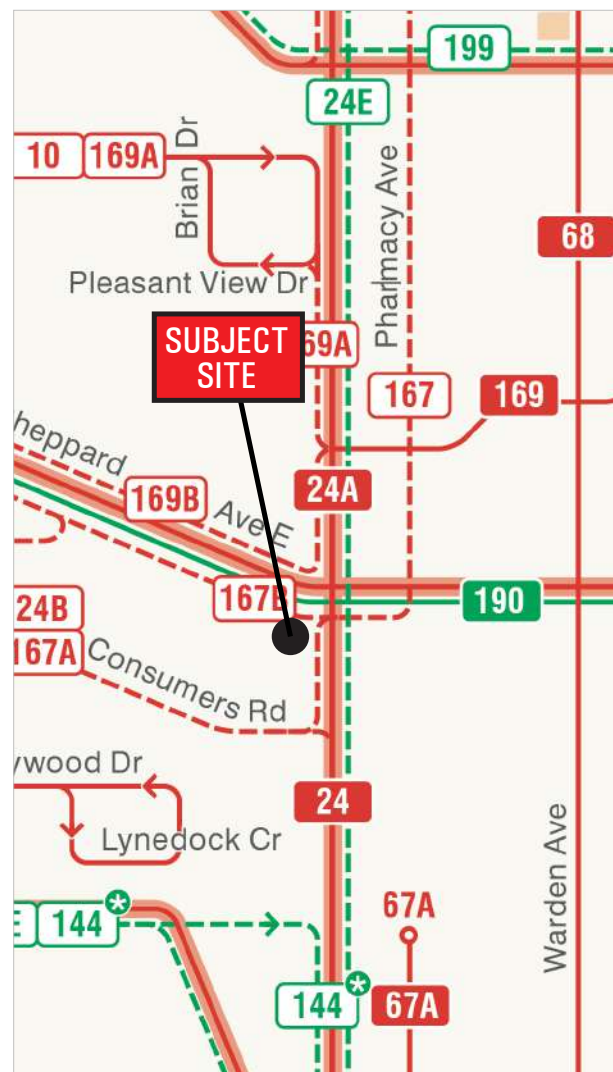
The nearest bus stop is located at the southwest corner of the intersection of Sheppard Avenue East and Pharmacy Avenue, immediately outside of the subject site on the southside of Sheppard Avenue East.

Given the subject site's location at the Sheppard Avenue East and Pharmacy Avenue intersection, there are 4 bus stops within walking distance of the subject site. Immediately outside of the subject site, on the southside of Sheppard Avenue East, is a stop traveling eastbound; at the northwest corner of the intersection there is a stop for routes traveling southbound; and at the northeast corner, there are two stops, one for northbound trips and one for westbound trips.

An Environmental Assessment was approved in May 2009 for the Sheppard East Light Rail Transit (LRT) line, allowing for the construction of a surface light rail line running within the centre median along Sheppard Avenue from Consumers Road to Morningside Avenue (and potentially as far east as Meadowvale Road). An LRT stop was proposed at the Sheppard Avenue/Pharmacy

Avenue intersection, immediately adjacent to the subject site.

Construction of Phase 1 of the LRT line (Don Mills Road to Morningside Avenue) was initiated and was scheduled to have been completed by September 2013. However, in April 2011, construction of the LRT line was stopped pending the outcome of discussions regarding the possible conversion of the Sheppard East LRT line to a full subway line. In March 2012, City Council reinstated the LRT project and in June 2012, the Province indicated that construction of the LRT project (from Don Mills Road to Morningside Avenue) would resume in 2017. The 2041 Metrolinx Regional Transportation Plan released in 2018 anticipates the project to be completed within the next ten years.



**Figure 3 - TTC Map**

A hand is pointing at architectural blueprints. A large red rectangular overlay covers the center of the image, containing the text '[13.01]' and 'PROPOSAL'.

# [13.01]

PROPOSAL



### 3.1 Description of Proposal

The proposed redevelopment of the subject site will result in a 21-storey mixed-use building consisting of a 7-storey podium building and a 14-storey tower element located at the northeast portion of the building (see **Figure 4**, Site Plan). Overall, the building will have a height of approximately 64.65 metres to the top of the roof and 69.65 metres to the top of the mechanical penthouse (see **Figure 5**, Elevations). It will contain approximately 433 units, with a total gross floor area of approximately 29,308 square metres (315,468 square feet), including 1,340 square metres (14,424 square feet) of commercial uses at grade. The resulting density will be a floor space index (FSI) of approximately 4.45.

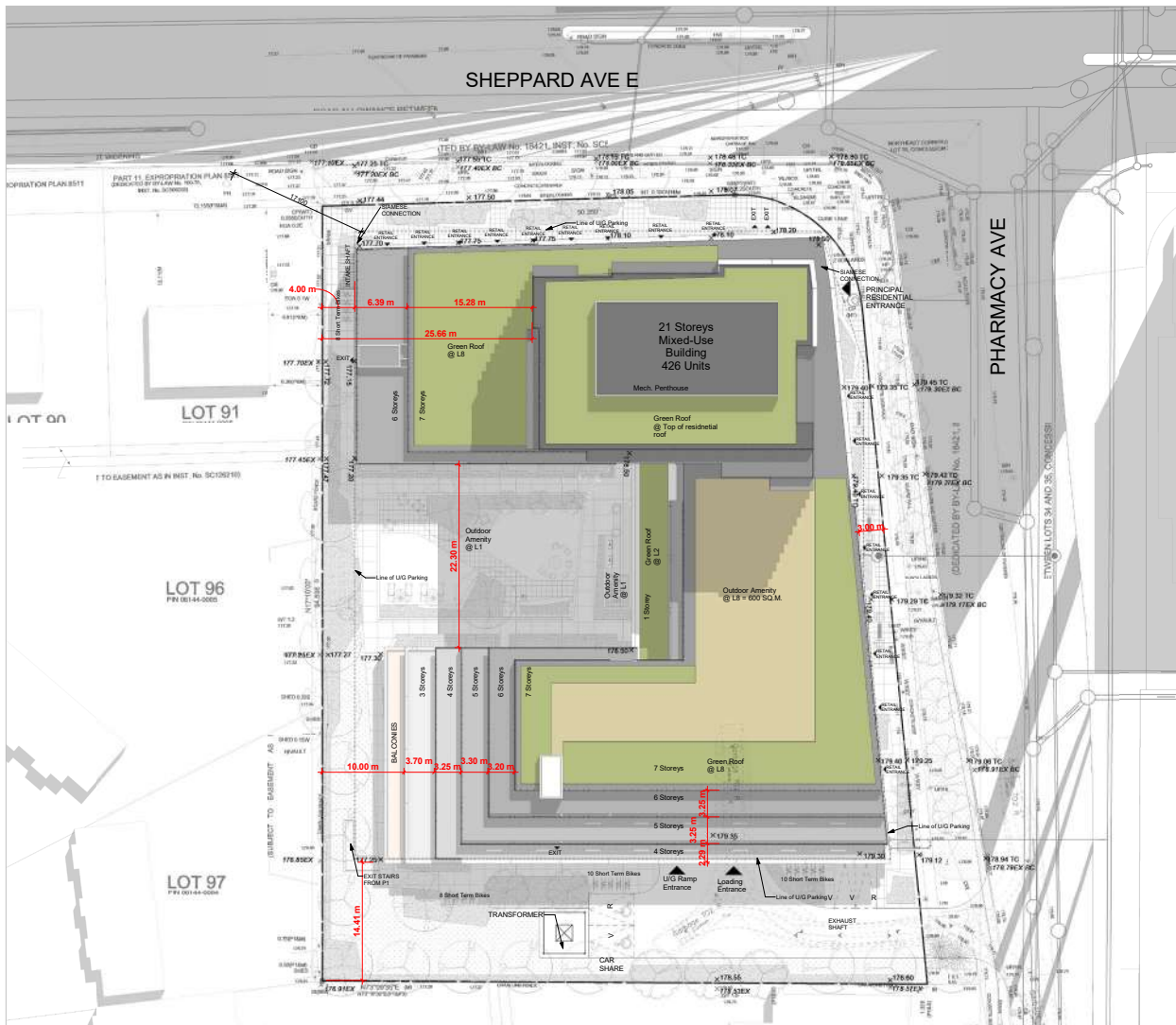


Figure 4 - Site Plan

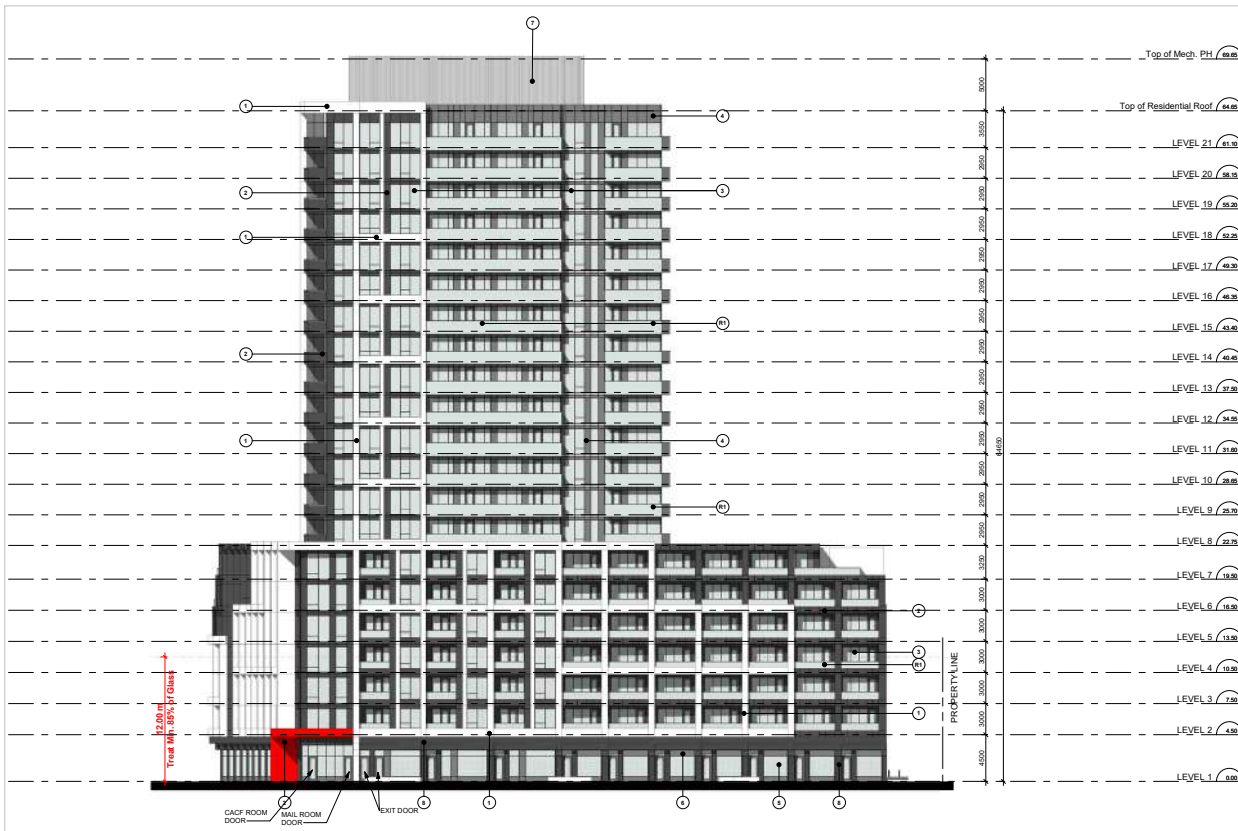


Figure 5 - North Elevation

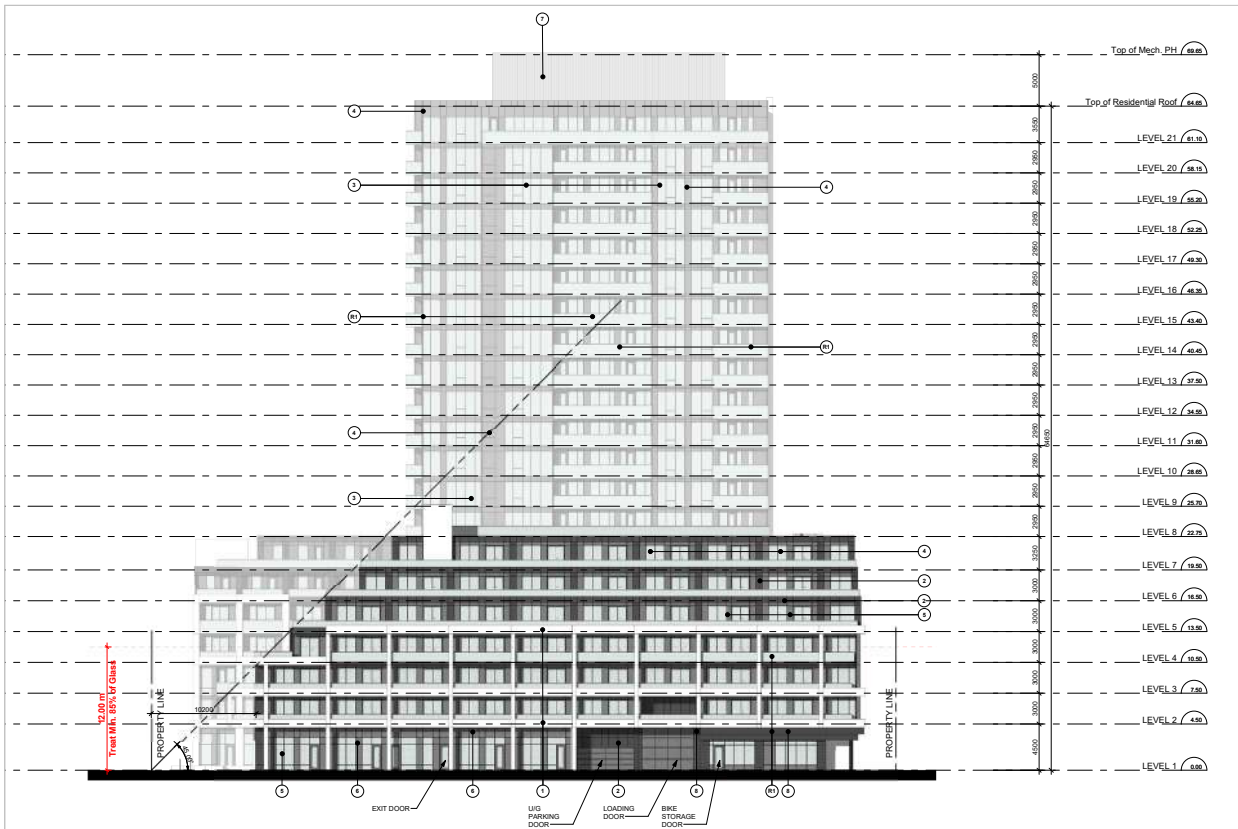
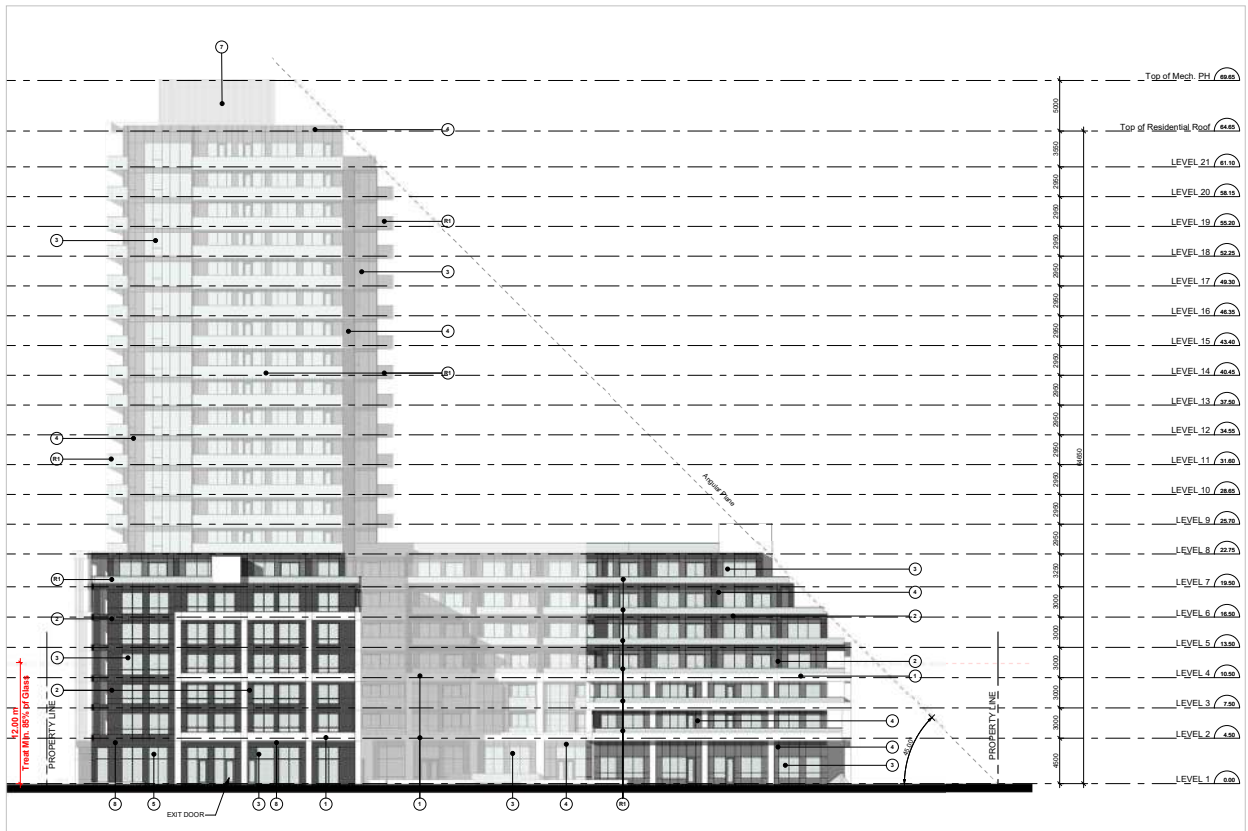
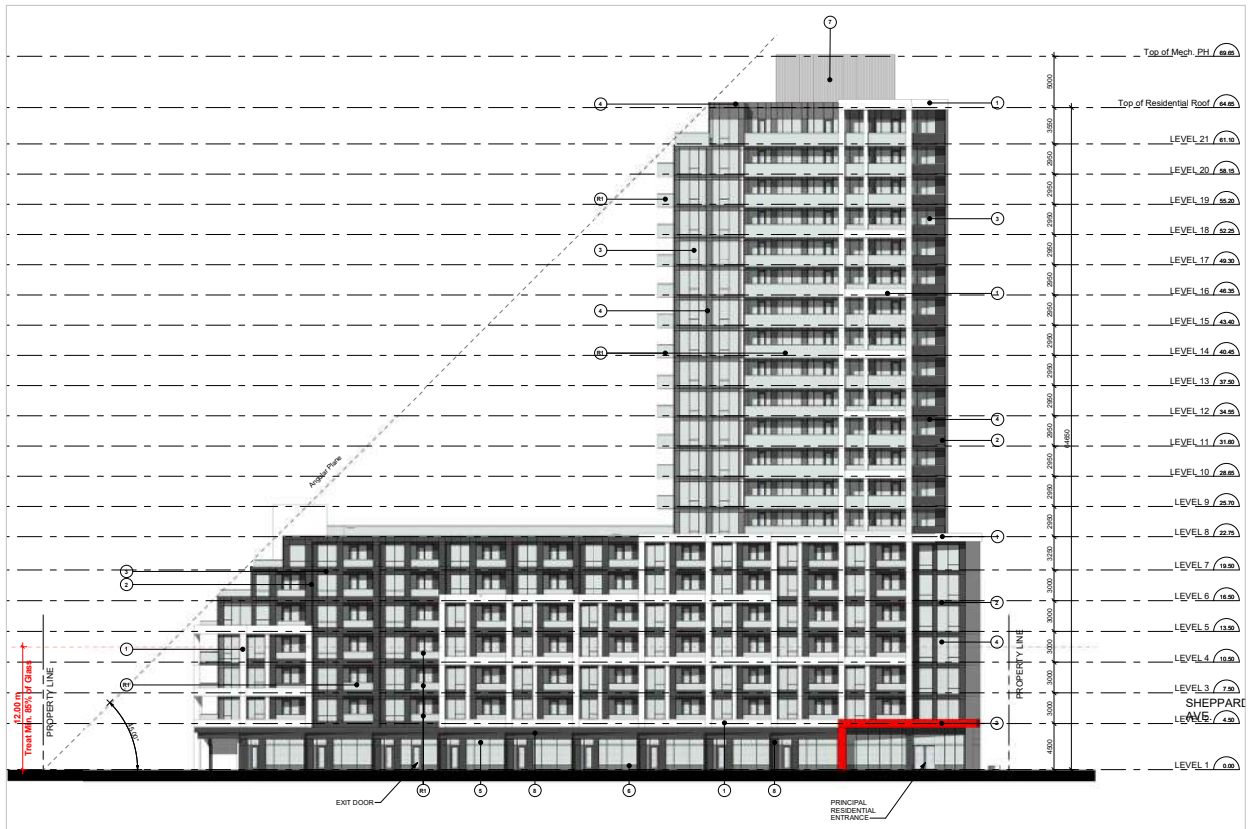


Figure 6 - South Elevation





**Figure 7 - West Elevation**



**Figure 8 - East Elevation**

## PODIUM BUILDING

The 7-storey (22.5 metre) podium building is U-shaped and oriented in an east-west direction, and will be built to provide a consistent 3.0 metre setback along Sheppard Avenue, and a 3.0 metre setback along Pharmacy Avenue, as well as a 4.0 metre setback from the west property line and a 14.4 metre setback from the south property line. The setbacks along the Sheppard Avenue and Pharmacy Avenue frontages provide a widened public realm with active at-grade uses. A separation distance of approximately 22.3 metres is provided between the north and south portions of the podium building and is proposed to be used as a large outdoor courtyard area for residents.

