



PLANNING & URBAN DESIGN RATIONALE

On The Park
1087, 1091 & 1095 Leslie Street

IOTP Development Inc. & Deltera Inc.
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Job No. 1475

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1 INTRODUCTION

This Planning and Urban Design Rationale report has been prepared in support of an application by Delnova Developments Ltd. to amend the former City of North York Zoning By-law 7625, as amended, with respect to a 2.071 hectare site located on the east side of Leslie Street, north of Eglinton Avenue East.

The zoning by-law amendment would permit the redevelopment of the existing site with a mixed use development consisting of 4 residential buildings ranging in height from 28 to 39 storeys containing some 1,380 residential units, 20 3-storey townhouses and will include 943 square metres of grade-related retail uses.

The report concludes that the proposed redevelopment is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Toronto Official Plan, and is generally in keeping with the relevant urban design guidelines.

From a land use perspective, the proposal is consistent with numerous policy directions promoting intensification of underutilized sites within built-up areas, particularly in locations that are well served by existing municipal infrastructure, including public transit. The subject site is located in an area which will experience significant improvements to transit service given the planned Eglinton Crosstown LRT which will provide relief to the Bloor-Danforth subway. A planned stop in the Eglinton Crosstown line at Leslie Street will significantly increase transit accessibility to existing and future area residents. The subject site is part of a larger land parcel that is designated *Mixed Use Areas*, and it is noteworthy to observe that it is the only land parcel that enjoys a *Mixed Use Areas* designation in the area, with lands to the west and south being designated *Parks or Natural Areas* and lands to the east being designated *Employment Areas*.

From an urban design perspective, the proposed height and massing will fit within the existing and planned context by providing an appropriately scaled redevelopment designed to take full advantage of the significant transit improvements and designed to fit well into its surroundings. The proposed development is in keeping with the built form and massing policies of the Official Plan, as well as the relevant urban design guidelines.