The south and west elevations of the building will incorporate a number of stepbacks. In this regard, the southwest portion of the podium will be setback 10.0 metres from the west property line and steps back 3.0 metres above each of the subsequent floors (i.e. above the second, third, fourth, fifth and sixth floors). From the south, the building steps back 3.0 metres above the fourth, fifth and sixth storeys. The stepbacks allow for an appropriate transition away from the low-rise neighbourhood to the south and west. For the northwest portion of the podium, the building steps back 3.0 metres above the sixth storey and the tower element is generally setback 3.0 metres from the podium building along the two street frontages.

The ground floor will have a height of 4.5 metres to support retail and commercial uses along the Sheppard Avenue and Pharmacy Avenue frontages. The residential lobby is located at the intersection, accessed from Sheppard Avenue. Internal to the podium are 19 grade-related units with direct access from both an internal corridor and the courtyard, and the landscaped areas. Central to the building is approximately 196 square metres of indoor amenity space contiguous with the 300 square metres of private outdoor amenity space and the 240 square metres courtyard area. At the southeast corner of the building bicycle parking is proposed. Adjacent to the bicycle parking is the loading space and the ramp leading to the below grade parking. Vehicular access to the subject site will be from Pharmacy Avenue and will be consolidated at the southeast corner of the property.

## TOWER ELEMENT

The proposed 14-storey tower element sits atop the podium building at the northeast corner of the podium to frame the intersection. The tower element is set back from the podium by approximately 3.0 metres along Sheppard Avenue and by approximately 3.0 metres along Pharmacy Avenue. The tower will have a floorplate size of approximately 750 square metres. On Level 8, 656.36 square metres of indoor amenity space is proposed adjacent to 602.01 square metres of proposed outdoor amenity space.

## UNIT DISTRIBUTION AND AMENITY SPACE

The proposed building will have a total of 433 units, consisting of 245 one-bedroom units, 160 two-bedroom units; and 28 three-bedroom units.

The building will include both indoor and outdoor amenity spaces (a total of approximately 1,766 square metres which is slightly higher than the required 4.0 square metres per dwelling unit). Approximately 656.36 square metres of indoor amenity space and 602.01 square metres of outdoor amenity space is proposed on the eighth level. In addition, approximately 196 square metres of indoor amenity space contiguous with the 300 square metres of outdoor amenity space is proposed on the ground floor. Private balconies and terraces provide additional outdoor space for units.

## PARKING AND LOADING

As noted above, the proposed vehicular access is off Pharmacy Avenue at the south east corner of the subject site connecting to a ramp for the underground parking garage and loading. A total of 339 vehicular parking spaces are provided, including 335 parking spaces for residents, 59 visitor parking spaces, 19 retail parking spaces and 1 car share space, located below grade in three levels of underground parking, with the exception of 4 (visitor and car share) parking spaces which are located at grade. The loading area will provide one Type 'G' loading space.

A total of 333 bicycle parking spaces are proposed, including 297 long-term spaces and 36 short-term spaces located on level one and within the below grade parking

## 3.2 Site Statistics

LOT AREA	6,583 SQUARE METRES
Floor Space Index	4.45
Gross Floor Area	Total: 29,308 Residential: 27,968 square metres Non-Residential: 1,340 square metres
Unit Mix	Total: 433 One-bedroom: 245 (56.6%) Two-bedroom: 160 (37 %) Three-bedroom: 28 (6.5%)
Amenity	Outdoor: 900 square metres Indoor: 866 square metres
Parking	Total: 339 Residential: 256 Residential Visitor: 62 Commercial: 19 Car-Share: 1
Loading	One Type "G"
Bicycle Parking	Total: 333 Short-term: 36 Long-term: 297

## 3.3 Required Approvals

The proposal requires an amendment to the Toronto Official Plan in order to permit a residential building over 4 storeys in height. Accordingly, the draft Official Plan Amendment proposes to redesignate the subject site from *Neighbourhoods* to *Apartment Neighbourhoods* on Map 19 (Land Use Plan) and to include a site-specific policy to permit the amount of non-residential gross floor area.

The proposal requires an amendment to the Sullivan Community Zoning By-law 10717, as amended, as well as the new City-wide Zoning By-law 569-2013, as amended, in order to permit the proposed uses and to increase the permitted height and density and to revise other development standards as necessary to accommodate the proposal.



# 14.01

POLICY &  
REGULATORY  
CONTEXT



## 4.1 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect as of April 30, 2014 and provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS.

The proposed development is consistent with the policy direction expressed in the PPS to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well-served by public transit.

In particular, Policy 1.1.3.2 of the PPS promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Sections 1.6, 1.6.3 and 1.6.7). With respect to

transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity will be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and mainstreets, and encouraging a sense of place by promoting well-designed built-form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

## 4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan was updated in May 2017 and took effect on July 1, 2017, replacing the previous 2006 Growth Plan. In the fall of 2018, the Ministry of Municipal Affairs and Housing began its Housing Supply Action Plan consultations, which among other things, sought to amend or replace the 2017 Growth Plan. The new Growth Plan for the Greater Golden Horseshoe (2019) was approved by the Lieutenant Governor in Council on May 2, 2019 and took effect on May 16, 2019.

Similar to the PPS, the Growth Plan supports residential intensification within built-up urban areas, particularly in proximity to transit. The plan is about accommodating forecasted growth in "complete communities", designed to "meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing to accommodate a range of incomes and household sizes". As noted in Section 2.1 of the Plan:

*"... Better use of land and infrastructure can be made by directing growth to existing urban areas. This Plan envisages increasing intensification of the existing built-up area, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields. Concentrating new development in these areas also provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options."*

The subject site would be considered an intensification area pursuant to the Growth Plan (i.e. a focus for accommodating intensification), given that it is located within an "strategic growth area" i.e. along a major road with frequent transit service (Sheppard Avenue), a higher order transit corridor (the Sheppard East LRT line) and a major transit station area (the planned Pharmacy LRT stop). The Growth Plan defines "strategic growth areas" as "within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. 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".

"Frequent transit service" is defined as "a 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". Pursuant to this definition, the 85 Sheppard East bus route would be identified as a frequent transit surface route as it is part of the TTC's 10-Minute Network, operating 10 minutes or better, all day, every day. Also, a "major transit station area" is defined by the Growth Plan as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metres radius of a transit station representing about a 10-minute walk." In turn, "higher order transit" is defined as "transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way". As noted in Section 2.3 above, the subject site is located immediately adjacent to the planned Pharmacy LRT stop along the planned Sheppard East LRT line.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041.

The recently released 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now midway through the 2001-2031 forecast period, the 2016 population of 2,731,571 (which would translate to an estimated population of 2,825,123, using the same undercount percentage as determined for the 2011 Census) is only 39.2% of the way toward achieving the population forecast of 3,190,000 by 2031.

Policy 2.2.1(2) provides that forecasted growth will be directed to settlement areas, where it will be focused in the delineated built-up areas,

strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned, and areas with existing or planned public service facilities.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, ensure the development of high quality compact built form and a vibrant public realm, and mitigate and adapt to climate change impacts and contribute towards environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development; identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas; and encourage intensification generally throughout the delineated built-up area.

Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned "frequent transit" should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

With respect to housing, Policy 2.2.6(1)(a) requires municipalities to support housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities, and establishing targets for affordable ownership housing and rental housing.

Policy 2.2.6(2) provides that, notwithstanding Policy 1.4.1 of the PPS, municipalities will support the achievement of complete communities by planning to accommodate forecasted growth and achieve the minimum intensification and density targets, considering the range and mix of housing options and densities and planning to diversify overall housing stock across the municipality. As per Policy 2.2.6(3), municipalities will consider

the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan (2019) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

*"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."*

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit

planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal and, more particularly, the requested amendments conform with the Growth Plan and, in particular, the policies promoting growth and intensification within strategic growth areas.

### 4.3 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, with the exception of certain policies and land use designations, none of which are relevant to the subject applications.

#### GROWTH MANAGEMENT POLICIES

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

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

To that end, Policy 2.1(3) provides that Toronto should accommodate a minimum of 3 million residents and 1.835 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that the 3 million population figure is neither a target nor a maximum; it is a minimum:

*"The Greater Toronto Area . . . is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) . . . This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. 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 and corridors." (Our emphasis.)*

The growth management policies of the Official Plan direct growth to identified areas on Map 2 (Urban Structure), which include *Centres, Avenues, Employment Districts* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. On Map 2, the subject site is identified as an *Avenue* (see **Figure 9**).

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Plan states that:

*". . . future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid 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 Districts. 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 Districts will focus on job intensification." (Our emphasis.)*

Policy 2.2(2) provides that "growth will be directed to the *Centres, Avenues, Employment Districts* 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 rapid 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
- protecting neighbourhoods and green spaces from the effects of nearby development.

Under Section 2.2.3 ("Avenues: Reurbanizing Arterial Corridors"), the Plan states that reurbanization along *Avenues* can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. The framework for new development on each *Avenue* is to be established by a new zoning by-law and design guidelines, based on consultation with the local community, that will set out the mix of uses, heights, densities and other zoning standards.

Policy 2.2.3(1) provides that the reurbanization of *Avenues* will be achieved through the preparation of "*Avenue Studies*" for particular segments of designated *Avenues*. In this regard, the Plan notes that the priorities for future *Avenue Studies* will be *Avenues* characterized by one or two storey commercial buildings, vacant and underutilized land and large areas of surface parking. As outlined in Section 4.6 of this report, the City has undertaken a study of the Sheppard Avenue Corridor from Don Mills Road to McCowan Road, relating not only to the *Avenues* program but also to the proposed subway/LRT extension.

Policy 2.2.3(3) specifically provides that development may be permitted to proceed within an *Avenue* prior to the preparation of an *Avenue Study*. Such development proposals are to be considered on the basis of all of the policies of the Plan and are intended to implement the relevant land use designations (Policy 2.2.3(3)(a)). Policy 2.2.3(3)(b) states that development in *Mixed Use Areas* on *Avenues* that takes place prior to an *Avenue Study* has the potential to set a precedent for the form and scale of reurbanization along the

*Avenue*; accordingly, development proponents are required to address the larger context and examine the implications for the segment of the *Avenue* in which the development is located (i.e. through an *Avenue Segment Study*).

In this regard, while we are of the opinion that an *Avenue Segment Study* is not required (given that, as set out in Section 5.2 of this report, the proposed development conforms with Policy 2.2.3(3)(a) and Policy 2.2.3(3)(b) does not apply in this instance), with the planned Sheppard East LRT line and the resulting recent approvals along Sheppard Avenue for tall and mid-rise buildings, City Planning staff have requested a *Segment Study* be undertaken by the applicant in order to evaluate all lands, including those designated *Neighbourhoods*, and to determine what the redevelopment potential is, if any, for all the properties along Sheppard Avenue between Victoria Park Avenue and Warden Avenue. As a result, a *Segment Study* has been undertaken as part of these applications.

Policy 2.2.3(4) provides that the land use designation policies of the Plan apply to and prevail on lands broadly shown on Map 2 as *Avenues* and, in particular, that "where a portion of an *Avenue* as shown on Map 2 is designated *Neighbourhoods*, or *Parks and Open Space Areas*, the policies of Chapter Four will prevail to ensure that any new development respects and reinforces the general physical character of established neighbourhoods and that parks and open spaces are protected and enhanced".

Section 2.3.1 sets out policies for creating and maintaining Healthy Neighbourhoods by focusing most new residential development in *Centres*, along *Avenues* and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. Policy 2.3.1(2) indicates that *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant sections of this Plan.

Policy 2.3.1(3) requires that developments in *Mixed Use Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods*:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition in scale and density, as necessary to achieve the objectives of the Official Plan, through 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 so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Policy 2.3.1(4) provides that "intensification of land adjacent to neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an *Avenue Study*, or area based study."

From a transportation perspective, Map 4 (Higher Order Transit Corridors) identifies Sheppard Avenue easterly from Don Mills Road to the Scarborough City Centre as a "Transit Corridor" (see **Figure 10**), while Map 5 (Surface Transit Priority Network) identifies Sheppard Avenue between Don Mills Road and McCowan Road as a "Transit Priority Segment" (see **Figure 11**). Policy 2.2(3) explains that the intent is to establish transit services in exclusive rights-of-ways in the corridors identified on Map 4 (subject to funding and completion of Environmental Assessments), while the intent for the bus routes shown on Map 5 is to give buses signal priority, to establish reserved or dedicated lanes and to implement other transit priority measures such as limiting or removing on-street parking during all or part of the day.

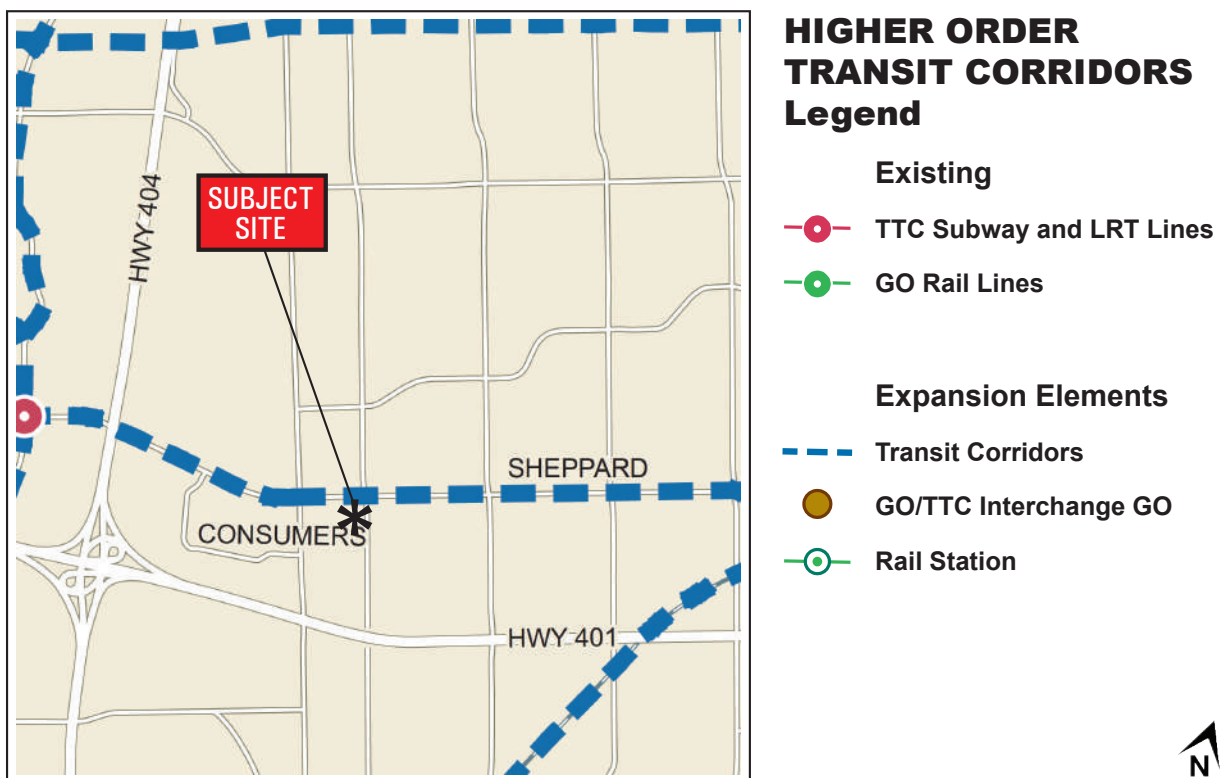
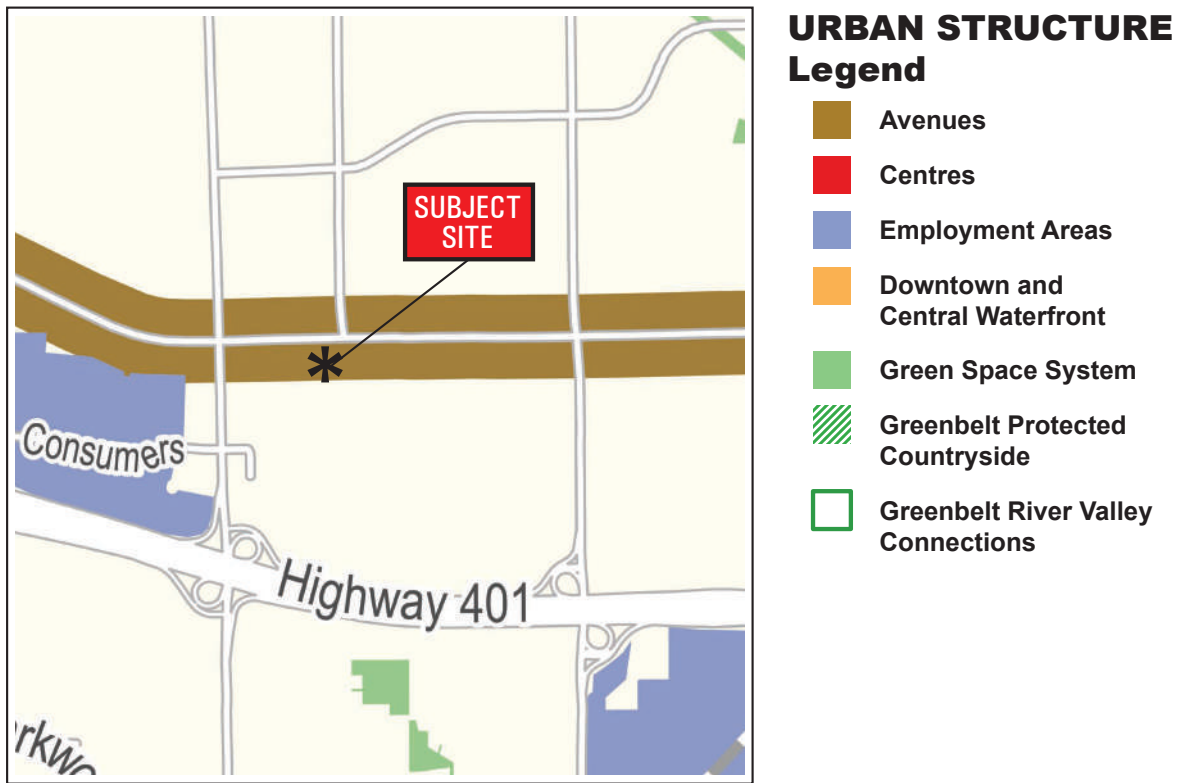
Section 2.4 "Bringing the City Together: A Progressive Agenda of Transportation Change" notes that:

*"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..."*

Following therefrom, Policy 2.4(4) states as follows:

*"In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy."*

Policy 2.4(7) further notes that, for sites in areas well served by transit (such as locations around rapid 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. Furthermore, Policy 2.4(8)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics".



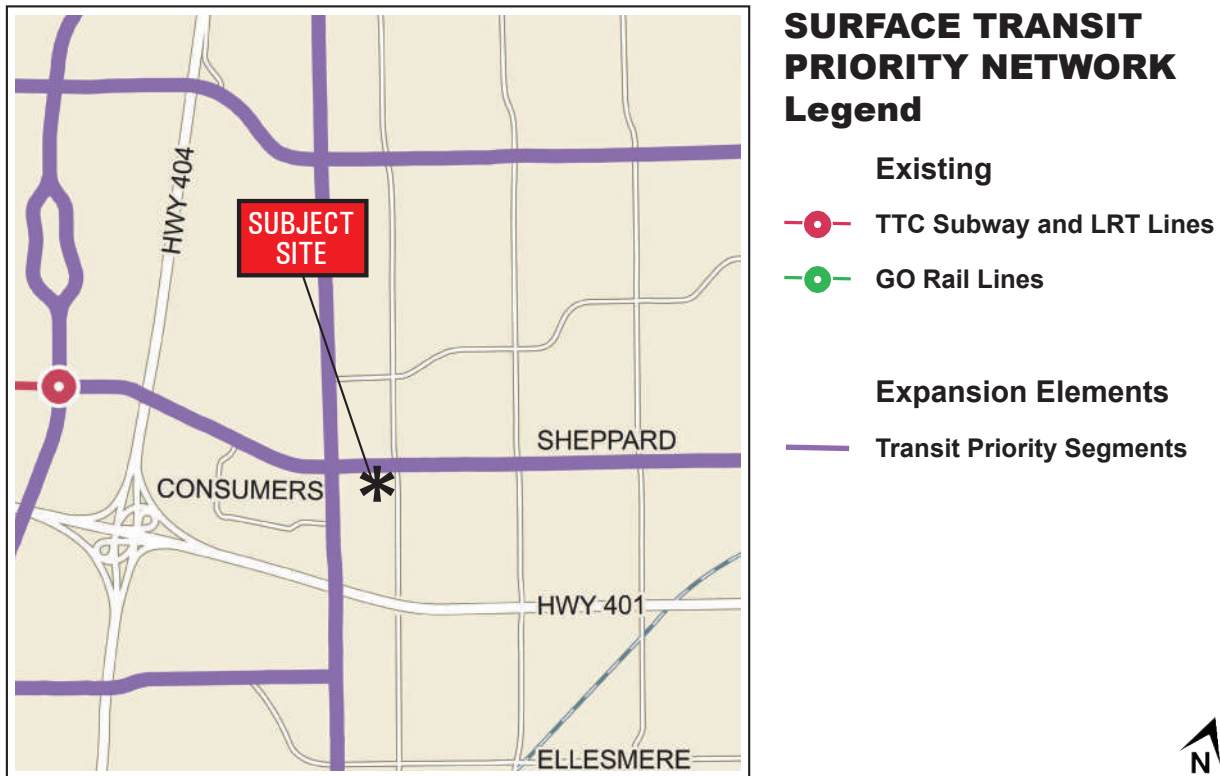


Figure 11 - Surface Transit Priority Network - Map 5

## LAND USE DESIGNATION POLICIES

On Map 19 (Land Use Plan, see **Figure 12**), the subject site is designated *Neighbourhoods*. The requested Official Plan Amendment proposes to redesignate the site to *Apartment Neighbourhoods*.

Along Sheppard Avenue between Victoria Park Avenue and the former Hydro Corridor, to the west and east of the subject site, the lands are designated *Neighbourhoods*, *Apartment Neighbourhoods* (on the north side of Sheppard Avenue between Pharmacy Avenue and Victoria Park Avenue, as well as at the southeast corner of Sheppard/Pharmacy) and *Mixed Use Areas* (at the Sheppard/Victoria Park intersections). East of the former Hydro Corridor, lands fronting on Sheppard Avenue are designated *Apartment Neighbourhoods* and *Mixed Use Areas*. Beyond Sheppard Avenue, the lands to the north and south are designated *Neighbourhoods*. To the south east of the site, the lands are designated *Parks and Open Space Areas – Parks*.