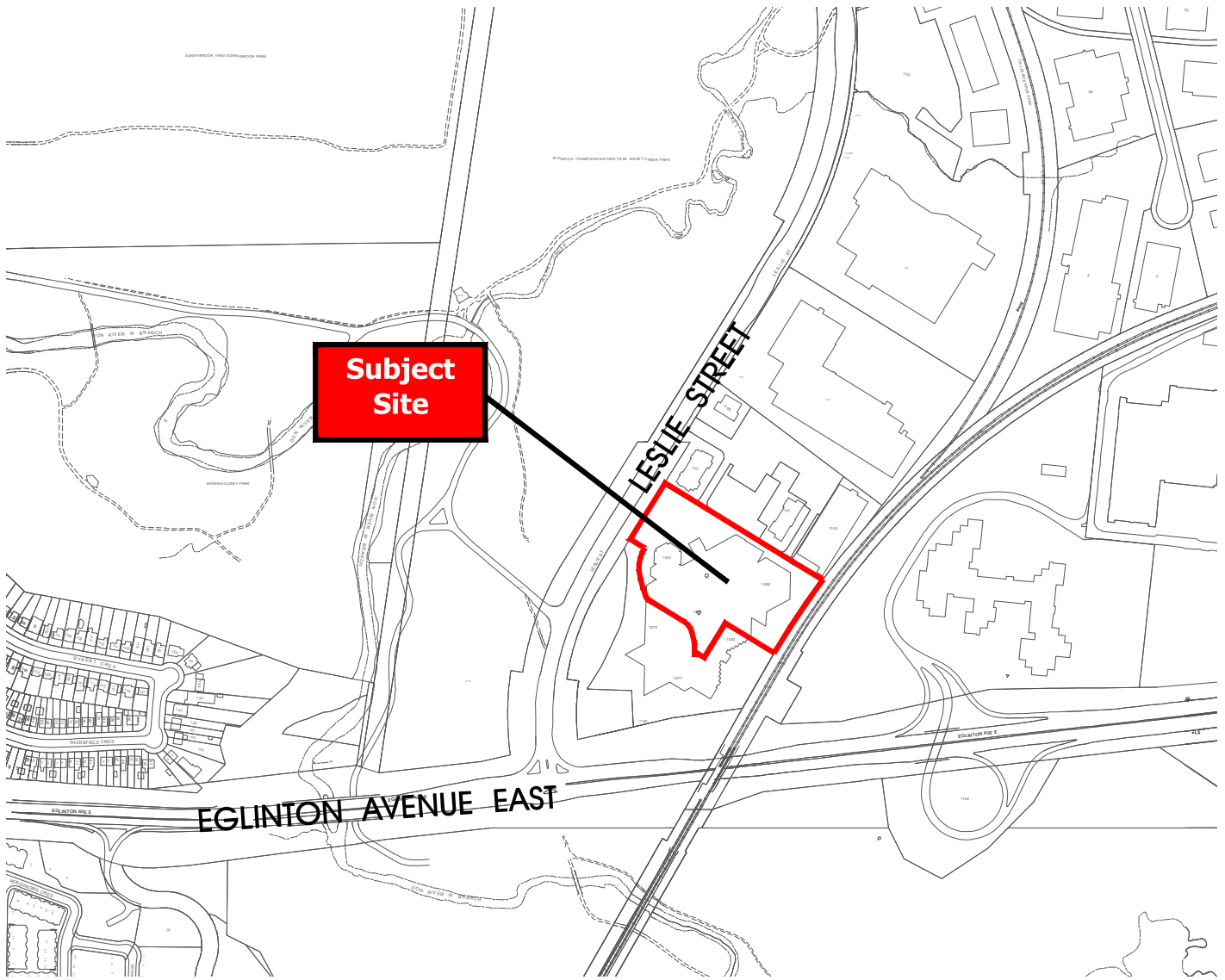


Figure 1 - Property Data Map

2 SITE AND SURROUNDINGS

2.1 Site

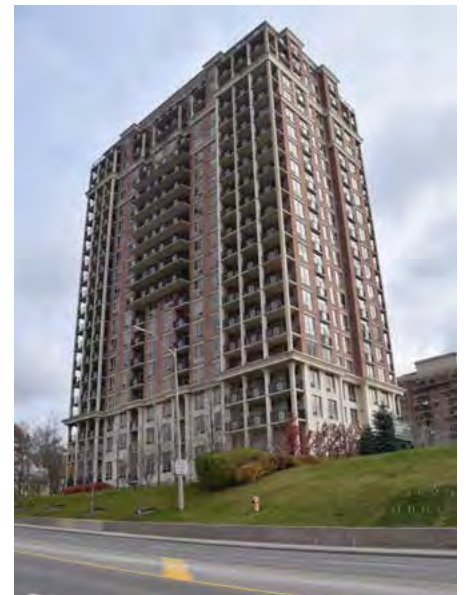
The subject site is known municipally as 1087, 1091 and 1095 Leslie Street and once were part of the former Inn on the Park hotel operations of Four Seasons (see **Figure 2 - Property Data Map**) which has been redeveloped for a number of different purposes since it was first developed in the early 1960's¹.

The subject site is located within the northeast quadrant of Leslie Street and Eglinton Avenue East intersection of the City of Toronto and has an area of 2.071 hectares with a frontage of 72.1 metres along Leslie Street and a depth of 162 metres. Adjacent to the eastern end of the subject site is an existing CPR railway line.

The subject site is currently occupied by retail and banquet hall facilities. The last remaining hotel tower which was 23-storeys in height has been recently demolished to accommodate the proposed redevelopment of the subject site.

The proposed redevelopment site lies elevated relative to Leslie Street by approximately 3 metres at the north end of the site and by approximately 6 metre at the location of the proposed municipal road.

The parking garage which is located east of the Carrington condominium development and west of the CP Rail lands is currently being used by the automobile dealership located south of the subject site for the purpose of vehicle storage. It is intended that following the redevelopment of the subject site, the car storage structure and associated lands will remain a part of the automobile dealership lands and will be connected to the car dealership lands by a 6.0 m wide strip of land located along the eastern end of the property.



Photograph illustrates difference in grade between Leslie Street and the north end of the subject lands



Parking garage used for the storage of vehicles located east of the Carrington Condominiums

¹ "The hotel complex was originally comprised of three main components: a 12-storey hotel tower to the east; a 23-storey hotel tower to the west; and a 2-storey building that partially enclosed a hexagonal landscaped courtyard. Contained within the courtyard was a swimming pool, running stream, bridges, winding paths and waterfalls. The 12-storey hotel tower and 2-storey wing have been demolished to accommodate the new retail space and portions of the car dealership." – City of Toronto Planning Report, dated March 27, 2009.

2.2 Surroundings

Leslie Street and Eglinton Avenue East are major arterial roads that contain a mix of residential, institutional, commercial and industrial/employment uses.

To the immediate *north* of the subject site is a three building residential condominium development known as The Carrington (see **Figure 2 – Aerial Photograph**) which is known municipally as 1101, 1103 and 1105 Leslie Street. There is a gradation of building heights from the tallest building being close to Leslie Street and the lowest being at the east end of the site. A 20-storey residential tower is located closest to Leslie Street at a signalized intersection with Leslie Street.



Figure 2 - Aerial Photograph

A 16-storey residential building is located northeast of the 20-storey building and behind Toronto Fire Station 125 which directly abuts Leslie Street and is known municipally as 1109 Leslie Street.

A 13-storey residential building is located at the east end of the Carrington site. A landscaped courtyard which sits atop an underground parking garage is centrally located between the three residential condominiums.



16-storey residential building located behind Toronto Fire Station 125



20-storey Carrington Place condominium



13-storey residential condominium



View of central landscaped open space



Access to underground parking beneath central landscaped open space

Lands further north of the Toronto Fire Station along Leslie Street accommodate a number of existing employment uses including Sony and Wrigley.

To the west is a major open space and recreational amenity including Wilket Creek Park and Sunnybrook Park. Wilket Creek Park is a large 44-hectare open space offering many passive recreational opportunities. Sunnybrook Park is a large 154-hectare open space area that offers passive and active recreational opportunities.

To the immediate south, at the northeast corner of Leslie Street and Eglinton Avenue East are two automotive car dealerships - Lexus on the Park and Toyota on the Park - which are housed in two two-storey buildings and include automobile service and repair facilities.



Car dealerships located at the northeast corner of Leslie Street and Eglinton Avenue East

Further to the *south*, south of Eglinton Avenue East is a continuation of the public open space system including E.T.Seton Park which offers Archery and Cross Country skiing opportunities.

To the southwest, west of Leslie Street lies an area that has seen residential development including the “Scenic on Eglinton” a two-building residential development of 16 and 12 storeys located at along the south side of Eglinton Avenue East at Brentcliffe Road.



Wilket Creek Park & Sunnybrook Park provide a significant natural open space amenity including the Sunnybrook Stable and Riding Academy located west of the subject lands



Scenic – Aspen Ridge Development located along the south side of Eglinton Avenue East at Brentcliffe Road

To the east is the CNR railway tracks and further east are the Celestica lands.

The Celestica lands include some 24.3 hectares (60 acres) of land located at the northwest corner of Don Mills Road and Eglinton Avenue East. As described by Celestica’s legal counsel “Celestica is a very important component of the local, provincial and national economy with a revenue of approximately \$5 billion dollars in 2013 and employment of approximately 1500 people. Celestica’s business revolves around design, engineering, manufacturing and supply chain management services in the electronics technology industry.” The Celestica lands include the international head office.

The Celestica lands are designated *Employment Areas* in the Official Plan and is also identified as being part of an Employment District on Map 2 – Urban Structure of the Official Plan.

In May of 2014, Celestica’s legal counsel filed an application for an amendment to the Official Plan seeking site-specific policies to “set a high level framework and implementation strategy.....the application would permit a substantial size Employment designation along Don

Mills Road north from the intersection with Eglinton and Mixed Uses on the balance of the site.”

The proposal would contain 2,897 residential units, 77,136 m² of office space and 9,105 m² of retail space in seven development blocks with a proposed overall development density of 1.6 FSI. As described in the Planning Department’s Preliminary Report, “the blocks are accessed by the privately owned grade separated interchange onto Eglinton Avenue approximately 150 metres west of Don Mills Road approximately 150 metres north of Wynford Drive (See **Context Plan** in **Appendix D**).

The conceptual site plan illustrates new public streets which are intended to frame the proposed seven development blocks. The conceptual plan also includes a proposed hockey arena adjacent to Eglinton Avenue.

The conceptual plan shows eight high rise residential apartment buildings, stacked townhouses, convenience retail, open spaces and community uses on the western and central portions of the property. The west end of the site includes residential buildings ranging in height from 33 to 40 storeys. The central portion includes five residential buildings ranging in height from 24 to 31 storeys and 4 storey stacked townhouses. Employment uses line the east end of the Celestica site.

As indicated in a preliminary report prepared by the City of Toronto Planning Department on this matter dated July 10, 2014, “as part of the Municipal Comprehensive Review (MCR) and in response to a request to convert these lands, Council has considered the land use of these lands by adopting Official Plan Amendment 231 on December 16, 2013. OPA 231 retains these lands as *Employment Areas*, which does not permit the residential uses that are now proposed.....the Minister of Municipal Affairs and Housing (MMAH) must approve the Official Plan Amendment and did so on July 9, 2014.” Celestica has filed an appeal against OPA 231.

2.3 Transportation

2.3.1 *The Eglinton Crosstown*

The Eglinton transportation planning context is strongly influenced by the Eglinton Crosstown Light Rail Transit (LRT) line. As described by BA Group in a technical supporting study for the proposal, “The Eglinton Crosstown is an integral piece of Metrolinx’s regional transportation plan involving a 33- kilometer Light Rail Transit (LRT) line along the Eglinton corridor that will provide relief to the Bloor-Danforth Subway line and will provide additional robustness to the transit system. The Crosstown will include both underground and at-grade sections between Weston Road in the west and the Kennedy TTC Station in the east.

The underground segment will extend through the central stations between Keele Street and Laird Drive. In addition, the LRT line will route underground in the vicinity of Don Mills Road, passing beneath the Eglinton Avenue East and Don Mills Road intersection. The remaining stations and LRT right-of-way will be at-grade within the centre of Eglinton Avenue.

The City of Toronto and Toronto Transit Commission (TTC) undertook an environmental assessment of the project to establish existing and future conditions along the Eglinton corridor and identified potential impacts to traffic, heritage, and the environment, and mitigation opportunities for the functional design of the Eglinton Crosstown LRT. The original study was completed in March 2010 concluding that traffic capacity will be reduced along many segments of Eglinton Avenue East. Since then, three addendums were made to the functional design of the Eglinton Crosstown established in the original study, based on a review of public consultations in 2012 and 2013.

The Eglinton Connects Study is a complementary study to the Eglinton Crosstown LRT Environmental Assessment which identifies how the Eglinton corridor should grow and be revitalized with the LRT in place in relation to Toronto’s Official Plan. The Eglinton Connects Planning Study was split into two reports: a background analysis (completed July 2013) and an implementation plan (adopted August 2014) which studied the overall Eglinton Avenue corridor at ground level.

Based on recommendations for each of the travelling, greening, and building modules in the planning study, the Eglinton Connects study produced a comprehensive map for the infrastructure, connections, and street design of the Eglinton corridor. These intersection street designs are slightly different than and improve upon the intersection lane configurations adopted in the Crosstown EA.

The key difference between the two in the site vicinity is the provision of dual eastbound left turn lanes and the provision of an auxiliary westbound right turn lane at Leslie Street/ Eglinton Avenue East in the Eglinton Connects configuration.

A municipal class environmental assessment was conducted for the segment of Eglinton Avenue between Black Creek Drive and Brentcliffe Road where the LRT is underground which is now completed since September 2014. The study identifies the preferred right-of-way and estimates the preliminary cost, impact, and mitigation measures related to the underground LRT construction.

The traffic study included in the EA report projected a 13% eastbound and 14% westbound traffic diversion for commuter trips given the 2-lane reduction along Eglinton Avenue between Avenue Road and Mt Pleasant Road. The diverted traffic will be displaced mainly to east-west collector roads and some to Lawrence Avenue and St. Clair Avenue.

The 'Don Mills Focus Area', as identified within the Eglinton Connects study, is well located from a transportation perspective. The 'Eglinton Connects' initiative will enhance the presence of public realm along Eglinton Avenue, thereby increasing active transportation opportunities in the site vicinity. Proximity to this area will further reduce the site's reliance on auto-oriented travel.

The area road system is busy under existing conditions. Eglinton Avenue East is a major east-west corridor linking Toronto's Midtown and Don Mills employment areas with the Don Valley Parkway, providing a link for commuters in the wider northern and eastern portions of the Greater Toronto Area (GTA). Don Mills Road is a major north-south roadway that runs parallel to the Don Valley Parkway, and as such, operates as an alternative route to the DVP.

The City is not currently planning to add any significant road capacity to address the busy traffic conditions in the site vicinity. Instead, the City

of Toronto and Metrolinx have developed a regional transit expansion strategy focused upon enhancing GO Train and other transit services across the GTA, including significant enhancements along Eglinton to provide non-automobile dependent travel alternatives for commuters travelling to / from areas along Eglinton Avenue.

The Leslie Street / Eglinton Avenue East and Brentcliffe Road / Eglinton Avenue East intersections will be affected by the Eglinton Crosstown LRT. The resultant lane configuration will only have 2 through lanes eastbound and westbound instead of the original 3 through lanes in each direction.