Section 4.1 of the Official Plan sets out policies for the *Neighbourhoods* designation. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

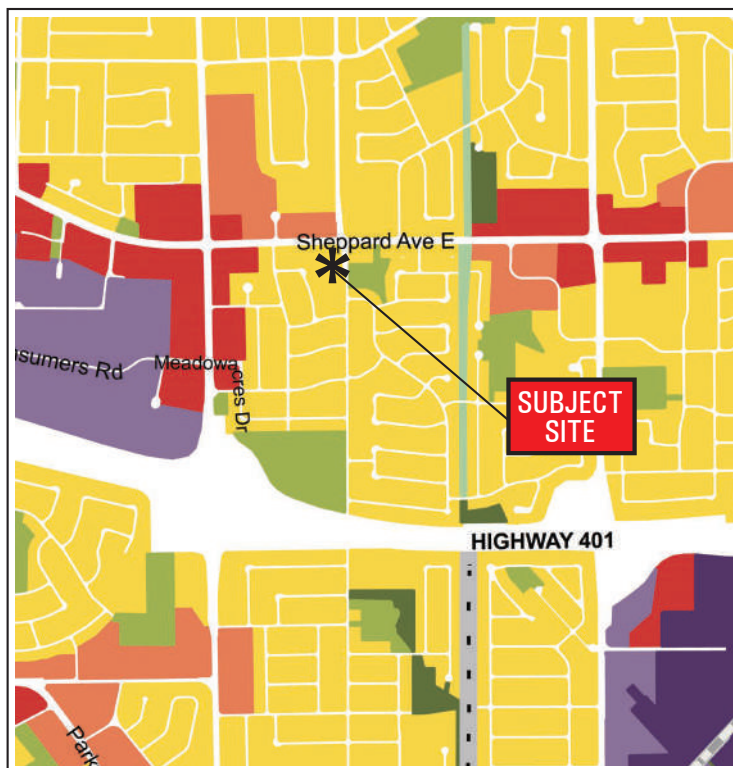
The *Apartment Neighbourhoods* designation that is being sought would permit apartment buildings and parks, local institutions, and cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. In addition, all uses permitted in the *Neighbourhoods* designation are permitted (including low-rise residential uses, including townhouses). *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed



to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites. Further, development in *Apartment Neighbourhoods* may also include redevelopment of underutilized or vacant sites.

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

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



## LAND USE DESIGNATION Legend

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas  
(Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors



Figure 12 - Land Use Plan - Map 19

## BUILT FORM POLICIES

Section 3.1.2 of 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 notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- on corner sites, locating development along both adjacent street frontages and giving prominence to the corner;
- locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- providing ground floor uses that have views into and, where possible, access to adjacent streets; and
- preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2(2) requires that new development locate and organize parking, access and servicing to minimize their impact on the property and surrounding properties by, among other things:

- using shared service areas where possible within development block(s), including public and private lanes, 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 possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians through measures such as improvements to adjacent boulevards and sidewalks, co-ordinated landscape improvements, and weather protection, such as canopies and awnings.

Section 3.1.3 of the Official Plan recognizes that tall buildings, when properly located and designed, can draw attention to the City structure, visually reinforcing our civic centres and other areas of civic importance. Given Toronto's relatively flat topography, tall buildings can become important city landmarks when the quality of architecture and site design is emphasized. Accordingly, the policies specify that tall buildings come with larger civic responsibilities and obligations than other buildings.

Among other matters, Policy 3.1.3(1) specifies that the design of tall buildings should consist of

a base to define and support the street edge at an appropriate scale, a shaft that is appropriately sized and oriented in relation to the base building and adjacent buildings, and a top that contributes to the character of the skyline and integrates rooftop mechanical systems.

Policy 3.1.3(2) requires that tall building proposals address key urban design considerations, including: meeting the built form principles of the Plan; demonstrating how the proposed building and site design will contribute to and reinforce the overall city structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; and taking into account the relationship of the site to topography and other tall buildings.

## 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)). Policy 3.2.1(2) provides that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

## 4.4 Zoning

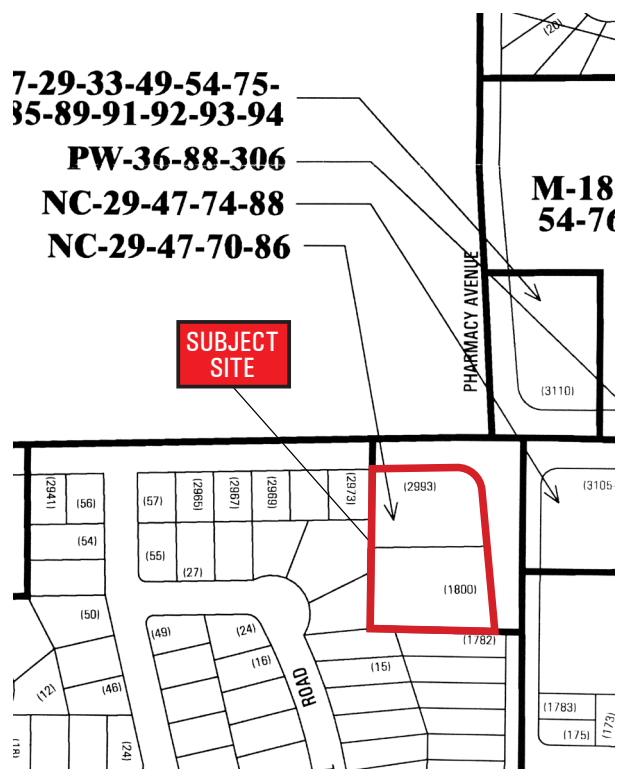
### SULLIVAN COMMUNITY ZONING BY-LAW

The in-force zoning by-law applying to the subject site is the Sullivan Community Zoning By-law 10717, as amended, which zones the site Neighbourhood Commercial (NC-29-47-70-86), as shown in **Figure 13**. The NC zoning permits non-residential uses such as day nurseries, automobile service stations, banks, business and professional offices (not to exceed 60% of the gross floor area), personal service shops, retail stores and restaurants. Residential uses are not permitted.

In accordance with Performance Standard 29, a minimum building setback of 21 metres is required from the centre line of the original road allowance of Sheppard Avenue, or 3 metres from the street line, whichever is greater, and a minimum building

setback of 3 metres is required from the street line from all other streets. Similarly, Performance Standard 47 specifies that minimum setbacks for buildings erected on corner lots will be 21 metres from the centre line of the original road allowance of Sheppard Avenue, or 3 metres from the street line, whichever is greater, and 3 metres from the street line from all other streets.

Performance Standard 70 specifies that the gross floor area of all buildings shall not exceed 33% of the lot area. Performance Standard 86 requires a minimum rear yard building setback of 7.5 metres.



**Figure 13 - Sullivan Community Zoning by-law**

## CITY-WIDE ZONING BY-LAW 569-2013

The new City-wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013. It is subject to numerous appeals and therefore is not yet fully in force.

The subject site is proposed to be zoned CL 0.33 (x103) by the new City-wide Zoning By-law (See **Figure 14**). The Local Commercial (CL) Zone permits a number of non-residential uses such as a retail store, restaurant, personal service shop, medical office, office and financial institution. With the exception of a secondary suite, residential uses are not permitted within a CL zone. The maximum permitted density is 0.33 FSI and the maximum permitted height is 10.0 metres (see **Figure 15**). A maximum lot coverage of 40 percent is provided.

Exception CL 103 outlines a number of site-specific provisions including:

- setback from Sheppard Avenue – the greater of 21.0 metres from the original centre line of Sheppard Avenue or 3.0 metres from a lot line abutting Sheppard Avenue;
- 3.0 metres from a lot line abutting any street other than Sheppard Avenue;
- 7.5 metres from the rear lot line; and
- the permitted maximum floor space index does not include the area of any parking structure including ramps and driveways.

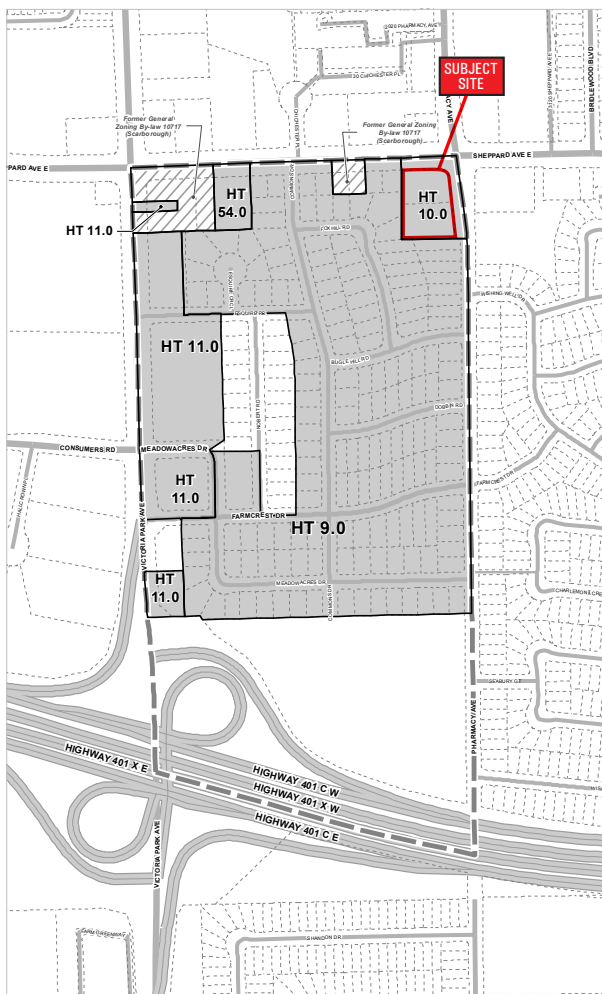


Figure 14 - Zoning by-law - Heights

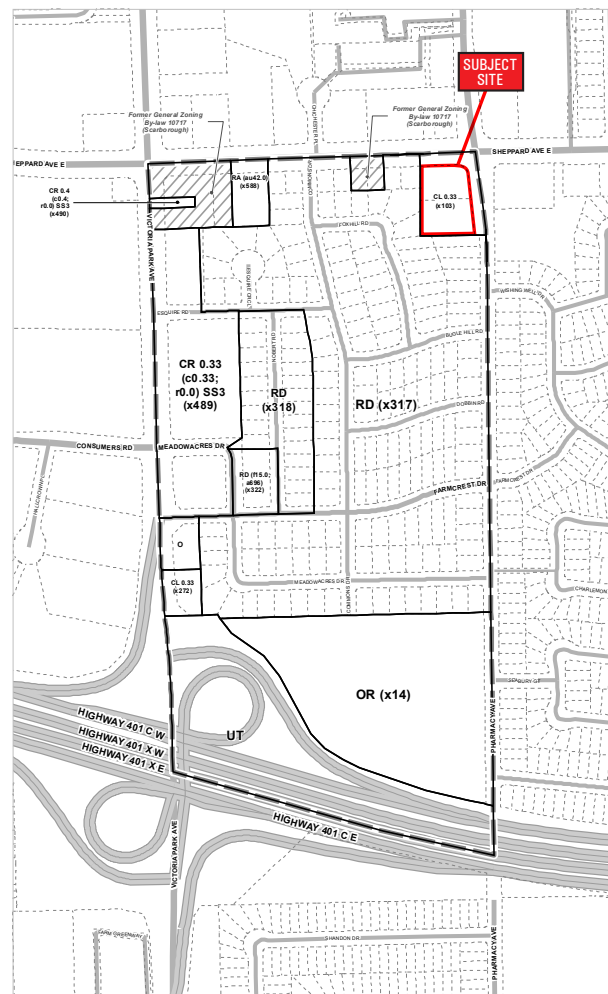


Figure 15 - Zoning by-law - Zoning



## 4.5 Sheppard Avenue Corridor Study

In two reports dated September 10, 2002 and November 8, 2002, the City's Planning Department recommended that consideration be given to a study of the Sheppard Avenue corridor, extending from Don Mills Road to McCowan Road. Scarborough Community Council, on November 12, 2002, recommended "a further, more expanded study" of the Sheppard Avenue Corridor, encompassing a number of elements including the need for enhanced public transit and the importance of mixed land use.

These two reports arose out of Scarborough Community Council's consideration of the Agincourt Centre Secondary Plan Review. The November 8, 2002 report noted that, with the opening of the Sheppard Subway line to Don Mills Road and the pending adoption of the new Toronto Official Plan, a Sheppard Avenue Corridor Study should be considered in order to determine more detailed policies and implementation strategies to support the new Official Plan and guide development activity. The Study was also intended to provide new information to update, inform and support future investment in the extension of the Sheppard Subway.

At its meeting on July 22-24, 2003, City Council adopted terms of reference for the Sheppard Avenue Corridor Study. The terms of reference identified a need to develop a planning framework for future growth and development in the Corridor, including establishing priorities for both public and private investment in transportation and community infrastructure.

A staff report dated May 28, 2004 set out the findings of Phase 1 of the study (the "Sheppard Corridor Profile Report"). The profile included data related to demographics and housing, economic conditions, the transportation network, and community services and facilities. Four community information centres were held in Fall 2004 to present the results of the Phase 1 report.

The final report on the Sheppard Avenue Corridor Study dated January 25, 2008 was adopted by City Council on March 3-5, 2008. As a result of the approval of the Transit City Plan and the initiation of the Sheppard East LRT Environmental

Assessment Study (see Section 4.6 below), the Sheppard Avenue Corridor study approach was re-assessed in order to better utilize staff resources as part of the Environmental Assessment process. Accordingly, it was decided to terminate the Sheppard Avenue Corridor Study and to report out on the Phase 2 findings regarding development opportunities.

The January 2008 report recommended that the findings of the Sheppard Avenue Corridor Study be forwarded to the Toronto Transit Commission for consideration during the Transit City Sheppard East LRT Environmental Assessment Study. The report noted that:

*"Both the Sheppard Corridor Study and the Transit City Plan acknowledge the important role Sheppard Avenue plays in providing a critical link between the Scarborough and North York Centres and to the City's broader transit network. The realization of an improved Sheppard transit corridor, sooner rather than later, is an important City building initiative which will serve to enhance and strengthen the Corridor's current role."*

The Phase 2 work identified growth related development opportunities as indicated both by the tracking of development applications and an assessment of future development opportunities.

## 4.6 Sheppard East LRT Environmental Assessment Study

At its meeting on March 21, 2007, the Toronto Transit Commission endorsed the Toronto Transit City Light Rail Plan as the basis and priority for rapid transit expansion within the City. This plan included the Sheppard East LRT as one of 7 lines (see **Figure 16**, Sheppard East LRT line). Subsequently, on June 13, 2007, the TTC approved an implementation work plan report, which presented an aggressive and ambitious work plan to allow for the start of construction on at least one of the light rail lines by 2010. On June 15, 2007, the Province announced the MoveOntario 2020 funding program for numerous transit initiatives across the Greater Toronto Area and Hamilton (GTAH). This program included all of the light rail transit lines in the Transit City Plan.

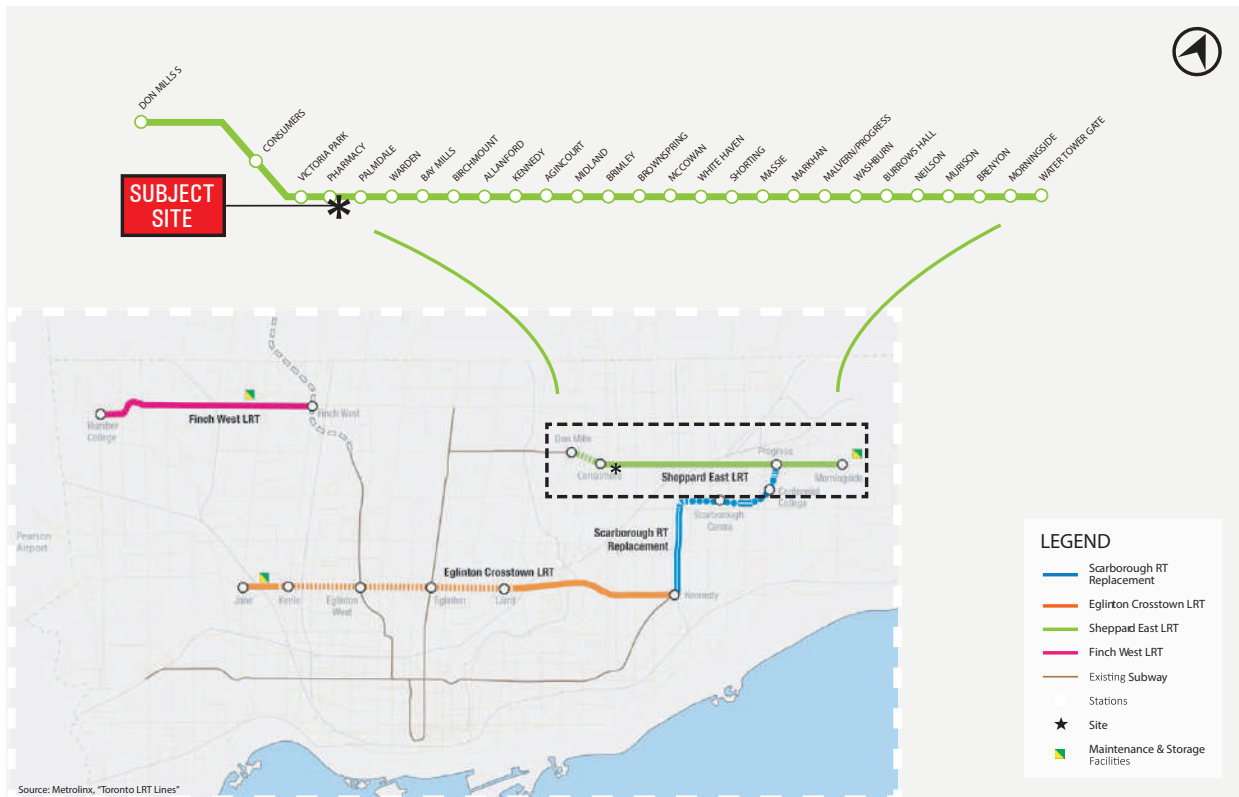
At its meeting on November 14, 2007, the TTC adopted a report which recommended proceeding with environmental assessments for Sheppard East and two other lines (Eglinton-Crosstown and Etobicoke-Finch West) based on an evaluation of each of the seven proposed lines against 31 enumerated criteria. One of the criteria involved the identification of significant residential or commercial developments located along the lines which generate a large number of transit trips. Included among the significant trip generators, the criteria identified "major" generators including high density residential concentrations, as well as post-secondary educational institutions, business parks and large hospitals.

Based on the foregoing, a Transit Class Environmental Assessment Study was commenced for the Sheppard East LRT in late 2007. As part of the EA study, the City and the TTC held four Open Houses, on April 15 and 17, 2008 and on June 3 and 4, 2008. The objectives of the EA Study, as presented at the April 2008 open houses, included the provision of high quality transit service in the Sheppard East Corridor which, among other matters, supports City objectives such as good urban design, creating a more attractive walking and cycling environment, and providing a better variety and density of transit-oriented development.

The Urban Design component of the April 2008 presentation noted that the construction of an LRT presents an extraordinary opportunity to transform Sheppard Avenue East into an identifiable "great street" appreciated by all who live, work and visit in the area. The key urban design objectives for Sheppard Avenue East include "balanced", "walkable", "distinctive", "vibrant" and "beautiful". With regard to "vibrant", the presentation noted that "the construction of the LRT can serve as a catalyst for the eventual transformation of automobile-oriented commercial strips and malls into vibrant, mixed-use areas that are inviting to pedestrians, better integrated into the surrounding context and that meet the City's broader sustainability objectives".

At the June open houses, the recommended design for the Sheppard East LRT was presented, including stop locations, and the preferred option for making the LRT/subway connection. The presentation recommended an LRT stop at Pharmacy Avenue (see **Figure 16**).

At its meeting on July 15-17, 2008, City Council approved the recommendations of the Sheppard East LRT Environmental Assessment Study "to allow staff to begin detailed design as soon as possible, and be in a position to begin construction of this first Transit City light rail line in 2009", and further that staff be authorized to submit the final Environmental Assessment Study report for the 30-day public review period, as required to complete the EA process for this project. The supporting TTC staff report (June 12, 2008) noted that the total order-of-magnitude cost of the Sheppard East LRT line, exclusive of property, is \$865 million with the LRT connecting at Don Mills Station, and \$985 million if the subway were to be extended to Consumers Road.





## 4.7 Sheppard Avenue East Avenue Study (2011)

At its April 29, 2009 meeting, City Council approved an *Avenue* Planning Study for the portion of Sheppard Avenue East between the former Hydro Corridor and Bay Mills Boulevard/ Aragon Avenue, i.e. just to the east of the subject site. This part of Sheppard Avenue East is similarly identified as an *Avenue* in the Official Plan.

A consultant's report was completed in June 2011, which set out a number of recommendations and urban design principles in relation to built form, public realm, and architectural and streetscape treatment, among other matters. The study formed the basis of an Official Plan Amendment and two Zoning By-law Amendments (to the Sullivan and Tam O'Shanter Community By-laws) that were presented to Community Council in staff's final report dated December 16, 2011. The staff recommendations were adopted by Community Council and Council and the amendments were enacted by City Council on February 7, 2012 (OPA 143 and By-laws 129-2012 and 130-2012).

The amendments permit a mix of uses including residential, retail and office uses, and specify setback provisions, as well as increases in height and density limits, including the identification of "Tall Building Zones" and "Mid-Rise Zones".

## 4.8 Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines, which update and replace the "Design Criteria for the Review of Tall Building Proposals" (2006). The document specifically notes that the Guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively".

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

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



# [5.01]

PLANNING  
& DESIGN  
ANALYSIS

## 5.1 Intensification

Intensification on the subject site is consistent with the policy directions articulated in the Provincial Policy Statement, the Greater Golden Horseshoe Growth Plan and the City of Toronto Official Plan, all of which support mixed use intensification and promote mixed use development within built-up areas, particularly along a major street where there is adequate infrastructure, including transit services, to support growth.