Don Mills Station will be located underground. Key in this regard is that turning provisions and transit specific signal timings will not be altered at the Eglinton Avenue East and Don Mills Road intersection, as is planned at intersections with surface stations along the route.

Due to the reduction of bus service along Eglinton Avenue East with the introduction of the LRT, the existing east-west HOV lanes are considered obsolete and will be removed to accommodate the proposed bicycle lanes on either side of the Eglinton corridor.

The Eglinton Avenue East / Gervais Drive / Ferrand Drive intersection currently operates with limited right-in right-out movements to / from Eglinton Avenue East. The planned Eglinton Crosstown will result in the reconfiguration of this intersection as a 4-legged intersection with all movements available for each approach. Gervais Drive will constitute the northern leg of this new intersection whereas Ferrand Drive will constitute the southern leg. The center raised median will be demolished for portal landscaping. The existing channelized westbound, eastbound, and southbound right turns will be reconfigured as regular right turns with all four legs meeting at right angles.

The Highway 401 Off-Ramp intersections with Eglinton Avenue East will also be modified by the planned Eglinton Crosstown. Both intersections will gain an additional right turn lane, resulting in dual right turn lanes, at the ramps outbound onto Eglinton Avenue East.

The Crosstown LRT is anticipated to result in a considerable uptake in public transit along its corridor. Don Mills Station will have station entrances on each of the four corners of the Eglinton Avenue East and

Don Mills Road intersection. Surface LRT stops are planned at Leslie Street and Ferrand Drive in the study area.

Phase 1 of the 19 kilometre planned Crosstown will operate with headways of less than 5 minutes during peak travel periods. Peak ridership is anticipated to reach 5,400 passengers per hour in the peak direction by 2031, while service capacity is planned to accommodate 15,000 passengers per hour in the peak direction. Planned capacity is equivalent of seven to ten lanes of existing vehicular traffic.

As part of The Crosstown project, a 5-bay bus terminal is planned for the northeast corner of the Eglinton Avenue East and Don Mills Road intersection. The combination of a new bus terminal with the planned Don Mills Station will centralize transit services in the area and permit a variety of transit route options at a common transfer point.

The introduction of a reliable and frequent LRT transit service combined with vehicular capacity constraints is anticipated to shift modal share away from passenger automobiles towards transportation alternatives. Within the Eglinton Avenue study area from Black Creek Drive to Brentcliffe Avenue, the Eglinton Connects study considers a reduction in automotive trips by nearly 20 percent combined with an uptake in transit by 10 percent, in walking by 4 percent and cycling by 3 percent.

Changes to the pedestrian realm are envisioned for the area, including new sidewalks, more frequent crossing opportunities and a reduction in crossing widths along Eglinton Avenue East as part of the Eglinton Crosstown project.

In the study area, a new north-south pedestrian crossing opportunity is introduced at Eglinton Avenue East / Gervais Drive with the reconfiguration of the intersection. The intersections of Eglinton Avenue East and Don Valley Parkway terminal ramps, and Eglinton Avenue East and Leslie Street will also be reconfigured with the intent of improving pedestrian safety and walking comfort. Changes are planned to reduce roadway turning radii and remove channelized islands which will result in lower traffic speeds and better visibility of crossing pedestrians.

Sidewalks along Eglinton Avenue East in the site vicinity will be buffered from vehicular travel lanes by new multi-purpose trail facilities and bicycle lanes, thereby enhancing pedestrian safety.

Several multi-use trails are located west of the rail corridor and south of Eglinton Avenue East in the site vicinity. These facilities include the West Don Valley trail and the Leaside Spur Trail.

However, under existing conditions, entry ways into these trails are not conveniently located or accessible by cycling in the site vicinity. As part of The Crosstown plan, cycling lanes will be included in roadway reconfigurations of Eglinton Avenue East on either side of the street. The inclusion of cycling infrastructure in the vicinity of the subject site will better connect the proposed redevelopment with primary cycling routes in the City of Toronto. The multi-purpose trail will provide access to the West Don Valley Trail system within the site vicinity without crossing any streets. Furthermore, new bicycle ramps are proposed between Leslie Street and Brentcliffe Road on either side of Eglinton Avenue East which will provide a safer and more direct access to the Valley.

The planned and potential bike network improvements in the City of Toronto's Bike Plan have been incorporated into the Eglinton Connects comprehensive map vision for the corridor. These plans include bicycle lanes along Wynford Drive east of Don Mills Road, off-street bicycle trail facility along Don Mills Road between Eglinton Avenue East and Baber Green Road, and an extension of the CN Bala Sub off-street trail northward to Sheppard Avenue East.

2.3.2 Area Transit Network

The subject site is well served by existing Toronto Transit Commission (TTC) surface transit routes. As noted in the BA Group report, several TTC surface transit routes converge on the area given its concentration of employment and mixed land uses. The existing TTC transit routes are shown on **Figure 3 - Transit Map** and can be described as follows:

Eglinton East Bus Route #34 – operates east-west along Eglinton Avenue East between the Eglinton Station on Line 1 (Yonge-University-Spadina Subway line) and Kennedy Station on Line 2 (Bloor-Danforth Subway line). During peak hours, this route operates with 4 minute headways by utilizing Eglinton Avenue East Diamond Lanes. The nearest bus stop locations to the Inn on the Park site are located at the intersection of Leslie Street and Eglinton Avenue East.