In this regard, the site is well served by existing transit services including high-frequency bus service (Route 85) that links directly to the Don Mills subway station on the Sheppard subway line. Furthermore, the redevelopment of the subject site for intensified uses would support the higher-order transit services that have been approved along the Sheppard Avenue corridor, including the planned LRT stop at Pharmacy Avenue.

Strategically, the intensification of land uses in the vicinity of transit corridors can help to support the extension of the City's transit infrastructure by putting in place ridership that will be available to support the LRT line. Given the significant public investment that was initially approved to be made in the Sheppard East LRT line (\$865-\$985 million), intensification of land use in the immediate vicinity along Sheppard Avenue is desirable from a public policy perspective.

In our opinion, the current use of the subject site for low-intensity commercial buildings and the underlying *Neighbourhoods* designation in the Official Plan represent an underutilization of land and infrastructure within a built up area served by transit. In our opinion, the subject site is in a location and of a size that is able to accommodate the type of development that is contemplated and appropriate for the area. The existing low intensity of use on the subject site is not in keeping with the Official Plan's intent to reurbanize the *Avenues*. From a city-building perspective, the existence of an underutilized site along one of the City's major *Avenues* represents an underutilization of land and infrastructure. The *Avenues* policies in the Official Plan promote the reurbanization of such sites to create housing and job opportunities, while improving

the pedestrian environment and the look of the street and providing shopping opportunities for community residents, among other benefits. Strong policy support is expressed in the Official Plan for mixed-use intensification along the *Avenues*, in a form that is intended to make efficient use of land and infrastructure and concentrate population and jobs in areas well served by transit.

Furthermore, the Official Plan also anticipates compatible infill development on sites within a developed *Apartment Neighbourhood* (Policy 4.2(3)). In this regard, this segment of the Sheppard Avenue East corridor is emerging as a mixed-use apartment neighbourhood with heights varying between 14 storeys to 30 storeys. Additionally, mixed-use intensification will promote the continued revitalization of the Sheppard Avenue corridor, providing support for local commercial and service commercial uses. Furthermore, Policy 2.4(4) of the Official Plan provides for intensified development (with minimum density requirements and limits on parking) for sites such as this which are well serviced by transit, specifically including locations along major surface transit routes.

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

In our opinion, the existing zoning applying to the subject site is outdated and has not been updated to be consistent and in conformity with the policies of the Provincial Policy Statement and the Growth Plan's direction to "optimize" the use of land and public investment in infrastructure and public service facilities. In this regard, "optimization" means making something "as fully perfect, functional, or effective as possible". In our opinion, the existing zoning does not make use of land and infrastructure in a way that is efficient or as effective as possible. Moreover,



the existing zoning, which permits low-density commercial uses, does not reflect the emerging and planned context in the area, which includes a tall building typology.

In this regard, for the reasons set out above, it is our opinion that the permitted height and density in the existing in-force Sullivan Community Zoning By-law and the proposed City-wide Zoning By-law for the subject site are not consistent with the Provincial Policy Statement (2014) and do not conform with either the Growth Plan (2019) or the Official Plan (2006). In this regard, the NC (and CL) zoning is outdated and dates back to 1963, with the enactment of the Sullivan Community Zoning By-law. The zoning pre-dates the PPS (1996, 2005 and 2014), the Growth Plan (2006, 2017 and 2019) and the new Toronto Official Plan (2006) and has not been updated to respond to the policy directions set out in the 2006 Official Plan and the 2019 Growth Plan, specifically with respect to "frequent transit service" and "major transit station areas" and "strategic growth areas". Nor has it been updated to reflect the built form directions set out in the Tall Building Design Guidelines (2012).

Since 1963, in accordance with the currently applicable planning context, the City/OMB has approved site-specific amendments along this segment of the Sheppard Avenue East corridor to permit a number of tall building intensification projects, including Wish Condos (18 storeys, 2017), Jasmine (14 storeys, 2003), Harmony Village (30 storeys, 2017), 2933 Sheppard Avenue East (18 storeys, 2014), and 3220 Sheppard Avenue East (20 storeys, 2013).

Based on the foregoing considerations, it is our opinion that mixed-use residential intensification of the subject site is appropriate and desirable. From a broader policy perspective, the Growth Plan's population forecasts make it clear that the Greater Golden Horseshoe will continue to experience substantial growth over the next 25 years. The City of Toronto's Official Plan provides that Toronto should be able to accommodate a minimum of 3 million residents by the year 2031. In order to meet these targets, reduce the outward urban expansion of the region, minimize the use of private automobiles and support the use of transit, increased densities at appropriate locations, such as this, are imperative.

## 5.2 Land Use

On the basis of the analysis set out below, it is our opinion that the redesignation of the subject site from *Neighbourhoods* to *Apartment Neighbourhoods* to permit the proposed mix of uses is appropriate and desirable. In this regard, the *Apartment Neighbourhoods* designation being sought would permit apartment buildings, as well as local institutions and small-scale retail, service and office uses that serve the needs of area residents. Although the *Mixed Use Areas* designation would also permit the proposed range of uses, it is our opinion that the proposed *Apartment Neighbourhoods* designation is more reflective of the small-/medium-scale character of the commercial uses being proposed at grade. As well, the *Apartment Neighbourhoods* designation is consistent with the designation that was applied to the approved 18-storey apartment building located to the immediate east at 3105 Sheppard Avenue East (Wish Condos). In this regard, the Wish Condos development is approved with a maximum of 1,377 square metres of at-grade retail space through a site specific provision in the OPA, which is similar in size to the amount of retail space proposed on the subject site.

In our opinion, the proposed redesignation to *Apartment Neighbourhoods*, permitting residential uses as well as local institutions and small-scale retail, service and office uses, would be compatible with surrounding land uses, especially those designated *Neighbourhoods*. The redevelopment of the subject site with a mix of uses, including residential, is more reflective of the land use character that is planned along the Sheppard Avenue corridor (i.e. more intensive, transit-supportive, compact built form). Much of the Sheppard Avenue corridor, particularly at the intersection of Sheppard Avenue East and Pharmacy Avenue, is not predominantly low-rise residential in character and does not exhibit the character of a stable low-density neighbourhood. In this regard, much of the segment of this corridor is already designated as *Apartment Neighbourhoods* or *Mixed Use Areas*.

In our opinion, the proposed redesignation of the site from *Neighbourhoods* to *Apartment Neighbourhoods* in order to permit the proposed mix of apartment residential uses and retail/

service commercial uses is both appropriate and desirable. The *Apartment Neighbourhoods* designation would provide for the proposed mix of uses, in keeping with the objectives set out for the *Avenues* to provide opportunities for intensification. In this regard, the proposed development not only contemplates the retention of non-residential uses along Sheppard Avenue East, which will help to create an animated street frontage and maintain job opportunities in the neighbourhood, but the proposed residential units will add population, which will promote transit ridership and support retail and service commercial facilities in the vicinity of the subject site.

In contrast, the current *Neighbourhoods* designation, which is essentially a non-growth designation, is contrary to Provincial Policy directions, and would not facilitate intensification and reurbanization of the subject site, contrary to the policy considerations set out in Section 5.1 above.

The proposed redesignation of the site to *Apartment Neighbourhoods* represents a logical continuation of the emerging land use pattern along this stretch of the Sheppard Avenue corridor. In this respect, to the east of the subject site, the completed *Avenue Study* along Sheppard Avenue between the former hydro corridor and Bay Mills Road/Aragon Avenue resulted in City-initiated Official Plan and Zoning By-law Amendments to permit a mix of uses including residential, retail and office uses, as well as to permit increases in height and density, including the identification of "Tall Building Zones".

The redesignation of the site to *Apartment Neighbourhoods* would contribute to the achievement of growth management objectives associated with the identification of this segment of Sheppard Avenue as an *Avenue*. In particular, the Official Plan anticipates that the *Avenues* will provide opportunities to create new housing and jobs, and directs that the mixed use *Avenues* will emphasize residential growth. Although Policy 2.2.3(4) states that the *Neighbourhoods* designation will prevail over the *Avenues* identification, this statement simply recognizes that the *Avenues* is a long-term urban structure element rather than a land use designation with specific policy permissions. The wording of

Policy 2.2.3(4) does not preclude or otherwise discourage Official Plan Amendment applications to redesignate lands within *Avenues* from *Neighbourhoods* to *Apartment Neighbourhoods*.

In accordance with the foregoing, the City/OMB has approved numerous Official Plan Amendments involving redesignations from *Neighbourhoods* to either *Apartment Neighbourhoods* or *Mixed Use Areas* or the introduction of site-specific policies to allow heights of more than 4 storeys in the *Neighbourhoods* designation.

Redesignations from *Neighbourhoods* to *Apartment Neighbourhoods* include:

- OPA 53 (1481-1501 Yonge Street)
- OPA 111 (Downsview Area)
- OPA 129 (1973 Victoria Park Avenue)
- OPA 202 (3-21 Allenbury Gardens)
- OPA 253 (Eglinton Connects) OPA 376 (Wish Condos).

Redesignations from *Neighbourhoods* to *Mixed Use Areas* include:

- OPA 63 (Duplex Avenue/Berwick Avenue)
- OPA 83 (Kingston Road Revitalization Study)
- OPA 111 (Downsview Area)
- OPA 134 (8-10 Donald Crescent)
- OPA 137 (1955-1985 Yonge Street)
- OPA 144 (St. Clair West Avenue Study)
- OPA 189 (571 Dundas Street West)
- OPA 211 (1155 Albion Road)
- OPA 246 (Bathurst Street Study)
- OPA 250 (2384-2388 Yonge Street)
- OPA 253 (Eglinton Connects).

Official Plan Amendments to permit increased heights by way of Section 7 exceptions in *Neighbourhoods* include:

- OPA 28 (962-968 Eastern Avenue), 5 storeys
- OPA 40 (1066 Avenue Road), 7 storeys
- OPA 93 (34-38 Hazelton Avenue), 7 storeys
- OPA 112 (707-717 Dovercourt Road), 5 storeys
- OPA 164 (102 Shuter Street), 14 storeys
- OPA 175 (131 Hazelton Avenue), 8 storeys
- OPA 192 (580-592 Kingston Road), 6 storeys.

With respect to the Official Plan policies regarding *Avenue* studies, while Policy 2.2.3(1) anticipates

that *Avenue Studies* will be completed for strategic mixed-use segments of the identified corridors, Policy 2.2.3(3)(b) allows development to proceed in *Mixed Use Areas* on the *Avenues* in advance of an *Avenue Study*, subject to the completion of an *Avenue Segment Study*. However, in the case of the subject proposal, it is our opinion that an *Avenue Segment Study* is not required, for a number of reasons.

Firstly, the applicable policy requires an *Avenue Segment Study* for lands designated *Mixed Use Areas*, whereas this segment of Sheppard Avenue (from east of properties at the Victoria Park Avenue/Sheppard Avenue intersection to the former hydro corridor) does not include properties designated *Mixed Use Areas*. As a result, any potential development for lands along Sheppard Avenue in this segment would be required to conform with the *Neighbourhoods* and *Apartment Neighbourhoods* land use policies set out in the Official Plan.

Secondly, the segment represents only one small stretch of Sheppard Avenue located between larger segments for which more detailed *Avenue studies* or *Avenue segment studies* have been completed (i.e. the Sheppard Avenue East *Avenue Study* for the lands east of the former hydro corridor and a couple of *Avenue segment studies* that have been submitted in support of applications within the segment generally west of Victoria Park Avenue, which ultimately led to the adoption of the Consumers Next Secondary Plan).

Thirdly, *Avenue segment studies* have not been required for other rezoning applications in the segment, including 8 Chichester Place (By-law 816-2007) and 2002 Pharmacy Avenue/2992 Sheppard Avenue East (By-law 45-2011) and most recently 3105 Sheppard Avenue East (By-laws 1119-2017 and 1120-2017). However, an *Avenue Segment Study* was prepared in support of the rezoning application for 2933 Sheppard Avenue East, which is located within the *Mixed Use Areas* designation, unlike the other two examples (and the subject site).

In this regard, while staff were in general agreement from a technical perspective that an *Avenue Segment Study* would not be required, given the planned Sheppard East LRT line and the

resulting recent approvals along Sheppard Avenue for tall and mid-rise buildings, City Planning staff requested a Segment Study be undertaken by the applicant in order to evaluate all lands, including those designated *Neighbourhoods*, and to determine what the redevelopment potential is, if any, for all the properties along Sheppard Avenue between Victoria Park Avenue and Warden Avenue. As a result, a Segment Study has been undertaken as part of these applications and is summarized in Section 5.3 below.

## 5.3 Segment Study

As described above, a Segment Study (July 2019) was prepared by Bousfields Inc. at the request of City Planning staff in support of the Official Plan Amendment and rezoning applications. The study concludes that redevelopment of this segment of Sheppard Avenue would likely take the form of 5- to 8-storey mixed-use buildings and high-rise buildings at the Victoria Park Avenue and Warden Avenue intersections, varying in height and built form according to site specific constraints and opportunities which are related to, but not limited to: proximity to major intersections, parcel size and land assembly, orientation, and impact on adjacent and nearby uses.

The Segment Study concludes that such intensification is consistent with numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan and the City of Toronto Official Plan, all of which support intensification of underutilized sites that are well served by municipal infrastructure and community services and facilities. The mixed use proposal for the subject site will establish a positive precedent for those sites with similar opportunities and constraints in its vicinity.

As an *Avenue segment* with good transit access, the Study Area represents a highly appropriate location for mid-rise and high-rise intensification. More residents in the area will enhance the vitality of local retail, while new built form will improve conditions from an urban design perspective. High quality buildings, designed generally in accordance with the *Avenues and Mid-Rise Buildings Study*, *Tall Building Design Guidelines* and *Townhouse & Low-Rise Apartment Guidelines* will help to frame and enclose the street.



This detailed analysis of the segment of Sheppard Avenue East between Victoria Park Avenue and Warden Avenue has demonstrated that our seven soft sites have the potential to redevelop as mid-rise buildings and five of the soft sites may redevelop into high-rise buildings at a scale and intensity that is lower, similar, and in many cases greater than the proposed development of the subject site.

The long-term potential demonstrated in this Study represents a suitable form of redevelopment that will achieve the policy goals set out for *Avenues* and will contribute to the reurbanization and intensification of the Sheppard Avenue corridor.

## 5.4 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for a tall building given its location, the emerging urban structure associated with the reurbanization of Sheppard Avenue and the investment in transit infrastructure. In our opinion, the proposed building height is appropriate and compatible with existing building heights in the surrounding area, which includes existing and approved tall buildings along Sheppard Avenue East.

Along Sheppard Avenue, the proposed 7-storey podium building will maintain an appropriate street wall condition and is similar in height to the podium buildings of the recently approved developments to the east and west of the site. In this regard, the approved development to the east at 3105 Sheppard Avenue East provides a 7-storey podium building, while 3220 and 3260 Sheppard Avenue East have podium elements with heights of 6-storeys and 6- and 3- storeys (stepping up to 8 storeys), respectively. To the west, the approved developments at 2002 Pharmacy Avenue/2992 Sheppard Avenue East and 2933 Sheppard Avenue East have podium buildings with heights of 3 and 5 storeys, respectively. Furthermore, the massing of the building has been broken up to create visual interest and to frame the adjacent streets.

The tower element will be located along the Sheppard Avenue frontage, consistent with the location of other taller building elements along this segment of Sheppard Avenue. The proposed design provides for an appropriate transition in height across the subject site, in keeping with the policy direction set out in Policies 3.1.2(3) and 4.5(2) of the Official Plan.

As shown on the table below, the proposed height fits within the range of building heights along the Sheppard Avenue corridor. The gradation of heights along Sheppard Avenue and the separation distances between taller buildings will create visual interest on the skyline and maintain sky views along the corridor.

ADDRESS	HEIGHT (STOREYS)	HEIGHT (METRES)
2135 Sheppard Avenue East /299 Yorkland Boulevard (East Tower - Tribute)**	43 storeys	132 metres
55 Ann O'Reilly Road (Alto at Atria – Atria IV)	43 storeys	131 metres
2025-2045 Sheppard Avenue East (Ultra – Herons Hill)	39 storeys	127 metres
2135 Sheppard Avenue East /299 Yorkland Boulevard (West Tower - Tribute)**	34 storeys	105.5 metres
2025-2045 Sheppard Avenue East (Yorkland – Herons Hill)	33 storeys	103 metres
3260 Sheppard Avenue East (Harmony Village at Sheppard)**	29 storeys	93 metres
3260 Sheppard Avenue East (Harmony Village at Sheppard)**	29 storeys	89 metres
55 Smooth Rose Court (Parkside Square - Tribute)	26 storeys	82 metres
2025-2045 Sheppard Avenue East (Legacy – Herons Hill)	25 storeys	86 metres
2255 Sheppard Avenue East (Trio at Atria – Atria IV)	23 storeys	72 metres
3220 Sheppard Avenue East **	20 storeys	66 metres
2993 - 3011 Sheppard Avenue East & 1800 - 1814 Pharmacy Avenue (Subject Site)***	21 Storeys	65 metres
8 Chichester Place	20 storeys	58 metres
270 Palmdale Drive	19 storeys	-
3105 Sheppard Avenue East (Wish Condos)**	18 storeys	59 metres
2933 Sheppard Avenue East **	18 storeys	52 metres
2225 Sheppard Avenue East (Parfait at Atria – Atria IV)**	19 storeys	59.5 metres
10 Chichester Place	16 storeys	-
2002 Pharmacy Avenue & 2992 Sheppard Avenue East (Jasmine)**	14 storeys	44 metres
20 Chichester Place	14 storeys	-

\*\* approved/under construction

\*\*\* proposed

From a massing perspective, the proposed development provides two distinct built form elements: a 7-storey podium building and a slender 14-storey tower element that is set back from the podium. The podium building provides a comfortable pedestrian scale, while the tower element is sited at the northeast corner of the site to minimize impacts on the surrounding low-rise residential areas to the south.

As described above, the podium building maintains a street wall condition that is emerging along Sheppard Avenue to the east and to the west. Towards the south and southwest, the massing of the podium building provides a number of stepbacks down to the low-rise residential area, providing an appropriate transition in terms of scale and massing.

The tower element is clearly defined through the 3.0-metre stepbacks provided from the podium along Sheppard Avenue and Pharmacy Avenue. The tower is also articulated through the use of projecting and inset balconies, as well as through the use of contrasting glass elements, in order to break up the massing. As set out in Section 5.5 below, the proposed built form will not create unacceptable shadowing, privacy or sky view impacts.

The proposed development will result in a density of 4.45 FSI. In our opinion, the proposed density is appropriate and desirable for the following reasons.

Firstly, it is important and appropriate from a land use policy perspective to optimize density on the subject site given its location along the planned Sheppard East LRT line and its proximity to the planned Pharmacy Avenue LRT stop.

Secondly, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise

numerical figures and land use permissions that will reflect the tremendous variety of communities across the City". Accordingly, it is reasonable to establish appropriate densities for the subject site based on specific design, context and urban structure considerations, rather than on the basis of density numbers.

Finally, as shown in the table below, the proposed density is within the range of approved densities along Sheppard Avenue:

ADDRESS	GROSS SITE DENSITY	NET SITE DENSITY
3260 Sheppard Ave. E. (Harmony Village at Sheppard)*	5.1	6.68
2025-2045 Sheppard Ave. E. (Monarch/Herons Hill)**	3.50	6.41
2002 Pharmacy Ave./2992 Sheppard Ave. E. (Jasmine)	6.0	6.0
3105 Sheppard Ave. E. (Wish Condos)	5.84	5.84
2205 Sheppard Ave. E. (Atria IV)***	3.79	5.60
3220 Sheppard Ave. E.	5.3	5.3
2993 to 3011 Sheppard Avenue East and 1800 to 1814 Pharmacy Avenue (Subject site)	4.45	4.45
2135 Sheppard Ave. E. and 299 Yorkland Blvd.***	3.95	4.62
2933 Sheppard Ave. E.	4.1	4.1

\* Gross site includes road dedications

\*\* Gross site includes employment lands, institutional lands, other residential lands

\*\*\* Gross site includes road dedication, park dedication, road widening

## 5.5 Built Form Impacts

As set out below, it is our opinion that the proposed development would have minimal and acceptable built form impacts on surrounding properties including, in particular, properties within the *Neighbourhoods* designation to the south and southwest.

In this regard, the Official Plan development criteria in Policy 4.2(2) focus particularly on the potential impacts of high-rise development within an *Apartment Neighbourhood* on adjacent lower-scale *Neighbourhoods*.

In this regard, the proposed building (including both podium and tower elements) would fall under 45-degree angular planes taken from the *Neighbourhood* properties to the immediate south and to the southwest. As mentioned above, the podium building provides a number of stepbacks, stepping the height of the podium away from the low-rise properties, while the tower element is sited at the northeast corner of the subject site, the furthest away from low-rise properties to the south and southwest. Based on the foregoing, it is our opinion that the proposed building provides an appropriate transition down in scale and massing to the low-rise residential neighbourhood to the south and southwest.



With respect to the properties to the west fronting Sheppard Avenue that are designated *Neighbourhoods*, as demonstrated by our Segment Study, it is our opinion that given the planned context along the corridor, it is reasonable to anticipate that these lands will likely be redeveloped for more intensive, transit-supportive mixed-use development. Accordingly, it is our opinion that these lands are likely to be redesignated to a more appropriate land use designation (i.e. *Mixed Use Areas* or *Apartment Neighbourhoods*). Therefore, in terms of transitioning to the west along Sheppard Avenue, the proposed building provides an appropriate setback and scale to the west should those lands be redeveloped, likely as a mid-rise building, creating a comfortable street relationship along the Sheppard Avenue frontage.

As it relates to impacts on neighbouring streets and open spaces, the proposed development conforms with Policy 3.1.2(3) in that it will be massed to fit harmoniously into its existing and planned context by framing Sheppard Avenue in a way that respects the street proportion, creates appropriate transitions in scale to neighbouring buildings and provides adequate light and privacy conditions within these spaces by limiting shadowing and uncomfortable wind conditions on the street.

## LIGHT, VIEW AND PRIVACY IMPACTS

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings.

In this regard, the RA (Residential Apartment) zone in Zoning By-law 569-2013 specifies a minimum separation of 5.5 metres if there are no openings to dwelling units in the main wall of one or more of the buildings and 11.0 metres if each main wall has an opening to dwelling units. For any portion of the buildings with a height greater than 11.0 metres, the required separation distance is equal to the average height of those buildings. For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side

and rear property lines. The 25-metre separation addresses sky view from grade as well as LVP impacts, is relevant based on the analysis set out below. Also, the RA zone requires a minimum (rear and side yard) setback of 7.5 metres and that an apartment building must be at least 15.0 metres from a lot in an RD and RS zone.