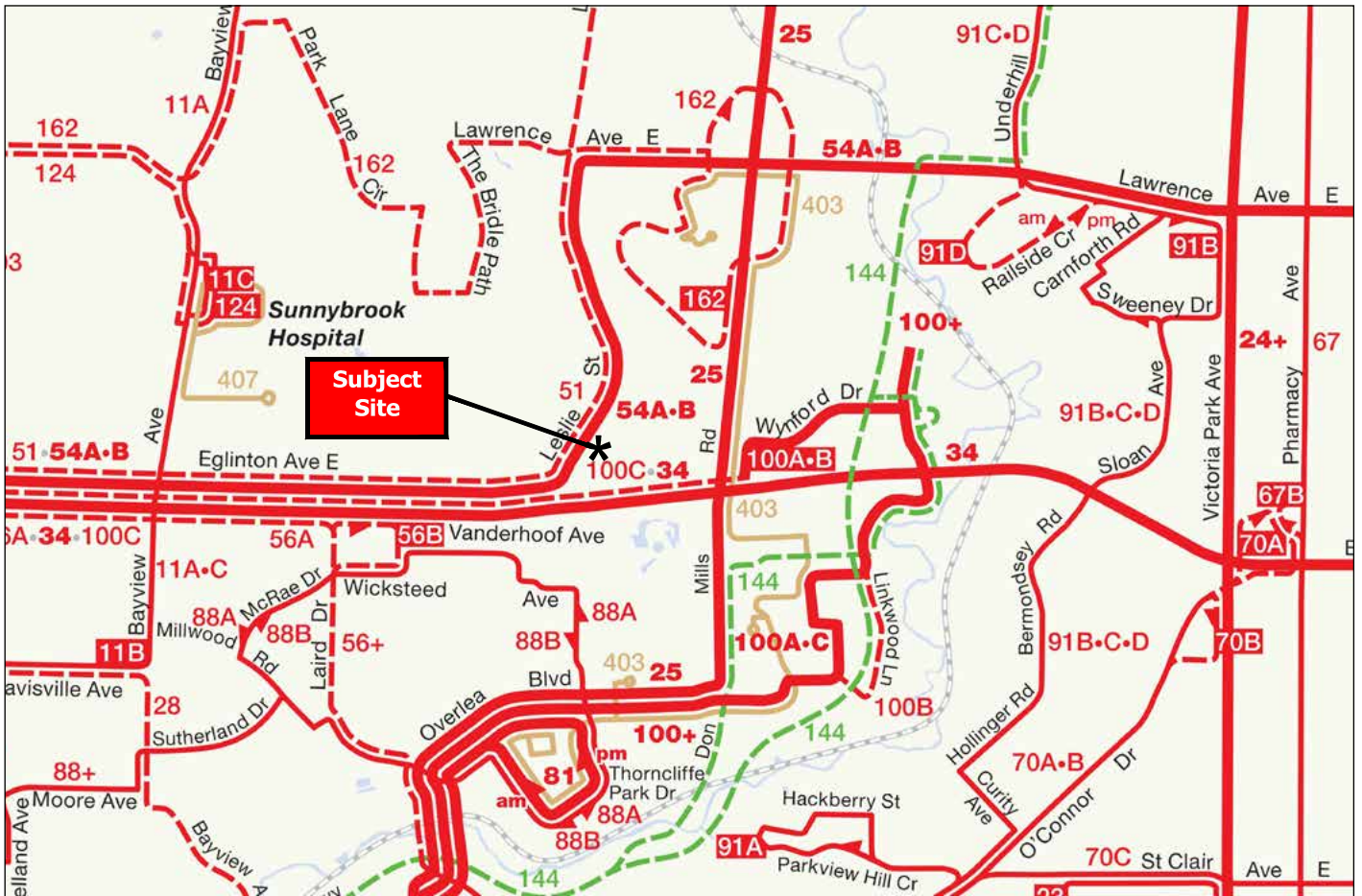


Figure 3 - Transit Map

Don Mills Bus Route #25 – bus service links Pape Station on Line 2 (Bloor-Danforth Subway line) in the south and the Don Mills Road and Steeles Avenue East area in the north. This route operates generally in a north-south direction, utilizing Diamond Lanes on Don Mills Road. Buses travel at 3 to 4 minute headways during peak travel periods, stopping at Eglinton Avenue East and Wynford Drive adjacent to the Celestica site.

Flemingdon Park Bus Route #100 – operates in a triangular configuration linking Broadview Station on Line 2 (Bloor-Danforth Subway line) in the south, the Flemingdon Park business area which includes the Celestica property in the north, and Eglinton Station on Line 1 (Yonge-University-Spadina Subway line) in the west.

Route #100 travels the length of the route span described above, while #100A,D operates between Broadview Station and the Flemingdon Park business area – turning back towards Line 2 rather than continuing the

route to link with Eglinton Station. This route operates along Wynford Drive, Eglinton Avenue East, and Don Mills Road in the vicinity of the Celestica site. Route #100 operates at 13 and 16 minute headways during the morning and afternoon peak hours, respectively; while the #100A,D routes operate at 3 to 6 minute headways during peak travel hours. Route stops are located at the intersections of Don Mills Road / Eglinton Avenue East and Don Mills Road / Wynford Drive.

Leslie Bus Route #51 – operates east-west along Eglinton Avenue East then north-south along Leslie Street, providing connectivity between Eglinton Station on Line 1 (Yonge-University-Spadina subway line) and Steeles Avenue. During peak hours, it operates with 13 minute headways. In proximity to the Inn on the Park site, the nearest serviced bus stop is located approximately 500 metres southwest of the site at the intersection of Leslie Street and Eglinton Avenue East.

Lawrence East Bus Route #54 – operates in an east-west direction between Eglinton Station on Line 1 (Yonge-University-Spadina subway line) and the Rouge Hill GO Station. The route travels along Eglinton Avenue East before traveling in a north-south direction on Leslie Street and then traveling on Lawrence Avenue East. Key stops include Lawrence East Station on Line 3 (Scarborough RT) and the University of Toronto Scarborough Campus. Bus routes #54 A,E operate with 9 minute headways whereas #54 operates with 5 minute headways during peak hours. In proximity to the Inn on the Park site, the nearest serviced bus stop is located approximately 500 metres southwest of the site at the intersection of Leslie Street and Eglinton Avenue East.

3 PROPOSAL

3.1 Description of Proposal

The proposed redevelopment is comprised of 4 distinct residential towers to accommodate a total of 1,400 units of which 1,380 units are to be included in high-rise form and 2 blocks of 3-storey back-to-back townhouses containing some 20 units. The proposed shape and articulation of the proposed 4 towers vary considerably and are designed to provide visually striking buildings that will provide for an iconic presence along the skyline. Ancillary retail and service commercial areas will total some 943 square metres.

Central to the overall site organization is a proposed new public road that will provide direct access to and from the subject site via a signalized intersection at Leslie Street. The proposed public road will offer a right-of-way width of 20 metres and will terminate in a cul-de-sac along the east end of the site.

A new S-shaped private road connects the proposed public road to the existing Carrington on the Park private road north of the site. The new private road bends through the site so as to provide a more gradual slope to accommodate the grade difference between the northern and southern portions of the Inn on the Park site.

The existing driveway parallel to the rail corridor through the Toyota-Lexus dealerships has been maintained. The driveways along with the parking layout have been reconfigured on the dealership site to accommodate the new public road.

The proposed four high-rise buildings will sit atop a single interconnected parking structure with common uses. The residential tower that fronts onto Leslie Street will include grade-related retail uses that will help animate the frontage of the ground floor retail and service commercial along the proposed new public road.

The four proposed high-rise buildings have been arranged so as to provide a gradation of building heights from lowest along the Leslie Street frontage to the highest along the CPR railway corridor to the east. Building heights are as follows for each of the proposed four towers:

Tower A	–	28 storeys
Tower B	-	34 storeys
Tower C	-	29 storeys
Tower D	-	39 storeys

Access and Parking

In terms of site access, two-way access driveways into the parking facilities are provided in two locations – one from the north side of the proposed public road and another from the south side.

Pick-up and drop-off area to Tower A and Tower D is provided in the at-grade circulation inside the shared podium area at the entrance to the parking facility. Pickup/drop-off for Tower B and Tower C are provided at the on-street parking areas along the new public street and new private road.

Parking for tower and townhouse residents is being provided in a shared four-level underground parking garage for all four proposed residential towers with a total of 1,246 resident tenant and 151 visitor parking spaces being provided.

As part of the detailed design of the proposed redevelopment, a proposed new public road has been included in the plan. This proposed new public road is located along the south end of the site and will intersect with Leslie Street at a proposed new signalized intersection. This proposed new signalized intersection is approximately 135 metres south of the existing northern site access into the Carrington on the Park residential towers and 245 metres north of Leslie Street/Eglinton Avenue East intersection.

The new public road will have a 20 metre right of way (ROW) and an 8.5 metre pavement width. Four on-street parking spaces will be provided on the street adjacent to the south frontage of Tower C. The proposed public road leads to a cul-de-sac at its east end, connecting to the private internal road network of the Inn on the Park site.

As noted in detail in the “Urban Transportation Considerations Report” prepared by BA Group, “the new intersection and public road provides

an alternate route and access point to and from the Inn on the Park site. Currently, lengthy left turn delays at the un-signalized southern site access encourage dealership traffic to use the northern signalized access adjacent to the Carrington on the Park condominiums. The internal road network allows traffic from Carrington on the Park, the Toyota-Lexus Inn on the Park dealership, and the proposed development to divert from using this sole existing signalized access point to the new signalized access, located between the two, thereby reducing traffic impact on the Carrington on the Park condominiums.”

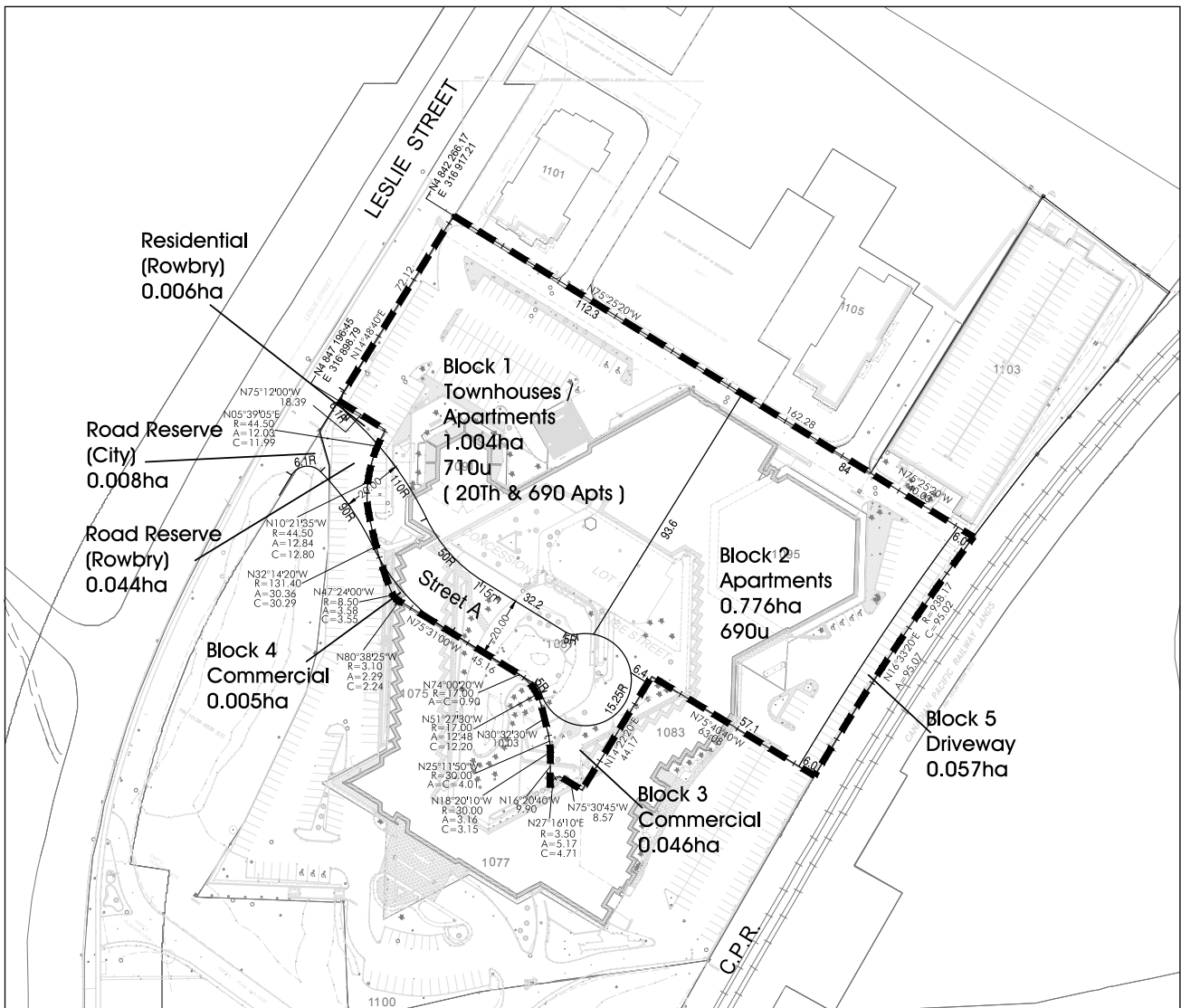
The design of the proposed new public road leaves open the possibility and flexibility to accommodate a potential public road connection to the Celestica lands to the east by extending the proposed new public road to the east from its proposed cul-de-sac terminus. The provision of an eastern extension of the proposed public road is subject to the approval and redevelopment of the Celestica lands. As described in Section 2.2 of this report, the Celestica lands and any future redevelopment of these lands is subject to the results of the City of Toronto’s Official Plan Municipal Comprehensive Review process.