The proposal exceeds the LVP standard of 11 metres for the podium elements to adjacent podium buildings, and meets and exceeds the recommended 25 metres separation distance and 12.5 metre setback for tall building elements. Also, the minimum separation distance between the courtyard facing units within the proposed podium is 22.3 metres, which is well in excess of the 11.0-metres standard.

To the north and east, given the right-of-way widths of Sheppard Avenue and Pharmacy Avenue (of 36 metres and 26-35 metres, respectively), there will be minimal LVP impacts from both the proposed podium and tower elements to the approved buildings on the north side of Sheppard Avenue and east side of Pharmacy Avenue.

To the west, along Sheppard Avenue, while these lands are currently designated *Neighbourhoods*, as outlined in Sections 5.1 and 5.2 of this report, and in our Segment Study, it is our opinion that these lands are likely to be redesignated and redeveloped for a more intense and compact built form, likely a mixed-use building in a mid-rise typology. Based on the foregoing, it is our opinion that the 4.0-metre setback provided for the podium building on the subject site, while not meeting the 5.5-metre standard, is sufficient given that the potential mid-rise building will likely provide dwelling units with main windows oriented in a north and south direction. As a result, there will be minimal LVP impacts between the buildings, while still providing sufficient separation between them for access to sunlight. Also, with respect to the tower element, given the tower's location at the east end of the site, the resulting separation distance is approximately 25.7 metres, resulting in minimal privacy, overlook and sky view impacts.

To the south and southwest, the podium is setback a minimum of 14.4 metres and 7.5 metres, respectively, from the low-rise properties, which meet or exceed the 7.5-metre setback standard. While the podium building does not meet the

15.0-metre separation distance to the RD zone as specified in the 569-2013 Zoning By-law, it is our opinion that the proposed setback is still appropriate. In this regard, as the height of the podium building increases, the podium building provides numerous stepbacks for increased separation from those low-rise properties, resulting in improved LVP and sky view conditions. In terms of the tower element, it is well setback from the properties zoned RD (approximately 25.7 metres) and complies to a 45-degree angular plane taken from the closest properties, ensuring minimal impacts to sky view and LVP, as well as minimizing the perception of the height of the tower from those properties.

## SHADOW IMPACT

In order to assess shadow impacts, a shadow study was undertaken by Kirkor Architects at March 21<sup>st</sup>/September 21<sup>st</sup> and June 21<sup>st</sup> for each hour between 9:18 a.m. and 6:18 p.m. as well as December 21<sup>st</sup> for each hour between 9:18 a.m. and 4:18 p.m. (sunset is 4:43 p.m.). In this regard, the applicable Official Plan policies (in particular, Policy 4.5(2)(d)) focus on the spring and fall equinoxes (i.e. March 21<sup>st</sup> and September 21<sup>st</sup>, respectively) and assign particular importance to shadow impacts on parks and on low-rise *Neighbourhoods* designations.

On March / September 21<sup>st</sup>, there is a brief period (9:18 a.m. and 10:18 a.m.) of incremental shadow impact on designated *Neighbourhoods* properties abutting the west property line of the subject site. In this regard, the incremental shadows cast onto the rear yards of 2973 Sheppard Avenue East and 19-21 Foxhill Road and the front/east side yards of 2973 Sheppard Avenue East. However, shadowing from the proposed development moves quickly off the properties and the shadows are off the rear yards by 10:18 a.m., with the impacts to the front/east side yards gone just after 11:18 a.m. Incremental shadowing by the proposed building onto *Neighbourhoods* designated properties to the north will be consumed by shadows cast by existing and approved buildings along the north side of Sheppard Avenue, except that for a brief period (between 2:18 p.m. and 3:18 p.m.), the front yard of the 11-storey apartment building on the northeast corner of Sheppard Avenue and Pharmacy Avenue (which is

designated *Neighbourhoods*) will be impacted by a small amount of incremental shadowing. It is our opinion that the amount and extent of shadowing onto the front yard of the building fronting Sheppard Avenue is minor. Properties to the east that are designated *Neighbourhoods* will not be impacted by shadows cast by the proposed development given that the shadows cast are consumed by the shadows cast by the Wish Condo building to the immediate east. With respect to Wishing Well Woods park to the east, there would be incremental shadow impacts after 5:18 p.m., providing a shadow-free open space for more than 5 hours. Given that the park is a heavily-treed passive park, it is our opinion that the incremental shadowing will not significantly impact the utility of the park.

On June 21<sup>st</sup>, there will be minor incremental shadow impacts to the rear yards of 19 and 21 Foxhill Road at 9:18 a.m., but the shadows will be gone within an hour. There will also be limited shadow impacts to the abutting properties to the west fronting Sheppard Avenue between 9:18 a.m. until after 11:18 a.m. All other properties designated *Neighbourhoods* to the west, southwest, north, northeast and east of the subject site will not be impacted by shadows cast by the proposed development. Shadow impacts onto Wishing Well Woods park are improved on June 21<sup>st</sup>, as shadows cast occur later at 6:18 p.m., providing more access to sunlight to the park during the summer.

With respect to sunlight conditions on adjacent streets and sidewalks, the study demonstrates that there would be limited shadowing on adjacent streets and sidewalks at the equinoxes. Shadowing on the north sidewalk of Sheppard Avenue will only be created by the tower element and would move quickly throughout the day until 5 p.m. On June 21<sup>st</sup>, the shadows cast by the tower elements will not impact the north side of the street, limiting shadow impacts to the south side of Sheppard Avenue. Shadowing onto the west sidewalk of Pharmacy Avenue will occur starting at 1:18 p.m. on the equinoxes and at 2:18 p.m. on June 21<sup>st</sup>, while the east sidewalk will be cast in shadows by the proposed building starting at 4:18 p.m. on March 21<sup>st</sup>/September 21<sup>st</sup>. On June 21<sup>st</sup>, only shadows cast by the tower will impact the east sidewalk starting at 3:18 p.m.

Based on the foregoing, it is our opinion that the incremental shadow impacts are adequately limited on neighbouring streets, properties and open space, particularly low-rise residential areas and parks, in accordance with the applicable Official Plan policies.

## WIND IMPACT

Rowan Williams Davies & Irwin Inc. (RWDI) prepared a Preliminary Pedestrian Wind Study dated July 22, 2019. Their review was based on the local wind climate, the building design and wind-tunnel testing. RWDI provide that the wind conditions will be suitable for the intended uses at most pedestrian areas, including most public sidewalks, retail entrances along Pharmacy Avenue, the outdoor amenity and green spaces at grade. They advise that higher-than-desired wind speeds are expected on the podium amenity spaces in the summer, and around the residential entrance and retail entrances along Sheppard Avenue East in the winter. The report further provides that during the winter, wind conditions at the northeast corner of the proposed tower may become uncomfortable or unsafe. Their report contains conceptual solutions and recommendations, and further study will ensue during the Site Plan Approval process.

## 5.6 Urban Design

From an urban design perspective, the proposed development will maintain an appropriate built form transition to the low-rise *Neighbourhoods* properties to the immediate south and southwest and will improve the streetscape along Sheppard Avenue and Pharmacy Avenue by providing a street wall condition that responds to the existing and emerging built form context. In our opinion, the proposed design will be consistent with the applicable Official Plan policies and urban design guidelines.

With respect to the applicable built form and urban design policies of the Official Plan (in particular, Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.3(1), 3.1.3(2) and 4.2(2)), the proposed design will:

- locate the proposed 7-storey podium building parallel to the streets with a consistent setback, along both Sheppard Avenue East and Pharmacy Avenue;
- provide ground floor uses, specifically the retail uses fronting on Sheppard Avenue and Pharmacy Avenue that will provide views into and access to the adjacent streets and public realm;
- locate and screen limited surface parking, loading/service areas, ramps and garbage storage by internalizing all of these functions within the site and/or buildings;
- provide the vast majority of the parking underground;
- mass new buildings to frame adjacent existing streets with good proportion;
- create appropriate transitions in scale to the closest low-rise residential areas to the south and southwest;
- be designed so that the base building provides definition and support at the street level, the shafts of the towers are oriented appropriately based on the base building and the adjacent buildings, while the top of the tower is articulated and the mechanical penthouses are integrated into the design of the building;
- adequately limit any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- provide for both indoor and outdoor amenity space.

The proposed design will improve the existing public realm along Sheppard Avenue by removing the existing surface parking at the street edge and integrating the public sidewalk zone with the private realm through the introduction of retail opportunities at-grade, as well providing opportunities for streetscaping improvements. The residential lobby fronting Sheppard Avenue East and Pharmacy Avenue will further improve the public realm along the street edges.

With respect to the Tall Building Design Guidelines, the proposed development is generally in keeping with the applicable guidelines, including the following:



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

- The proposed tower element will fit harmoniously within the existing and planned context within the Sheppard Avenue corridor. Transition is achieved with a podium building of an appropriate scale and articulation that steps down to the low-rise residential areas. The location of the proposed tower is appropriate in relation to low-rise residential neighbourhoods within the vicinity of the subject site.

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

- The slender tower element has been organized so as to preserve access to sunlight and sky view along adjacent streets and public open spaces, and to limit any potential shadow impacts. See Section 5.5 above.

Guideline 2.1 – Building Placement. Locate the base of tall buildings to frame the edges of streets, parks and open spaces, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site.

- The base building is situated parallel to the Sheppard Avenue and Pharmacy Avenue street frontages, as such it will frame the edges of the streets, increasing permeability and allowing for active uses at grade.

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

- The main retail entrances and residential lobby are clearly visible and directly accessible from the public sidewalks.

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

- Access to the underground parking garage, loading and drop-off area is provided off Pharmacy Avenue. All servicing areas have been integrated within the underground levels of the buildings away from the public realm. As such, the impact of servicing and parking on the public realm is minimized. The limited surface parking area is internalized and screened from view, while the majority of parking is located below grade, accessed by a parking ramp.

Guideline 3.1.1 – Base Building Scale and Height. Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.

- The podium building is proposed to be similar in height, scale and proportion to other recently approved developments along Sheppard Avenue, specifically the approved building immediately to the east, at the southeast corner of Sheppard Avenue and Pharmacy Avenue.

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

- The base building is proposed to be lined with street-related retail uses, and the residential lobby, all of which will help to animate adjacent public streets and will create an inviting pedestrian environment.

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

- The ground floor height of the podium will be 4.5 metres.

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

- The base building provides views into and out from the ground floor uses facing the public realm.

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

- The floor plate sizes of the tower element is approximately 750 square metres, in keeping with the guideline.

*Guideline 3.2.2 – Tower Placement. Place towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm. Step back the tower, including balconies, 3 metres or greater from the face of the base building along all street, park and open space frontages (including publicly accessible or private shared open space and rooftop amenity within the site). As an option within the stepback, up to one third of a point tower frontage along a street or open space may extend straight down to the ground.*

- The proposed tower is located at the corner of Sheppard Avenue and Pharmacy Avenue, away from parks and low-rise properties, and allows the base building to be the primary defining element along the street edges. From Sheppard Avenue East a minimum step back of 3.4 metres is proposed and from Pharmacy Avenue a minimum step back of 2.5 metres is contemplated.

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

- From the side property line (west), the tower is setback approximately 25 metres and from the rear property line (south), the tower is setback approximately 61 metres.

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

- The mechanical penthouse will be incorporated into the tower design and will utilize materials used in the tower, adding visual interest and contributing to the character of the skyline.

*Guideline 4.1 – Streetscape and Landscape Design. Provide high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks, and open space.*

- The proposal includes high quality landscaping appropriate to the ground floor uses, which includes the residential lobby and retail uses.

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

- As noted in Section 5.5 above, the design of the proposed development is expected to achieve comfortable wind conditions for pedestrians on most sidewalks, adjacent streets and for the proposed outdoor amenity areas.

## 5.7 Transportation and Servicing

### TRANSPORTATION

NexTrans Consulting Engineers prepared a Transportation Impact Study dated XX, and their report provides the following conclusions:

- the proposed development is anticipated to generate 146 two-way auto trips (41 inbound and 105 outbound) during the weekday AM peak hours and 208 two-way auto trips (119 inbound and 89 outbound) during the weekday PM peak hours;
- the intersection capacities are expected to operate with acceptable levels of service with the recommended optimized signal timings as recommended in their report;
- a total of 441 parking spaces are required by City-wide By-law 569-2013, site plan provides for a total of 339 parking spaces, 1 of which is dedicated car share spaces;
- NexTrans supports that Policy Area 3 parking requirements better represent the existing and future land use characteristics;
- a total of 292 long-term and 36 short-term bicycle parking spaces are proposed, promoting cycling as an alternative mode of transportation; and

- AutoTURN software was used to generate vehicular turning templates to confirm and demonstrate the accessibility of a Type "G" vehicle and passenger vehicle through the proposed loading space and surface parking spaces, respectively.

## SERVICING

Lithos Group Inc. has prepared a Functional Servicing Report dated July 19, 2019, which provides the following conclusions:

- the site stormwater discharge will be controlled to the 2-year predevelopment flow and will be connected to the existing 675 mm diameter storm sewer on Pharmacy Avenue;
- the stormwater management (SWM) system will be designed to provide enhanced level (Level 1) protection;
- with respect to Sanitary Sewer, the flow from the proposed development will be directed to the existing 250 mm diameter sanitary sewer on Pharmacy Avenue;
- water supply for the site will be from the existing 300 mm diameter watermain on the east side of Pharmacy Avenue;
- results of the hydrant flow test reveal that the existing water infrastructure can support the proposed development; and
- the proposed grades will improve the existing drainage conditions to meet the City's/Regional requirements.

## 5.8 Community Services and Facilities

A Community Services and Facilities ("CS&F") Study was prepared for the proposal and is included in **Appendix A**. This CS&F Study concludes that the surrounding neighbourhood is well served by a number of existing community services and facilities that can comfortably accommodate increased population resulting from the proposal.

Analysis of the 2016 demographic information available for the Tam O-Shanter-Sullivan Community identified that the neighbourhood experienced a slight population increase of 0.2 percent from 2011. In terms of age distribution, the neighbourhood was relatively consistent with

the City as a whole and couples with children were the most common family structure in the neighbourhood (46 percent). The neighbourhood had a lower proportion of 3 person households than the City as a whole; comparatively, the average household size in the neighbourhood was 2.69 persons per household, which was higher than the City's average. The greatest proportion of dwelling units in the neighbourhood were located in apartment buildings greater than 5-storeys in height (48 percent). The neighbourhood had a slightly higher or similar proportion of residents that fell within the income brackets of \$20,000 to \$124,999 compared to the City as a whole. 75 percent of neighbourhood residents identified as a visible minority and only 34 percent of residents were born in Canada. Consequently, a higher proportion of the neighbourhood identified as 1st generation Canadians, compared to the City as a whole.

As of June 2019, there were 11 development applications/approvals located within the study area. Of those, 4 are built or under construction, and 4 are under review. These developments are anticipated to result in an estimated population increase of 8,978 persons, and the proposal is expected to yield an estimated 761 new residents.

In terms of school accommodation, the TDSB public elementary and secondary schools servicing the subject site are undersubscribed, and the projected 66 public elementary students and the 33 public secondary students from the new building could be accommodated. With regards to TCDSB, the one elementary school could accommodate the 7 projected additional students from the new building, while the 6 Catholic secondary schools servicing the area are currently oversubscribed and may not be able to accommodate any additional students at this time; however, if there is preference for single gender schools, there may be accommodation available within these schools. It is noted that secondary students in the TCDSB are not limited to attending a catchment area school.

There are 18 childcare facilities in the area, 12 of which provide subsidized spaces when subsidies are available. The projected demand of 49 childcare spaces resulting from the new building is expected to be accommodated within the childcare facilities in the study area, as



those facilities that were contacted in June 2019 reported a total of 62 vacant spaces.

There are three public library branches within (and adjacent to) the study area and three community recreation centres. Additionally, there are 21 public parks and parkettes within the study area, totaling approximately 50.7 hectares of parkland. There are also a number of other community services and facilities within the study area, including human service agencies and places of worship that offer community programming.

Official Plan Policy 2.3.1.7 provides that community and neighbourhood amenities will be enhanced where needed by improving existing facilities, creating new facilities and adapting existing services, among others. The CS&F Study concludes that the Study Area appears to have sufficient community services and facilities to accommodate future residential population resulting from the proposed development.

However, in recognition of continually shifting demographic and community needs, the CS&F Study should not be interpreted as ruling out the possibility for future contributions associated with the proposal to go towards new or improved community services and facilities. Future discussions with the City staff and the Councillor regarding potential Section 37 contributions, in keeping with the City's practice, may be undertaken.





# [6.01]

CONCLUSION



For the reasons set out in this report, it is our opinion that the proposed redevelopment of the subject site with an 21-storey mixed-use building will appropriately intensify an underutilized site and contribute to the continued reurbanization of the adjacent intersection and along the Sheppard Avenue corridor. The proposed building will improve the streetscape along Sheppard Avenue and Pharmacy Avenue, and will provide an architecturally distinctive building that will be compatible with the existing and planned built form context. Moreover, the applicable policy framework at the Provincial and City levels supports mixed-use intensification on the subject site with an emphasis on residential growth.

From a land use planning perspective, the proposal is supportive of policy directions established in the Provincial Policy Statement, the Growth Plan, and the Toronto Official Plan, which promote intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including public transit. The introduction of residential uses is in keeping with the mixed-use intensification currently underway along Sheppard Avenue to the east and west of the subject site. The proposed development will be compatible with the residential and retail uses in the immediate vicinity and will not adversely impact the *Neighbourhoods* to the south and southwest.

In our opinion, it is appropriate to re-designate the subject site from *Neighbourhoods* to *Apartment Neighbourhoods*. The *Apartment Neighbourhoods* designation being sought through the subject application would be appropriate and desirable given the locational attributes of the subject site, as well site-specific policy to permit the non-residential uses would support the planning and urban design benefits associated with reinvestment and intensification along the Sheppard Avenue corridor.

From a built form perspective, the proposed built form and massing is contextually appropriate and will fit well within the existing and emerging built form context. Appropriate transition will be provided to the low-rise residential neighbourhoods to the south and southwest. The proposal has been designed to be in keeping with urban design policies of the Official Plan and satisfies the intent and objectives of the Tall Building Design Guidelines.

For all of the foregoing reasons, it is our opinion that the proposed development would be a desirable addition to the Sheppard Avenue corridor area. Accordingly, we recommend approval of the requested Official Plan and Zoning By-law Amendments.



# APPENDIX A:

## COMMUNITY SERVICES AND FACILITIES STUDY

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# APPENDIX :

## COMMUNITY SERVICES & FACILITIES STUDY

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September  
2019

# TABLE OF CONTENTS

<b>[1.0] INTRODUCTION</b>	<b>A1</b>
1.1 OVERVIEW	A2
1.2 PURPOSE	A2
1.3 STUDY AREA	A2
1.4 METHODOLOGY	A4
<b>[2.0] DEMOGRAPHIC PROFILE</b>	<b>A5</b>
2.1 TAM O'SHANTER-SULLIVAN NEIGHBOURHOOD	A7
2.2 POPULATION	A7
2.3 FAMILY COMPOSITION	A7
2.4 HOUSING	A9
2.5 SOCIO-ECONOMIC CHARACTERISTICS	A9
2.6 IMMIGRATION & DIVERSITY	A11
2.7 SUMMARY	A12
<b>[3.0] NEARBY DEVELOPMENTS</b>	<b>A13</b>
3.1 NEAR-BY DEVELOPMENT APPLICATIONS	A14
<b>[4.0] COMMUNITY SERVICES &amp; FACILITIES</b>	<b>A17</b>
4.1 SCHOOLS	A18
4.2 CHILD CARE SERVICES	A20
4.3 PUBLIC LIBRARIES	A26
4.4 RECREATION	A29
4.5 PARKS	A31
4.6 HUMAN SERVICES	A33
4.7 PLACES OF WORSHIP	A34
4.8 CONSUMERS NEXT STUDY ANALYSIS	A36
<b>[5.0] CONCLUSION</b>	<b>A31</b>
COMMUNITY SERVICES & FACILITIES MAP	A43



# A1.01

## INTRODUCTION

## 1.1 Overview

This Community Services and Facilities ("CS&F") report 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 2993 to 3005 Sheppard Avenue and 1800 to 1814 Pharmacy Avenue in the City of Toronto (the "subject site"). Key services include publicly funded schools, child care 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 1.2 below, to evaluate the ability of these services to accommodate growth, to identify any existing priorities and to determine the demands for new services resulting from the development proposal for the subject site.

## 1.2 Purpose

The proposed redevelopment of the subject site will result in a 21-storey mixed-use building consisting of a 7-storey podium building and a 14-storey tower element located at the northeast portion of the building. Overall, the building will have a height of approximately 64.65 metres to the top of the roof and 69.65 metres to the top of the mechanical penthouse. It will contain approximately 433 units, with a total gross floor area of approximately 29,308 square metres (315,480 square feet), including 1,340 square metres (14,424 square feet) of commercial uses at grade. The resulting density will be a floor space index (FSI) of approximately 4.45. The purpose of this report is to identify the range of existing resources that are available within the study area (defined below), and to identify any priorities that should be considered in connection with the proposed development.

## 1.3 Study Area

This report's Study Area, as determined in consultation with City staff, is generally defined by Finch Avenue East to the north, Warden Avenue to the east, the 401 to the south and the Don Mills Road to the west. These boundaries correspond with the City of Toronto's established boundaries for the Tam O'Shanter-Sullivan, L'Amoreaux, Pleasant View and Henry Farm neighbourhoods.

The Study Area outlined above corresponds with the boundary used in the Consumers Next study conducted by the City and is considered an approximation of the general distance residents may be willing to travel for services. However, it is recognized that impacts resulting from new developments are more keenly felt within the neighbourhood immediately surrounding the development site.

The demographic section analysis (Section 2.0) is based upon the boundaries of the Tam O'Shanter-Sullivan neighbourhood (see **Figure A1**).