In terms of the physical characteristics of a possible eastern public road connection to the Celestica lands from the subject site, the public road extension would be routed below the CPR railway tracks via an underpass, providing a 7 metre clearance to connect the subject site with the Celestica lands.

It is noted that this potential road connection would require the demolition of the dealership maintenance building immediately east of the proposed cul-de-sac. In this regard, it is highlighted that the proposed extension road connection to the Celestica lands has been shown in conceptual terms at this time and may be accommodated in combination with the redevelopment of the car dealership lands to the south.

3.2 Key Statistics

Site Area	20,710 m ²
Total Residential GFA	113,329 m ²
Total Non-Residential GFA	943 m ²
Height	28, 34,29 and 39 storeys
Residential Units	1,400
Indoor Amenity Space	2,800 m ²
Outdoor amenity Space	2,800 m ²
Car Parking Spaces	1,249 spaces
Bicycle Parking Spaces	1,400



3.3 Required Approvals

The proposed residential uses and ground-related commercial uses are permitted by the applicable *Mixed Use Areas* designation in the Official Plan; accordingly, no Official Plan Amendment is required.

The proposal requires an amendment to the former City of North York Zoning By-law, as amended, in order to allow for residential and commercial uses and to revise other development regulations as necessary to accommodate the proposal.

In addition the proposed redevelopment will also require approval of a Draft Plan of Subdivision (**See Figure 5 – Draft Plan of Subdivision**) which would create a 20-metre right-of-way ending in a cul-de-sac that will accommodate a public road and will provide direct access to Leslie Street via a proposed signalized intersection.

3.2 Previous Development Approvals

On December 5, 1995, Council of the former City of North York approved applications to amend the North York Official Plan and Zoning By-law to permit the introduction of residential uses on the northerly portion of the Inn on the Park site. The residential site (Carrington on the Park) was severed from the Inn on the Park lands and is currently developed with three condominium buildings with a total of 420 dwelling units.

A site-specific by-law was adopted in 2009 which also allowed for motor vehicle dealerships as well as a range of uses associated with the banquet hall and retirement residence uses located within the southern portion of the site.

4 POLICY AND REGULATORY CONTEXT

4.1 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014. The PPS 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. In this regard, Policy 4.4 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

One of the key policy directions expressed in the PPS is 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.

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 maybe developed. Policy 1.1.3.3 provides that planning authorities shall identify 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. Finally, Policy 1.1.3.6 provides that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range 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 promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit.

In addition, the efficient use of infrastructure (particularly transit) is a key element of provincial policy (Sections 1.6.3, 1.6.5 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 should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the vitality and 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 requires that planning authorities 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 resources.

4.2 Greater Golden Horseshoe Growth Plan

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect June 16, 2006. Section 3(5) of the *Planning Act* required that all decisions that affect a planning matter shall conform to the Growth Plan. Policy 5.4.1(1) provides that the Growth Plan, including context sections, policies, definitions and schedules, should be read in its entirety and all relevant policies are to be applied to each situation.

Similar to the Provincial Policy Statement, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. 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 transit and infrastructure investments to support future growth.”

The introduction in Section 2.1 goes on to say:

“... It is important to optimize the use of the existing land supply to avoid over-designating new land for future urban development. This Plan’s emphasis on intensification and optimizing the use of the existing land supply represents a new approach to city-building in the GGH, one which concentrates more on making better use of our existing infrastructure, and less on continuously expanding the urban area.”

The subject site is considered an “intensification area” pursuant to the Growth Plan (i.e. a focus for accommodating intensification), given that it is located along an “intensification corridor” and within a planned “major transit station area”. The Growth Plan defines “intensification corridors” as “intensification areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels”. A “major transit station area” is defined as “the area including and around any existing or planned higher order transit station... Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk”. In turn, “higher order transit” is defined as transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, including heavy rail (such as subways) and light rail (such as streetcars).