Figure A1 - Study Area



## 1.4 Methodology

This report includes an inventory of key publicly funded services and facilities in the Study Area including schools, child care facilities, community centres, parks and libraries, as well as details on other organizations that provide services to the public including places of worship and 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 is based on the Neighbourhood Profile for the Tam O'Shanter-Sullivan neighbourhood as prepared by the City of Toronto. This profile includes data from the 2006, 2011 and 2016 Census, and the 2011 National Household Survey ("NHS") as provided by Statistics Canada. Due to methodological issues with the NHS, data from this year should be considered approximate.

# [2.0]

## DEMOGRAPHIC PROFILE



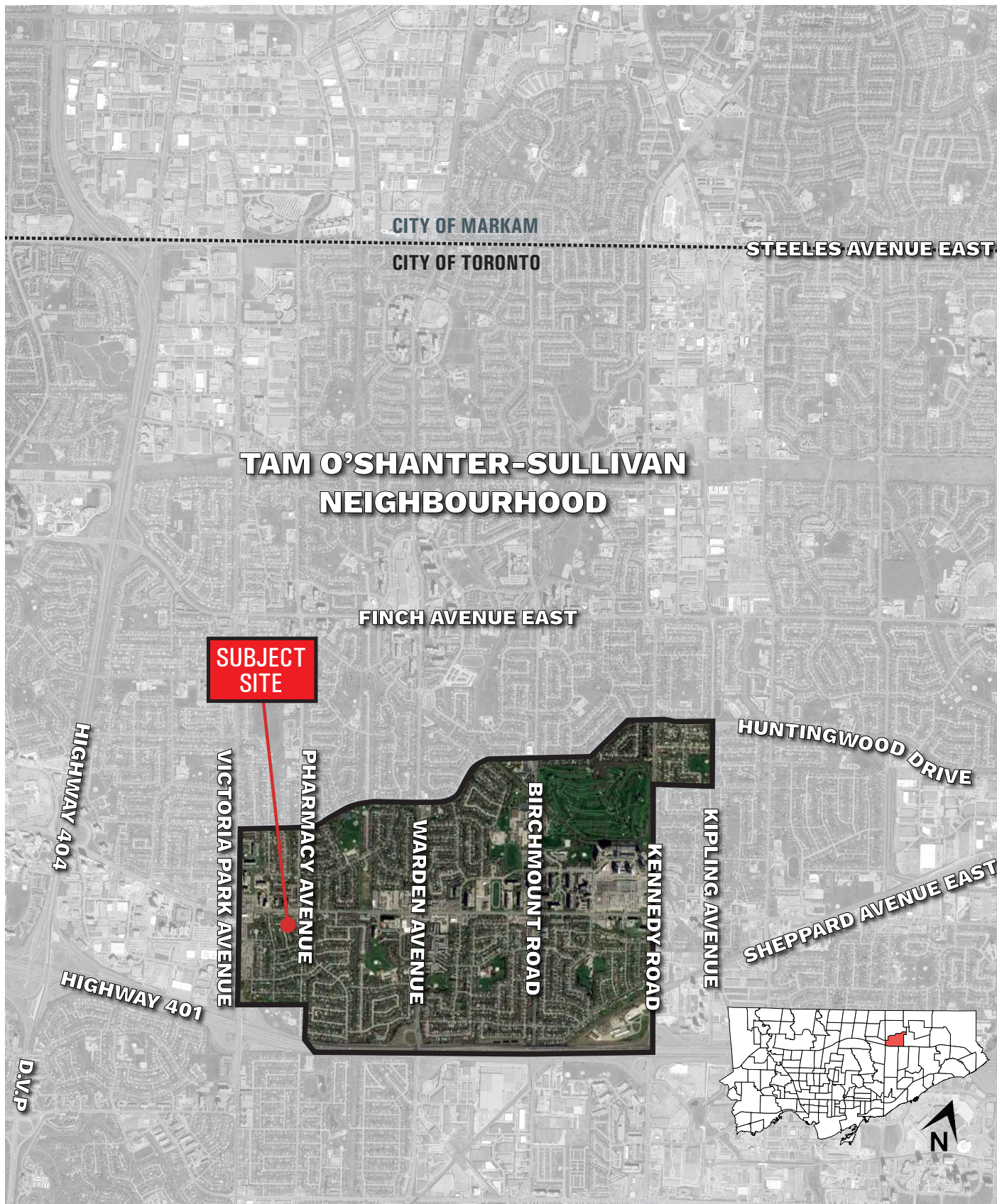


Figure A2 - Tam O'Shanter-Sullivan Neighbourhood



## 2.1 Tam O'Shanter Sullivan

The subject site is located within the Tam O'Shanter-Sullivan neighbourhood as defined by the City of Toronto (see Figure A2). The following demographic profile is based on the Neighbourhood Profiles prepared by the City of Toronto for the Tam O'Shanter-Sullivan neighbourhood using data from the 2006, 2011 and 2016 Census and the 2011 NHS.

## 2.2 Population

Between 2011 and 2016, the population of the Tam O'Shanter-Sullivan neighbourhood increased by 48 residents, which represents a 0.2 percent increase in population. Comparatively, the population of the City of Toronto as a whole increased by 4.5 percent between 2011 and 2016. With respect to age distribution, the Tam O'Shanter-Sullivan neighbourhood in 2016 had a slightly similar distribution to the City as a whole with both having similar proportions in each group. Between 2011 and 2016, the children, working age, pre-retirement and senior age distributions in this neighbourhood experienced changes within a one to three percent range.

Table A1 - Population by Age Group (2011 & 2016 Census)

AGE GROUP	Tam O'Shanter-Sullivan (2011)	Tam O'Shanter-Sullivan (2011)	Tam O'Shanter-Sullivan (2016)	Tam O'Shanter-Sullivan (2016)	City of Toronto (2011)	City of Toronto (2011)	City of Toronto (2016)	City of Toronto (2016)
	#	%	#	%	#	%	#	%
Children (0-14)	4,190	15%	3,880	14%	400,860	15%	398,135	15%
Youth (15-24)	3,325	12%	3,200	12%	333,510	13%	340,270	12%
Working Age (25-54)	11,245	41%	10,600	39%	1,199,760	46%	1,229,555	45%
Pre-Retirement (55-64)	3,085	11%	3,575	13%	303,500	12%	336,670	12%
Seniors (65+)	5,540	20%	5,775	21%	377,440	14%	426,945	16%
<b>TOTAL</b>	<b>27,398</b>	<b>100%</b>	<b>27,446</b>	<b>100%</b>	<b>2,615,070</b>	<b>100%</b>	<b>2,731,571</b>	<b>100%</b>

## 2.3 Family Composition

**Table A2** illustrates that the family size composition of the Tam O'Shanter-Sullivan neighbourhood.

In terms of family composition, between 2011 and 2016, the Tam O'Shanter-Sullivan neighbourhood remained relatively stable within a one to three percent range. In 2016, compared to the City as a whole, the Tam O'Shanter-Sullivan neighbourhood had a higher proportion of couples with children (46 percent), a lower percentage of couples with no children (33 percent) and a higher proportion of 2 people (48 percent) and 3 people family sizes (25 percent), and a lower proportion of 5 or more person families (8 percent).

Table A2 - Census Families by Family Type & Size (2011 & 2016 Census)

CATEGORY						
	Tam O'Shanter-Sullivan (2011) #	Tam O'Shanter-Sullivan (2011) %	Tam O'Shanter-Sullivan (2016) #	Tam O'Shanter-Sullivan (2016) %	City of Toronto (2016) #	City of Toronto (2016) %
Total Number of Census Families	7,725	100%	7,730	100%	718,755	100%
Couples with children	3,755	49%	3,545	46%	316,070	44%
Couples with no children	2,370	31%	2,530	33%	250,085	35%
Lone parent families	1,600	21%	1,655	22%	152,600	21%
2 people	3,400	44%	3,675	48%	344,110	48%
3 people	2,115	27%	1,920	25%	174,600	24%
4 people	1,580	20%	1,535	20%	143,250	20%
5 or more people	625	9%	600	8%	56,795	8%

As illustrated in **Table A3** below, the most common marital status in the Tam O'Shanter-Sullivan neighbourhood in 2016 was "Married", with the second most common being "Never Married". In comparison to the City as a whole, the neighbourhood had a lower proportion of "Common Law" residents, and a similar proportion of "Separated" residents.

Table A3 - Marital Status for the Population over 15 years old (2011 & 2016 Census)

MARTIAL STATUS			
	Tam O'Shanter-Sullivan (2016) #	Tam O'Shanter-Sullivan (2016) %	City of Toronto (2016) %
Married	11,780	51%	43%
Common Law	900	4%	7%
Never Married	6,745	29%	35%
Separated	640	3%	3%
Divorced	1,435	6%	7%
Widowed	1,640	7%	5%

## 2.4 Housing

As illustrated in **Table A4**, the majority of the dwellings in the Tam O'Shanter-Sullivan neighbourhood in 2016 were located in apartment buildings greater than 5 storeys in height (48 percent). The second most common dwelling type were single-detached houses (31 percent). While there were some slight changes between 2011 and 2016, generally the proportions of various dwelling types in the neighbourhood have remained consistent. Compared to Toronto as a whole, the Tam O'Shanter-Sullivan neighbourhood has consistently had higher proportions of dwellings within row houses (9 percent) and lower proportions of dwellings within apartments buildings less than 5 storeys in height (3 percent) and semi-detached houses (2 percent).

Table A4 - Dwellings by Structure Type (2011 and 2016 Census)

DWELLING CATEGORY			
	Tam O'Shanter-Sullivan (2011) %	Tam O'Shanter-Sullivan (2016) %	City of Toronto (2016) %
Single-detached house	33%	31%	24%
Semi-detached house	2%	2%	6%
Row house	9%	9%	6%
Apartment, detached duplex	6%	6%	4%
Apartment building, < 5 storeys	4%	3%	15%
Apartment building, 5+ storeys	46%	48%	44%

## 2.5 Socio-Economic Characteristics

In terms of neighbourhood income levels, **Table A5** below outlines the number of private households within each income bracket within the neighbourhood. For these purposes, "household" refers to a person or group of persons who occupy the same dwelling. It may consist of a family with or without other non-family members. As household income levels were not accurately captured in the 2011 National Household Survey (NHS), Table A5 compares the values for 2006 and 2016.

According to this data, the income level of households in the Tam O'Shanter-Sullivan neighbourhood appears to have increased somewhat between 2006 and 2016. However, when compared to the City of Toronto as a whole, the Tam O'Shanter-Sullivan neighbourhood in 2016 had a higher proportion of residents earning between \$20,000 and \$49,999 (31 percent), and a lower proportion of residents earning \$125,000 and over (15 percent). In terms of median household income, the average household in the Tam O'Shanter-Sullivan neighbourhood in 2016 was earning \$58,246, while the average household in the City as a whole was earning \$65,829.



Table A5 - Household Income (2006 and 2016 Census)

INCOME LEVEL	Tam O'Shanter-Sullivan (2006) %	Tam O'Shanter-Sullivan (2016) %	City of Toronto (2016) %
Under \$10,000	5%	4%	5%
\$10,000 - \$19,999	12%	9%	8%
\$20,000 - \$49,999	35%	31%	25%
\$50,000 - \$79,999	22%	22%	21%
\$80,000 - \$124,999	11%	19%	19%
\$125,000 and over	14%	15%	22%

The data regarding education level and labour force has been recorded from the 2016 Census and presented in **Table A6** below.

In terms of education, in 2016 the Tam O'Shanter-Sullivan neighbourhood had a higher proportion of residents with only a high school diploma (24 percent) or with no certificate, diploma or degree (12 percent) than the City as a whole. Consequently, the neighbourhood also had a slightly lower proportion of residents with a bachelor's degree (27 percent) or a university degree above the bachelor level (12 percent) than the City as a whole.

Table A6 - Highest Educational Attainment for Population Ages 25-64 (2016 Census)

EDUCATION LEVEL	TAM O'SHANter-SULLIVAN %	CITY OF TORONTO %
No certificate, diploma or degree	12%	10%
High School	24%	20%
Apprenticeships or trades	4%	4%
College, CEGEP, other	18%	18%
University certificate or diploma below bachelor level	4%	3%
Bachelors' degree	27%	28%
University above bachelor level	12%	16%

**Table A7** illustrates the participation rate, the employment rate and the unemployment rate of residents 15 years or older. In 2016, the Tam O'Shanter-Sullivan neighbourhood had a slightly higher unemployment rate, and a lower participation and employment rate compared to the City as whole.

*Table A7 - Labour Force Status (2016 Census)*

STATUS	TAM O'SHANTER-SULLIVAN %	CITY OF TORONTO %
Participation Rate	55.8%	64.7%
Employment Rate	50.7%	59.3%
Unemployment Rate	9.2%	8.2%

## 2.6 Immigration & Diversity

As illustrated in **Table A8**, in 2016 the Tam O'Shanter-Sullivan neighbourhood had a much higher proportion of the population who identified as visible minorities (75 percent) than the City as a whole (51 percent). The proportion of the population that was born in Canada was also much lower than for the City as a whole (34 percent vs 49 percent) and a much larger proportion of the neighbourhood's residents identified as 1st generation residents (66 percent), compared to the City as a whole (51 percent).

In 2016, the top 5 ethnic origins in the Tam O'Shanter-Sullivan neighbourhood were: Chinese, East Indian, Filipino, Canadian and English. Comparatively, the top 5 birth countries for recent immigrants were China, the Philippines, India, Syria and Sri Lanka.

*Table A8 - Visible Minorities & Period of Immigration (2016 Census)*

MEASURE	TAM O'SHANTER-SULLIVAN	CITY OF TORONTO
Visible Minority as a percentage of the population	75%	51%
Born in Canada	34%	49%
1st Generation Residents	66%	51%
<b>Immigrants</b>		
Arrived before 2001	36%	28%
Arrived between 2001-2005	9%	6%
Arrived between 2006 to 2011	18%	6%
Non-permanent residents	4%	3%

## 2.7 Summary

The following conclusions can be drawn from the analysis of the demographic information provided in this section:

- The population of the Tam O'Shanter-Sullivan neighbourhood experienced an increase of 0.2 percent between 2011 and 2016, and maintained an age distribution relatively consistent with the City as a whole;
- The Tam O'Shanter-Sullivan neighbourhood in 2016 contained a higher proportion of couples with children (46 percent) and a lower proportion of 5 or more person households (8 percent) than the City as a whole;
- In 2016, 48 percent of dwellings in the neighbourhood were located within apartment buildings greater than 5 storeys, while 31 percent were located within single detached houses;
- In 2016, the neighbourhood had a similar, but slightly higher, average household size compared to the city as a whole (2.69 compared to 2.42);
- Compared to the City of Toronto as a whole, the Tam O'Shanter-Sullivan neighbourhood in 2016 had a higher proportion of lower income residents (earning between \$20,00 and \$49,999 (31 percent) and a lower proportion of higher income residents earning \$125,000 and over (15 percent);
- In 2016, the neighbourhood had a higher proportion of residents with only a high school diploma (24 percent) or with no certificate, diploma or degree (12 percent) and a slightly lower proportion of residents with a bachelor's degree (27 percent) or a university degree above the bachelor level (12 percent) than the City as a whole;
- In 2016, the neighbourhood had a higher unemployment rate compared to the City as whole, and a lower participation and employment rate;
- A significantly higher proportion of the population in the Tam O'Shanter-Sullivan neighbourhood in 2016 identified as a visible minority (75 percent), compared to the City as a whole (51 percent).



# A13.01

## NEARBY DEVELOPMENTS

## 3.1 Near-by Development Applications

As of July 2019, there were 8 active or recently approved development applications within the Study Area. The details of each of these applications is provided in **Table A9** below.

*Table A9 - Near-by Development Applications within the Study Area by Neighbourhood  
(City of Toronto)*

Address	Status	By-law	Unit Count	Type	Condo	GFA (sq.m.)	Height (Storeys)	Unit Mix	Estimated Population
2025 Sheppard Avenue East	Built	417-2014	512	Residential	Rental	126,257 m2	15, 32	B – 87 1B – 331 2B – 94	782
2933 Sheppard Avenue East	Under Review	999-2014	170	Residential/ Commercial/ Institution	Rental	14,232 m2	18	1B – 98 2B – 64 3B – 8	296
3105 Sheppard Avenue East	Under Construction	1118-2017 (OMB)	264	Residential/ Commercial	Condo	21,649 m2	18	1B – 117 2B – 127 3B – 20	493
3260 Sheppard Avenue East	Approved	1002-2014	796	Residential/ Commercial	Condo	74,631 m2	30, 30, 11, 3	1B – 422 2B – 320 3B – 54	1,430
2450 Victoria Park Avenue	Under Review	-	1,247	Residential/ Commercial	Rental, Condo	96,405 m2	11, 11, 39, 44	1B – 387 2B – 860	2,348
2550 Victoria Park Avenue	Under Review	-	1,354	Residential/ Commercial/ Office	Freehold, Condo	174,373 m2	24, 27, 34, 40	1B – 665 2B – 534 3B – 155	2,533
2135 Sheppard Avenue East	Under Construction	1182-2016 (OMB)	310	Residential	Condo	21,704 m2	26	1B – 196 2B – 114	513
3445 Sheppard Avenue East	Approved	563 - 2019	352	Residential/ Commercial	Condo	30,740 m2	3, 14	B – 1 1B – 192 2B – 115 3B – 44	648
3220 Sheppard Avenue East	Approved	214 – 2013	230	Residential	Condo	20,555 m2	20	B – 4 1B – 129 2B – 97	390
2992 Sheppard Avenue East	Approved	45 - 2011	160	Residential/ Commercial	Condo	14,044 m2	18	1B – 77 2B – 62 3B – 21	303
2205 Sheppard Avenue East	Under Construction	70-2014 (OMB)	339	Residential/ Commercial	Condo	27,077 m2	23	B – 1 1B – 214 2B – 116 3B – 8	570

Address	Status	By-law	Unit Count	Type	Condo	GFA (sq.m.)	Height (Storeys)	Unit Mix	Estimated Population
<b>SUBTOTAL</b>	-	-	<b>5,734</b>	-	-	-	-	-	<b>10,306</b>
<b>SUBJECT SITE</b>	-	-	433	Residential/ Commercial	Condo	29,308 m2	21	1B – 245 2B – 160 3B – 28	766
<b>TOTAL</b>	-	-	<b>6,167</b>	-	-	-	-	-	<b>11,072</b>

Section 37 of the Planning Act secures community benefits during development approvals. It ensures that good planning is practiced to build complete and sustainable communities. Community benefits can include the enhancing or building of community recreation facilities, parks, daycares, improving streetscape and more. Section 37 benefits are calculated on a case-by-case basis negotiation process; however, the size and complexity of the development is taken into account.

Table A10 - Section 37 Contributions

Address	Section 37 Benefits
2025 Sheppard Avenue East	<ul style="list-style-type: none"> <li>• \$1,000,000 to be used for community facility improvements in the area;</li> <li>• \$500,000 to be used for public art;</li> <li>• \$200,000 to be used for pedestrian related improvements along Sheppard Avenue East west of Yorkland Road to the Don Mills subway station;</li> <li>• \$10,000 to be used for future traffic monitoring;</li> <li>• \$20,000 for 'countdown' pedestrian signals at the intersection of the proposed public road with Sheppard Avenue East;</li> <li>• \$25,000 for facilities which provide for the priority of public transit vehicles through the intersection of the proposed public road with Sheppard Avenue East; and,</li> <li>• \$10,000 for the provision of a maximum of three above-ground loop-detectors</li> </ul>
2933 Sheppard Avenue East	• \$425,000.00 towards capital improvements to Tam O'Shanter Park (\$240,000), and Scarden Park (\$185,000)
3105 Sheppard Avenue East	-
3260 Sheppard Avenue East	• \$975,000.00 to be directed towards capital improvements to the Agincourt District Branch of the Toronto Public Library
2450 Victoria Park Avenue	-
2250 Victoria Park Avenue	-
2135 Sheppard Avenue East	<ul style="list-style-type: none"> <li>• \$575,000 to be used towards capital improvements to community facilities within the area bounded by Highway 401, Highway 404, Van Home Avenue and Victoria Park Avenue;</li> <li>• \$535,000.00 to be used towards parks improvements to Clydesdale Park, Van Home Park, Muirhead Park, Old Sheppard Park and/or Pleasant View Park; and</li> <li>• \$40,000.00 to be used towards streetscape improvement at the northwest and northeast corners of Brian Drive and Sheppard Avenue East;</li> <li>• \$850,000 for capital improvements to the Pleasant View Toronto Public Library; and,</li> <li>• \$1,000,000 for streetscape improvements within the Consumers Business Park</li> </ul>



3445 Sheppard Avenue East	<ul style="list-style-type: none"> <li>• \$975,000.00 to be directed towards capital improvements to the Agincourt District Branch of the Toronto Public Library</li> </ul>
3220 Sheppard Avenue East	<ul style="list-style-type: none"> <li>• \$200,000.00 to be directed towards the Agincourt District Branch of the Toronto Public Library and the provision of branded street name signage for the Bridlewood Community</li> </ul>
2992 Sheppard Avenue East	<ul style="list-style-type: none"> <li>• \$300,000.00 to be directed towards the Bridlewood Branch of the Toronto Public Library</li> </ul>
2205 Sheppard Avenue East	<ul style="list-style-type: none"> <li>• \$575,000.00 shall be provided to the City, prior to issuance of an above grade building permit for the first building or structure within Phase 1 and,</li> <li>• \$575,000.00 shall be provided to the City as second payment prior to the issuance of an above grade building permit for the first building or structure within Phase 2</li> </ul>

The population projections above were determined using a rate of persons per unit type as set out in the City of Toronto's Design Criteria for Sewers and Watermains. These rates are as follows: 3.5 person per unit ("ppu") for single detached housing, 2.7 persons per unit for townhouse units, 3.1 ppu for 3-bedroom apartment units, 2.1 ppu for 2-bedroom apartment units and 1.4 ppu for 1-bedroom or bachelor apartment units. Where unit mixes were not available or undetermined, the average household size for the City of Toronto (2.42) was applied.

Based on these person per unit rates, the development proposed for the subject site is estimated to yield approximately 766 persons. In our opinion, this is a reasonable estimate considering the proposed unit mix.

It should be noted that the projection population increase from the developments detailed in **Table A9** would occur incrementally as these developments are at a different points in the review process and will be constructed with different timelines in response to the market demands and other factors. **Table A11** provides a breakdown of the population increase by the status of the developments listed above.

Table A11 - Estimates Population Increase by Development Status

DEVELOPMENT STATUS	# OF PROJECTS	# OF UNITS	ESTIMATED POPULATION
Proposed (Application Submitted)	3	2,771	5,177
Approved	4	1,538	2,771
Under Construction or Built	4	1,425	2,358
<b>Total</b>	<b>11</b>	<b>5,734</b>	<b>10,306</b>

As demonstrated in **Table A11**, the estimated population resulting from the developments in the Study Area 10,306 residents, the majority of which (5,177 residents) are associated with developments that are proposed, rather than approved or built. Therefore, it is our opinion that the increase in area population resulting from these developments will occur incrementally. It is noted that, in Toronto, the time between filing an application and resident occupation is typically around 5 years. Further, there is a possibility that these proposed developments may not be approved as per what is currently proposed.

The following is an inventory of the community facilities and service agencies within or directly adjacent to the Study Area that are available to current and future residents of the subject site and surrounding area. Descriptions of the type of services and programs offered at different organizations or facilities are provided. Additional seasonal programs or services beyond what has been listed may be offered, but were not published at the time this report was prepared.

# [4.0]

**COMMUNITY SERVICES &  
FACILITIES**



## 4.1 Schools

**Table A12** outlines the capacities, enrolments and utilization rates for schools within the catchment areas for both the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB). Contact with the School Boards was made in June 2019. In addition to the school data, staff provided the yield factor/ pupil yield figures for the proposed development based on a total of 433 residential units.

*Table A12 - TDSB and TCDSB Capacity and Enrolment*

	CAPACITY	FULL-TIME ENROLMENT	UTILIZATION RATE	PORTABLES
<b>Public Elementary School</b>				
Vradenburg Junior Public School 50 Vradenburg Drive	340	240	70.6%	-
JB Tyrrell Senior Public School 10 Corinthian Boulevard	423	380	89.8%	-
<b>TOTAL</b>	<b>763</b>	<b>620</b>	<b>-</b>	<b>-</b>
<b>Public Secondary School</b>				
Sir John A Macdonald Collegiate 2300 Pharmacy Avenue	1,365	1,101	80.7%	-
SUBTOTAL	1,365	1,101	80.7%	-
<b>TOTAL</b>	<b>2,128</b>	<b>1,721</b>	<b>-</b>	<b>-</b>
<b>Catholic Elementary School</b>				
St. Gerald 200 Old Sheppard Avenue	386	293	75.9%	-
<b>TOTAL</b>	<b>386</b>	<b>293</b>	<b>75.9%</b>	<b>-</b>
<b>Mixed Gender Catholic Secondary School</b>				
Senator O'Connor 60 Rowena Drive	1,062	1,382	130.1%	12
Mary Ward Catholic 3200 Kennedy Road	861	1,055	122.5%	-
<b>Single Gender Catholic Secondary School</b>				
St. Joseph's Morrow Park (Female Gender) 3379 Bayview Avenue	543	480	88.4%	-
Brebeuf College (Male Gender) 211 Steeles Avenue East	1,008	916	90.9%	-
SECONDARY TOTAL	3,474	3,833	110.3%	12
<b>TOTAL</b>	<b>3,860</b>	<b>4,126</b>	<b>106.9%</b>	<b>12</b>

Vradenburg Junior Public School (junior kindergarten through grade 6) is the only elementary school that serves the subject site and according to enrolment data from the TDSB, the school is undersubscribed with a utilization rate of 70.6 percent. The school may be able to accommodate additional students. JB Tyrrell Senior Public School (grades 7 to 8) is the only middle school to serve the subject site and according to enrolment data from the TDSB, it is nearing capacity with a utilization rate of 89.8 percent. The school may be able to accommodate additional students since it has 43 spaces available.

In terms of public secondary schools, Sir John A Macdonald Collegiate is reported to be undersubscribed with utilization rate of 80.7 percent.

There is one Catholic elementary school serving the subject site, St. Gerald which serves students in junior kindergarten through to grade 8. Based on current enrolment data, the school is reported to be underutilized with a utilization rate of 75.9 percent. There are two mixed gender secondary schools and two single gender secondary schools serving the subject site.

Both of the two mixed gender secondary schools, Senator O'Connor and Mary Ward Catholic serving the subject site are reported to be oversubscribed with utilization rates of 130.1 percent and 122.5 percent, respectively.

St. Joseph's Morrow Park is a female-only secondary school reported to be nearing capacity, with a utilization rate of 88.4 percent. Brebeuf College is a male-only secondary school reported to also be nearing capacity, with a utilization rate of 90.9 percent. Therefore, both single gender Catholic schools may be able to accommodate additional students.

#### 4.1.1 PUPIL YIELD

##### **Pupil yield of the proposed development – TDSB**

- Junior Elementary: 53 (80 percent of 0.16 pupils per condo unit figure supplied by TDSB)
- Senior Elementary: 13 (20 percent of 0.16 pupils per condo unit figure supplied by TDSB)
- Secondary: 33 (0.08 pupils per condol unit figure supplied by TDSB)

Based on the pupil yield factor for dwelling units provided by TDSB staff, the proposed development would yield 99 public school students.

Based on the pupil yield figures provided by TDSB, the projected 53 junior elementary school students generated from the proposed development could be accommodated at Vradenburg Junior Public School, since the school still has 100 vacancies to reach capacity. The projected 13 senior elementary students could also be accommodated at JB Tyrrell Senior Public School since there are 43 vacancies available. The projected 33 secondary students can be accommodated at Sir John A Macdonald Collegiate due to the school having 264 vacancies available to reach capacity. All 99 projected students can find accommodation at the three public schools.

### **Pupil yield of the proposed development – TCDSB**

- Elementary: 7 (figure supplied by TCDSB)
- Secondary: 6 (figure supplied by TCDSB)

Based on the pupil yield figures provided by TCDSB, the projected 7 Catholic elementary school students generated from the proposed development could be accommodated at St. Gerald, since the school still has 93 vacancies to reach capacity. The projected 6 Catholic secondary students could be not accommodated at both Senator O'Connor and Mary Ward Catholic School since both are operating at overutilized rates. Both single gender secondary schools are nearing capacity but have some room for additional accommodation. It should be noted, however, that secondary students residing in Toronto are not limited by a catchment area and they can attend any TCDSB school within the school board. However, students living outside of Toronto (but within Ontario) may apply to a secondary school. Placement will only be offered if there is space available.

It is not possible at this time to identify the exact school that potential students from this development will attend. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend schools. However, it would appear at this time there is some capacity in both school boards at various grades.

## 4.2 Child Care Services

**Table A13** provides a listing of City of Toronto child care services within the Study Area, including enrolment and reported vacancy. There is a total of 18 child care facilities within the Study Area, 12 of which provide subsidized spaces if available. Child care centres were contacted in July 2019. Service providers reported a total of 62 vacancies across all age groups.

*Table A13 - Enrolment/Reported Vacancies within Study Area*

FACILITY		CAPACITY & REPORTED VACANCIES						
	Fee Subsidy Available		Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Full Time Kindergarten	School Age (6 to 12 years)	Total
Abacus Day Care Centre 20 Chichester Place	Y	Capacity	-	10	24	-	-	<b>34</b>
		Vacancy	-	0	4	-	-	<b>4</b>
Bridlewood Jr YMCA 60 Bridlewood Boulevard	Y	Capacity	-	-	24	26	45	<b>95</b>
		Vacancy	-	-	3	0	5	<b>8</b>
Top Mandarin Day Care Centre* 3143 Sheppard Avenue East	N	Capacity	-	15	24	-	-	<b>39</b>
		Vacancy	-	0	0	-	-	<b>0</b>
Plasp North Bridlewood Junior Public School 50 Collingsbrook Boulevard	Y	Capacity	-	-	-	13	15	<b>28</b>
		Vacancy	-	-	-	0	0	<b>0</b>
Early Years Education System (E.Y.E.S) 3000 Victoria Park Avenue	N	Capacity	10	22	23	13	-	<b>68</b>
		Vacancy	0	0	0	0	-	<b>0</b>
Bridlegrove Daycare Centre 2575 Pharmacy Avenue	Y	Capacity	-	15	40	-	-	<b>55</b>
		Vacancy	0	0	0	0	-	<b>0</b>
Kateri Kids Child Care Centre 70 Margaret Avenue	Y	Capacity	-	-	16	-	30	<b>46</b>
		Vacancy	-	-	0	-	0	<b>0</b>
Brian Petits Amis 95 Brian Drive	Y	Capacity	-	10	24	52	45	<b>131</b>
		Vacancy	-	2	0	4	0	<b>6</b>
All About Kids Sheppard 2005 Sheppard Avenue East	N	Capacity	10	25	24	-	-	<b>59</b>
		Vacancy	0	0	2	-	-	<b>2</b>
Kids & Company- Consumers Site 251 Consumers Road	N	Capacity	20	30	48	-	-	<b>98</b>
		Vacancy	0	0	0	-	-	<b>0</b>
Ars Nursery School – Armenian Community Centre* 45 Hallcrown Place	N	Capacity	-	15	59	-	-	<b>74</b>
		Vacancy	-	0	0	-	-	<b>0</b>
Head Start Montessori 2235 Sheppard Avenue East	N	Capacity	10	30	24	-	-	<b>64</b>
		Vacancy	0	0	0	-	-	<b>0</b>



FACILITY		CAPACITY & REPORTED VACANCIES						
	Fee Subsidy Available		Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	Full Time Kindergarten	School Age (6 to 12 years)	Total
Vradsburg Community Child Care Centre* 50 Vradsburg Drive	Y	Capacity	10	10	16	26	30	92
		Vacancy	0	0	0	0	0	0
Forest Manor YMCA 25 Forest Manor Road	Y	Capacity	-	-	-	52	60	112
		Vacancy	-	-	-	4	10	14
Parkway Forest YMCA* 55 Forest Manor Road	Y	Capacity	20	20	40	-	-	80
		Vacancy	0	0	0	-	-	0
Don Valley Christian Child Care 25 Axsmith Crescent	Y	Capacity	10	15	24	-	-	49
		Vacancy	0	3	2	-	-	5
Jingbaoi Bilingual Children’s Centre 3105 Don Mills Road	Y	Capacity	-	15	24	26	45	110
		Vacancy	-	0	5	2	9	16
Phoenix Child Care 625 Seneca Hill Drive	Y	Capacity	-	-	30	39	30	99
		Vacancy	-	-	1	6	0	7
*Child care facility could not be reached, so zero spaces assumed					Total Capacity			1,333
					Total Vacancy			62

In total, the Study Area contains 1,333 child care spaces. This distribution of the spaces are as follows: 90 infant spaces (7 percent), 232 toddler spaces (17 percent); 464 pre-school spaces (35 percent); 247 spaces for children in full-time kindergarten (19 percent); and 300 spaces for school age children (22 percent). As of June 2018, there were 62 child care spaces available in the Study Area. Of those, 5 were for toddlers, 17 spaces were for pre-school children, 16 spaces were for kindergarten and 24 were for school aged children.

#### 4.2.1 – PROJECTED CHILD CARE YIELD

It is estimated that the proposed 433 residential units will generate a demand for 52 child care spaces. This is based on a residential population increase of 766 people (433 units multiplied by the PPU rates for the proposed unit mix as set out in Section 3), of which 14 percent would be "Children" as shown in the 2016 the Tam O'Shanter-Sullivan neighbourhood profile ("Children" are aged 0-14). The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA - 63.1 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

Compared with **Table A13** above, the projected number of children generated from the proposed development who will require child care (52 children) may not be fully accommodated by the existing facilities within the Study Area, depending on age and care requirements. There are a small number of vacant child care spaces (62 spaces) in the Study Area and they may be able to accommodate the projected number of children from the proposal that will require child care. However, we note that it is typical for families with children to travel beyond their immediate community for child care services.

It is noted that the above analysis is based on limited contact with the 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. Further, there may be additional home-based child care services offered in the area that would not be captured by this analysis.

### 4.3 Public Libraries

There are two public libraries branches (Pleasant View and Fairview) within the Study Area and one branch in the immediate vicinity of the Study Area (Bridlewood). A brief description of the services and programs offered is provided below:

#### FAIRVIEW DISTRICT BRANCH

The Fairview Branch is located at 35 Fairview Mall Drive, on the north side of Fairview Mall. This branch is open seven days a week, with reduced weekend hours. Fairview has wireless internet and a 'Computer Learning Centre', equipped with 12 computers, as well as an additional 43 computer stations equipped with wi-fi and Microsoft Office. The branch has equipment available for persons with disabilities and has the capacity to seat 351 users. Notable features/amenities in the library include an adaptive technology hub, art exhibit space, book groups, individual study rooms (10), a children's literacy centre, public phones, a "Reading Garden" and theatre. Additional materials and collections are listed below:

- Adult Literacy Materials
- Audiobooks on CD
- Large Print Collection
- Large collection in Chinese, French, Persian and Tamil
- Medium collection in Arabic, Armenian, Gujarati, Korean, Romanian, Russian, Spanish and Tagalog
- Small collection in Armenian, Hindi (DVDs only) and Urdu

Information obtained through the Toronto Public Library website, indicated that numerous programs currently operate out of the branch, catering to a variety of age groups and interest categories. Several classes are offered at the branch and fall within the following program categories: computer training classes, ESL and Newcomer programs, after-school programs, technology and professional services, reading programs and story-times, book clubs, arts and entertainment services, and personal finance classes. Of the programs and classes provided, it was reported that the user-education, professional development and technology-based programs were the most well-attended, followed by after-school and story-time programs. As noted, many of the programs and classes require advanced registration and are usually close to or at capacity. However, many of these programs are offered multiple times per week/month as the overall attendance at and use of the branch allows them to sustain a high number of programs.

In 2017, there were 566,666 total visits to the library which was the highest number of visits for a District Library in 2017. The library features a 1,160 square foot multi-purpose room which is available for community bookings. The room can seat 90 people lecture style or 40 people classroom style and features a kitchen.

## BRIDLEWOOD NEIGHBOURHOOD BRANCH

Located at Bridlewood Mall, the Bridlewood Branch is open Monday through Sunday and has seating for 87 visitors. This branch features 7 computer work stations that are connected to the internet and include Microsoft Office, wi-fi, and equipment for persons with disabilities. Collections include:

- Audiobooks on CD
- Large Print Collection
- Adult Literacy Materials
- Large collection in Chinese and French
- Medium collection in Tamil
- Small collection in Armenian, Hindi (DVDs only) and Urdu

Some of the programs and classes at the branch scheduled on a weekly or recurring basis in the upcoming months include: French Conversation Circle, Bridlewood Crochet Club, After School Club, Chess Club, After School Club and Pajama Time.

In 2017, there were 429,296 total visits to the library which was the 1st highest number of visits for a Neighbourhood Branch in 2017. The library features a 500 square foot multi-purpose room which is available for community bookings. The room can seat 40 people lecture style or 31 people classroom style and features a kitchenette.

## PLEASANT VIEW NEIGHBOURHOOD BRANCH

Located at 575 Van Horne Avenue, the Pleasant View Branch is open Tuesday through Saturday and has seating for 90 visitors. This branch features 8 computer work stations that are connected to the internet and include Microsoft Office, wi-fi, and equipment for persons with disabilities. Collections include:

- Audiobooks on CD
- Large print collection
- Adult literacy materials
- Medium collection in Chinese
- Small collection in French

Some of the programs and classes at the branch scheduled on a weekly or recurring basis in the upcoming months include: Toddler Time, Baby Time, Web Basics Part I & II, Leading to Reading, LEGO Mindstorms and Chess Club.

In 2017, there were 79,549 total visits to the library which was the 26th lowest number of visits for a Neighbourhood or District Library in 2017. The library features a 1,160 square feet multi-purpose room which is available for community bookings. The room can seat 90 people lecture style or 40 people classroom style and features a kitchen.



## 4.4 Recreation

There are three community recreation centres within the Study Area. The City of Toronto's Parks and Recreation Division operate these facilities. There may be additional recreation or community hubs operated by non-profit organizations within the Study Area, however, this analysis focused on City-run facilities. **Table A14** summarizes the programs and services available at the near-by recreation centre.

*Table A14 - Community Recreation Centres within Study Area*

LOCATION	FACILITIES	SERVICES/PROGRAMS
Pleasantview Community Centre 545 Van Horne Avenue	<ul style="list-style-type: none"> <li>• Indoor Dry Pad</li> <li>• Kitchen</li> <li>• Multipurpose Room</li> <li>• Outdoor Pool</li> <li>• ProShop</li> <li>• Indoor Bocce Court</li> </ul>	<ul style="list-style-type: none"> <li>• Arts (Arts &amp; Crafts, Music and Visual Arts)</li> <li>• Camp</li> <li>• Fitness (Cardio and Yoga)</li> <li>• General Interest (Leadership and Supervised Play)</li> <li>• Skating</li> </ul>
Parkway Forest Community Centre 55 Forest Manor Road	<ul style="list-style-type: none"> <li>• Fitness/Weight Room</li> <li>• Gymnasium</li> <li>• Indoor Track</li> <li>• Kitchen</li> <li>• Multipurpose Room</li> </ul>	<ul style="list-style-type: none"> <li>• Camps</li> <li>• Fitness (Cardio, Muscle Conditioning, Pilates &amp; Yoga)</li> <li>• General Interest</li> <li>• Swimming</li> </ul>
Oriole Community Centre 2975 Don Mills Road	<ul style="list-style-type: none"> <li>• Craft Room</li> <li>• Gallery</li> <li>• Games Room</li> <li>• Kitchen</li> <li>• Lounge</li> <li>• Multipurpose Room</li> </ul>	<ul style="list-style-type: none"> <li>• Camps</li> <li>• Fitness (Tai Chi &amp; Yoga)</li> <li>• Sports</li> </ul>

## 4.5 Parks

**Table A15** below lists the parks and available amenities within the Study Area.

*Table A15 - Parks and Amenities within the Study Area (City of Toronto)*

	Playground	Bike Trail	Splash Pad	Picnic Site	Outdoor Tennis	Ball Hockey Pad	Baseball Diamond	Basketball Courts	Sportspad Arena	Sports Field	Area (ha)
Wishing Well Park	X				X		X				6.1
Farmcrest Parkette											0.2
Wishing Well Woods Park	X										1.0
Vradenburg Park	X						X				3.0
Hickorynut Parkette											0.2
Bridlewood Park	X		X		X		X				4.1
Clydesdale Park	X				X		X				2.9
North Bridlewood Park	X						X				3.0
Fairglen Park										X	4.0
Muirhead Park	X						X				2.1
Pleasantview Park	X										0.3
Van Horne Park	X		X							X	3.6
Pinto Park	X						X				2.3
Collingsbrook Parkette											1.1
Old Sheppard Park	X										1.2
Parkway Forest Park	X		X				X			X	5.2
Manor Park											0.5
Godstone Park	X									X	2.8
Hobart Park	X						X				2.3
Seneca Hill Park	X				X					X	2.2
Oriole Park – North York	X		X		X		X				2.6
<b>Total</b>											<b>50.7</b>

There is a total of 21 parks and parkettes, totaling approximately 50.7 hectares of public parkland within the Study Area.

According to the City of Toronto's Parks Locator website, common amenities and facilities available in the Study Area include playgrounds, splash pads, baseball diamonds, outdoor basketball courts, bike trails, as well as sports fields/pads. Of the 21 parks located in the Study Area, 16 contain a children's playground.

## 4.6 Human Services

According to the United Way and City of Toronto, there are 11 human service organizations operating within (and adjacent to) the Study Area. **Table A16** below outlines the type of services and location of each of these human service organizations.

*Table A16 - Human Services in the Study Area (City of Toronto & United Way)*

ORGANIZATION	SERVICE CATEGORY
Operation Springboard 3195 Sheppard Avenue East, Unit 1A	This non-profit organization offers a community justice, employment and development disability services for vulnerable youth and adults.
Tropicana Community Services Organization 505 Consumers Road, Suite 102	This organization offers a variety of services to youth, newcomers, people of Black and Caribbean heritage and others in need. Services include counselling, youth development, educational and employment services and child care.
Saint Elizabeth Health Care 2 Lansing Square, Suite 600	As a social enterprise, Saint Elizabeth Health Centre health care services across many areas of the health system, including home and community care, long-term care, acute care and primary care.
YPI Inc* 3443 Finch Avenue East, Suite 102	This organization assists job seekers to find viable employment and training opportunities across the province of Ontario.
Toronto City Mission* 2610 Birchmount Road	This organization offers day camp, basketball program for dads, an afterschool program for children and a tutoring program.
Harriet Tubman Community Organization* 1761 Sheppard Avenue East, Main Floor	This non-profit organization's aim is to reduce the experiences of marginalization faced by African Canadian youth. It promotes education, arts and wellness programs and services.
Senior Persons Living Connected 3333 Finch Avenue East	A not-for-profit organization that provides programs and services that meet the diverse needs of seniors. The centre provides support groups, pension clinics, hot meals delivered to your home, foot care, exercise classes, day trips, films, transportation, homemaking services and so much more.
Working Women Community Centre 5 Fairview Mall Drive, Suite 478	This is a charitable organization that assists immigrant women in Toronto with settlement counseling, community initiatives, economic development, and resident engagement.
Bayview Community Services 250 Consumers Road, Suite 805	This organization is focuses on adults with severe and prolonged psychiatric disabilities to lead successful lives in their communities. The organization assists in housing, life skills development and case management support.
Willowdale Community Legal Services 245 Fairview Mall Drive	The organization is a community legal clinic which is funded by Legal Aid Ontario to provide free legal services for low-income residents in the community.
YMCA Greater Toronto (Language Assessment Centre) 251 Consumers Road	The organization provides eligible screening, language skills assessment and referral to English or French language government-funded programs.

\* indicates human service organizations outside of the Study Area

## 4.7 Places of Worship

There are a total of 12 Places of Worship within the Study Area. As seen in **Table A17**, the majority are Christian organizations but there are locations for the Muslim faith.

*Table A17 - Places of Worship in the Study Area (City of Toronto)*

Places of Worship	Faith	Address	Services/Program
Toronto SaeHyun Church	Christian	3275 Sheppard Avenue East	-
The Garden Korean Church	Christian	260 Yorkland Boulevard	-
Bridlewood Presbyterian Church	Christian	2501 Warden Avenue	Summer camp
First Alliance Church Toronto	Christian	3250 Finch Ave East	Summer camp
Chinese Gospel Church Scarborough	Christian	2610 Birchmount Road	-
Warden Full Gospel Assembly	Christian	2210 Warden Avenue	Summer camp for children, youth programs, senior programs
Gracepoint Baptist Church	Christian	3143 Sheppard Avenue East	ESL classes and youth program
St. Mary Armenian Apostolic Church	Catholic	45 Hallcrown Place	-
Armenian Brotherhood Bible Church	Christian	2755 Victoria Park Avenue	Children's programs, youth programs, program for the deaf, women's program
Abu Huraira Centre	Muslim	270 Yorkland Boulevard	Arabic and Somali language classes, Islamic school, youth program, coaching and counselling services
Carmel Logos Baptist Church	Christian	225 Consumers Road	Summer day camp
Christ Emmanuel Community Church	Christian	2712 Victoria Park Avenue	-

Some of the places of worship in the Study Area have programs and services published on their website. Of those that did, it is evident that programming is available for families in need, as well as for children and youth. Although some of the locations did not have any information available online, additional resources may be offered (and available) through these institutions.



## 4.8 Consumers Next Study Analysis

With direction from City staff, we have examined the Consumers Next Community Services and Facilities Strategy and Implementation Plan published in by the City's Planning Division in October 2015 and have summarized the document below. The borders of the Consumer Next Study do not correspond with the study boundary that was determined in consultation with City Staff.

There are significant amount of child care centres in the Consumers Next Study and Subject Area, however, the need for subsidized child care spaces is still limited. Toronto's Children Services has developed a 10-year Capital Plan 2018-2027 to increase the capacity of the child care system by adding additional spaces. Wards without enough subsidized funding will be the recipients of additional physical spaces. It is likely that this Study Area may have additional spaces in the near future.

As mentioned in the Consumers Next Study, there are two Toronto public library branches within the Study Area. The neighbourhood branch: Pleasant View is within the 3rd quartile while Fairview is the 1st busiest district branch in the City's system. According to the Consumers Next Study, Pleasant View library had not been renovated since 1995 while Fairview had upgrades in 2014 and 2016. The new features in 2016 include: a story room with soundproofing along the walls, Middle Years Discovery Zone installation, new PC desks, and an Everbright Interactive light wall. Due to the closure of North York Central Library for renovation, the seating was increased, and computers were added.

The Consumers Next Study mentioned three City owned Community Recreation Centres and within the Study Area. Parks, Forestry and Recreation expanded Centres Where Programs Are Free ("Free Centres") in 2014, to advance the Council-approved Recreation Service Plan. Oriole Community Centre became a designated free centre in 2014. This has allowed many residents to take part in the recreational activities available. Parkway Forest Community Centre underwent a renovation in two phases, the second phase was completed at the end of 2016. Pleasantview Community Centre is another recreation centre that is within the study boundary of this CS&F report.

The Study Area has an appropriate amount of parkland within the Study Area. In our analysis, the parks within the Consumers Next Study boundary is also appropriate in relation to the size of the boundary. The City has approved 2015-2023 Parks, Forestry & Recreation Capital Budget which seeks to undertake improvements to existing parks.

According to the Consumers Next Study and our own analysis, there are a good number of places of worship in the Study Area. These places of worship supply the community with services such as ESL classes, youth programs, music programs, and camp for children. The Consumer Next Study has identified that there are existing needs of subsidized child care spaces, affordable and accessible community space for community service agencies.

# 15.01

## 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.

## 5.1 Neighbourhood Demographics

The Tam O'Shanter-Sullivan neighbourhood had a population of 27,446 in 2016, which was a 0.2 percent increase from 2011. With respect to demographics, working age residents accounted for much of the population (39 percent); and couples with children (46 percent) were the most common form of census family, followed by couples with no children census families (33 percent).

In 2016, a large proportion of private households in the Tam O'Shanter-Sullivan neighbourhood were comprised of 2 and 3 persons (73 percent). Of that, the majority were 2 person households (48 percent). The average household size in the neighbourhood was 2.69 persons per household, which is higher than the City as a whole. In 2016, 51 percent of dwellings in the neighbourhood were located within apartment buildings (including in buildings that were greater or less than 5 storeys), while 48 percent were located in grade-related housing, with single and semi-detached houses accounting for approximately 33 percent.

When compared to the City of Toronto as a whole, the Tam O'Shanter-Sullivan neighbourhood in 2016 had a similar proportion of residents earning between \$80,000 to \$124,999. In terms of median household income, the average household in the Tam O'Shanter-Sullivan neighbourhood in 2016 was earning \$58,246, while the average household in the City as a whole was earning \$65,829.

In 2016, the neighbourhood had a higher proportion of residents with only a high school diploma (24 percent) or with no certificate, diploma or degree (12 percent) and a slightly lower proportion of residents with a bachelor's degree (27 percent) or a university degree above the bachelor level (12 percent) than the City as a whole. In 2016, the Tam O'Shanter-Sullivan neighbourhood had a higher unemployment rate, and a lower participation and employment rate compared to the City as whole.

In 2016, 75 percent of the neighbourhood identified as a visible minority and 34 percent of residents were born in Canada. Of the residents who immigrated to Canada, the highest proportion had done so before 2001 (36 percent) compared to 28 percent to the City as a whole.

## 5.2 Near-by Development Activity

As of July 2019, there are 11 active or recently approved development applications in the vicinity of the Study Area. The estimated population generated from these developments is approximately 10,306 persons (based on the proposed unit types). The majority of these applications remain under review and any increase in the population is expected to occur incrementally. The estimated population for the proposed development on the subject site is 766 residents.

## 5.3 Community Services and Facilities

In terms of school accommodation, the TDSB junior elementary school (Vradenburg Junior Public School) may be able to accommodate the projected 53 junior elementary students. The senior elementary school (JB Tyrrell Senior Public School) may be able to accommodate the 13 projected students, the secondary school (Sir John A Macdonald Collegiate) may also be able to accommodate the 33 projected students. With respect to TCDSB schools, the 7 projected elementary could be accommodated within the existing school serving the subject site. The 6 projected TCDSB secondary students may not be accommodated at both mixed gender schools since they are reported to be oversubscribed. The two single gender schools are nearing capacity but might be able to accommodate additional students. It is noted that these conclusions are based on the data provided by TDSB and TCDSB staff. The school boards will determine at a later date if students from the proposed development will/can attend the schools listed in this report.

There is a total of 18 childcare facilities within the Study Area, 12 of which provide subsidized spaces when available. This development is expected to produce an estimated 52 children requiring childcare. Based on the information collected from the near-by child care providers, the projected demand is not expected to be accommodated by the existing facilities within the Study Area, subject to age and special care requirements.

There are three public libraries within (and adjacent to) the Study Area, one district branch and two neighbourhood branches. Each of these branches offer computer work stations and large print collections, and each offers several recurring programs and classes.

The Study Area contains three public recreation centres, which offer a wide variety of arts, athletics and general interest programming for residents of all ages. In terms of park space, the Study Area contains 21 parks and parkettes, totalling 50.7 hectares of parkland. Amenities commonly found in these parks include children's playgrounds, baseball diamonds, and sports fields. There are at least 11 human service operators providing service to residents within the Study Area; these organizations offer a mix of family support resources, newcomers and immigrant assistance, employment support, and senior services

Lastly, there are 12 Places of Worship within the Study Area, the majority of which serve the Christian faith. Many of these places of worship participate in community outreach events including youth programs.

## 5.4 Conclusion

In conclusion, the proposed development is not expected to significantly impact the demand on community services and facilities in the Study Area, due to the broad range of services that currently exist and the availability of transit in the immediate area, which will allow residents to travel to other services and facilities located just outside of the Study Area (should they wish to do so).



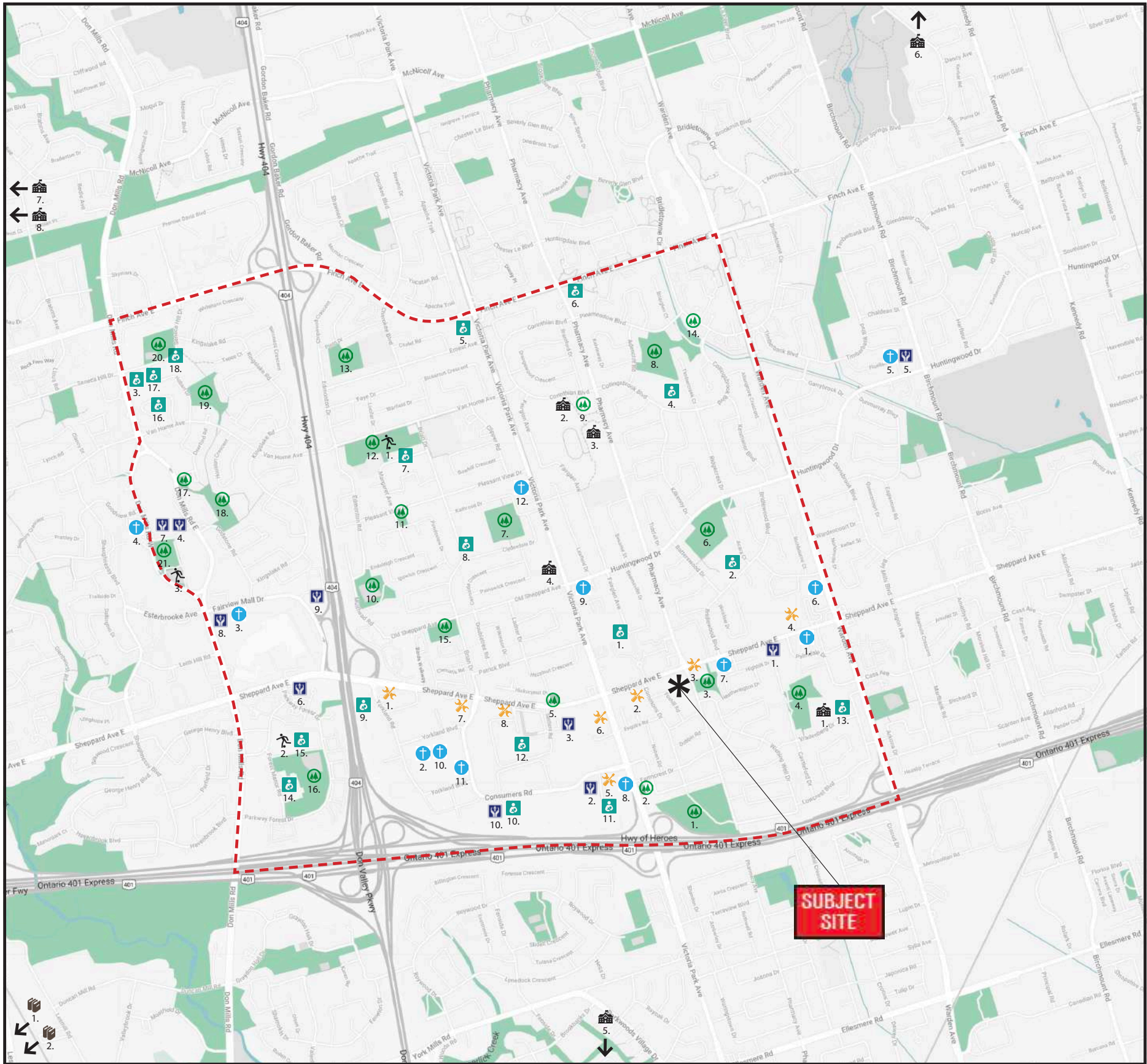


Figure A3 - Community Services & Facilities Map



#### SURROUNDING DEVELOPMENTS

1. 2025 Sheppard Avenue East
2. 2933 Sheppard Avenue East
3. 3105 Sheppard Avenue East
4. 3260 Sheppard Avenue East
5. 2450 Victoria Park Avenue
6. 2550 Victoria Park Avenue
7. 2135 Sheppard Avenue East
8. 2205 Sheppard Avenue East



#### CHILD CARE SERVICES

1. Abacus Day Care Centre
2. Bridlewood Jr YMCA
3. Top Mandarin Day Care Centre
4. Plasp North Bridlewood Junior Public School
5. Early Years Education System (E.Y.E.S)
6. Bridlewood Daycare Centre
7. Kateri Kids Child Care Centre
8. Brian Petits Amis
9. All About Kids Sheppard
10. Kids & Company- Consumers Site
11. Ars Nursery School – Armenian Community Centre
12. Head Start Montessori
13. Vradenburg Community Child Care Centre
14. Forest Manor YMCA
15. Parkway Forest YMCA
16. Don Valley Christian Child Care
17. Jingbaoi Bilingual Children's Centre
18. Phoenix Child Care



#### PARKS

4. Wishing Well Park
5. Farmcrest Parkette
6. Wishing Well Woods Park
7. Vradenburg Park
8. Hickorynut Parkette
9. Bridlewood Park
10. Clydesdale Park
11. North Bridlewood Park
12. Fairglan Park
13. Muirhead Park
14. Pleasantview Park
15. Van Horne Park
16. Pinto Park
17. Collingsbrook Parkette
18. Old Sheppard Park
19. Parkway Forest Park
20. Manor Park
21. Godstone Park
22. Hobart Park
23. Seneca Hill Park
24. Oriole Park – North York



#### HUMAN SERVICES

1. Operation Springboard
2. Tropicana Community Services Organization
3. Saint Elizabeth Health Care
4. 2 Lansing Square, Suite 600
5. YPI Inc\*
6. Toronto City Mission\*
7. 2610 Birchmount Road
8. Harriet Tubman Community Organization\*
9. Senior Persons Living Connected
10. Working Women Community Centre
11. Bayview Community Services
12. Willowdale Community Legal Services
13. YMCA Greater Toronto (Language Assessment Centre)



#### PLACES OF WORSHIP

1. Toronto SaeHyun Church
2. The Garden Korean Church
3. Bridlewood Presbyterian Church
4. First Alliance Church Toronto
5. Chinese Gospel Church Scarborough
6. Warden Full Gospel Assembly
7. Gracepoint Baptist Church
8. St. Mary Armenian Apostolic Church
9. Armenian Brotherhood Bible Church
10. Abu Huraira Centre
11. Carmel Logos Baptist Church
12. Christ Emmanuel Community Church



#### SCHOOLS

1. Vradenburg Junior Public School
2. JB Tyrrell Senior Public School
3. Sir John A Macdonald Collegiate
4. St. Gerald
5. Senator O'Connor
6. Mary Ward Catholic
7. St. Joseph's Morrow Park (Female Gender)
8. Brebeuf College (Male Gender)



#### RECREATION

1. Pleasantview Community Centre
2. Parkway Forest Community Centre
3. Oriole Community Centre



#### LIBRARIES

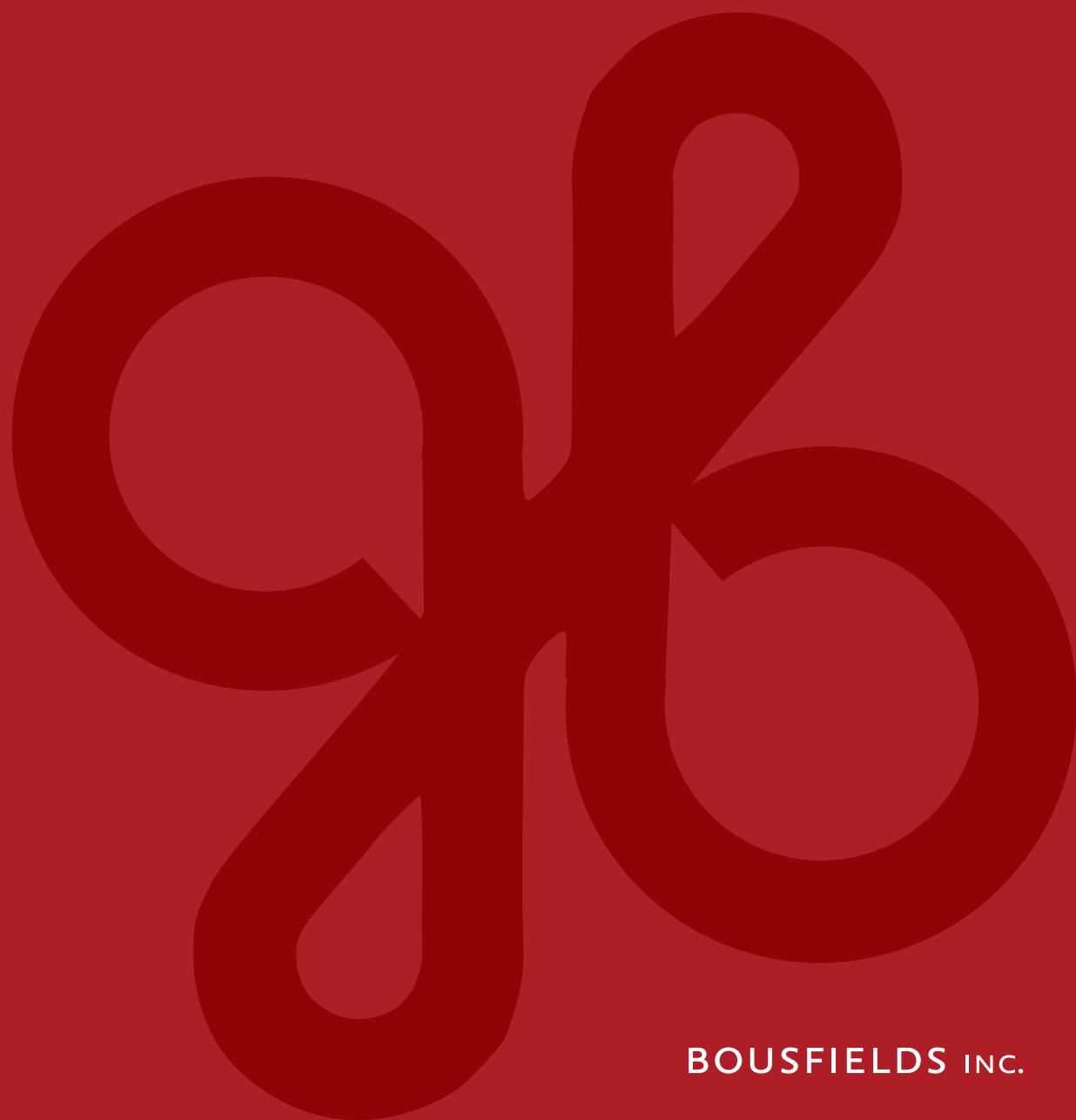
1. Elmbrook Park Branch
2. Eatonville Branch

Study Area Boundary

## COMMUNITY FACILITIES







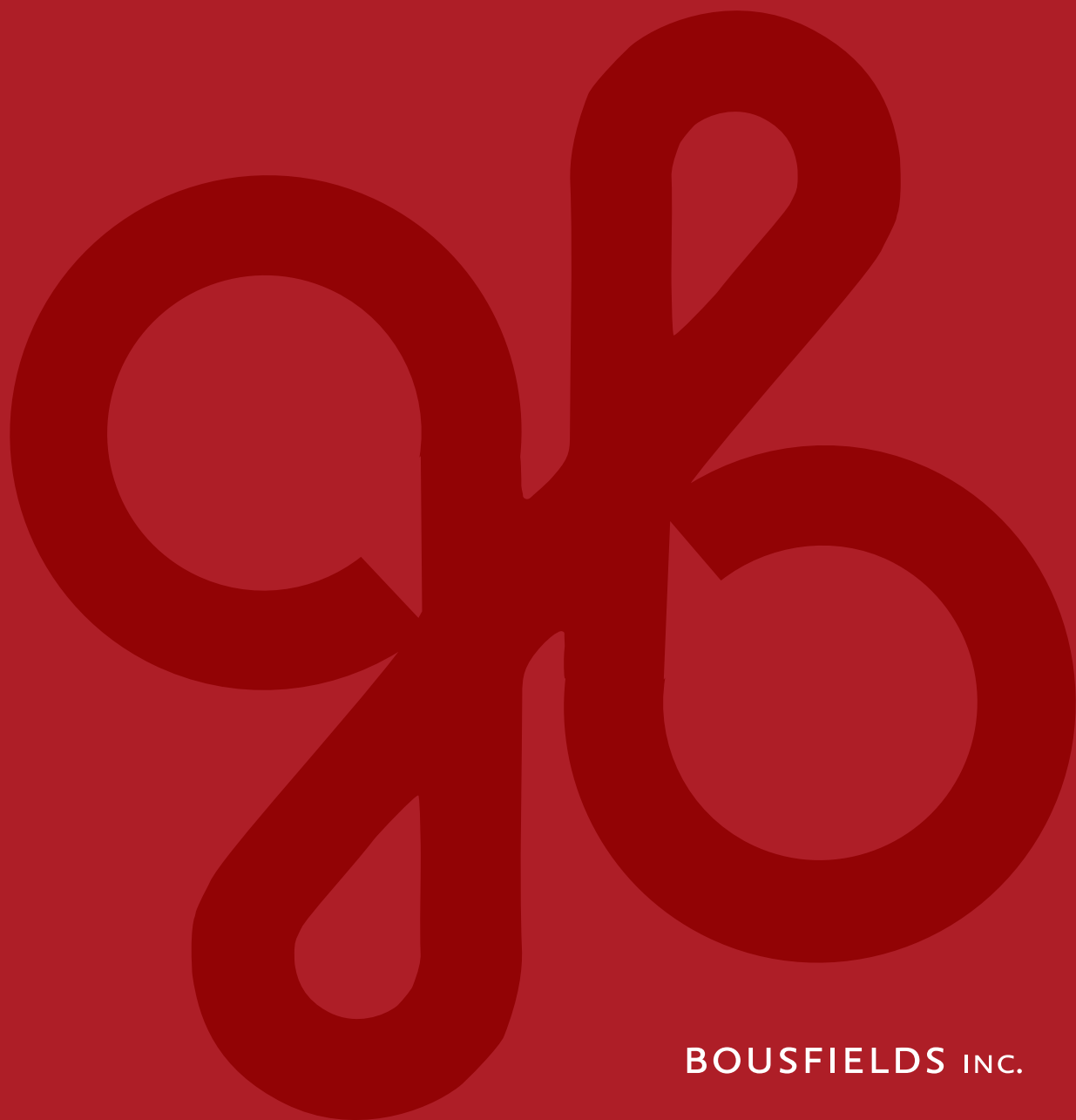
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