Policy 2.2.2(1) of the Growth Plan seeks to accommodate population and employment growth by, among other measures, directing a significant portion of new growth to the built-up areas of the community through intensification, focusing intensification in intensification areas, and reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,080,000 and 1,640,000 jobs for the City of Toronto by 2031. The

interim population that had been forecast in Schedule 3 for 2011 was 2,760,000, while the actual 2011 population is estimated at 2,753,000 (i.e. the 2001-2011 population growth fell short of the forecast by 4.1%). Growth Plan Amendment No. 2, which came into effect on June 17, 2013, introduces updated forecasts for 2031 and 2041. The updated population and employment forecasts for 2031 are 3,190,000 and 1,660,000, respectively, increasing to 3,400,000 and 1,720,000, respectively, by 2041.

Policy 2.2.3(6) requires municipalities to develop an intensification strategy, to be implemented through their official plans and other supporting documents, which will, among other things, identify intensification areas, recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification and include density targets for urban growth centres.

Policy 2.2.3(7) provides that all intensification areas will be planned and designed to cumulatively attract a significant portion of population and employment growth, provide a diverse and compatible mix of land uses, generally achieve higher densities than the surrounding areas and achieve an appropriate transition of built form to adjacent areas.

Finally, Policy 3.2.3(2)(a) provides that all decisions on transit planning and investment will consider using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal conforms with the Growth Plan and, in particular, the policies promoting growth and intensification within built-up 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, November 10, 2006 and April 13, 2007, with the exception of certain policies and land use designations.

Growth Management Policies

Chapter 2 (Shaping the City) outlines the City's 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.)

From a transportation perspective, Map 5 (Surface Transit Priority Network) identifies Eglinton Avenue East as a “Transit Priority Segment” (see **Figure 6**).

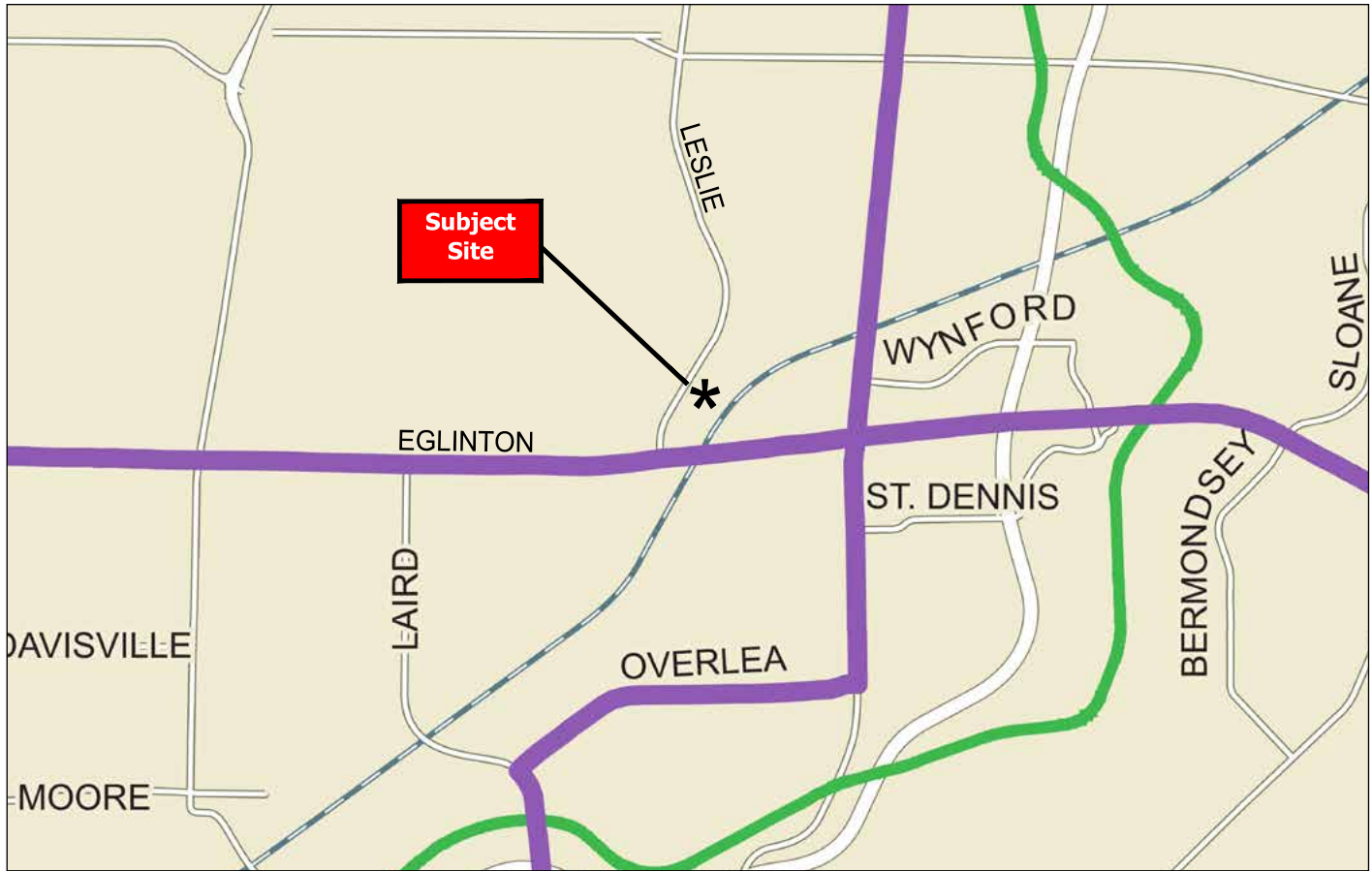


Figure 6 - Surface Transit Priority Network

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

“This Plan integrates transportation and land use planning at both the local and regional scales . . . In addition to policies regarding the physical infrastructure of the City’s transportation system, we need complementary policies to make more efficient use of this infrastructure and to support the goal of reducing car dependency throughout the City . . . Achieving a more intense, mixed use pattern of development will increase both the opportunity and the need to plan for better pedestrian and cycling conditions. It will also minimize the long term need for costly infrastructure, in the form of additional transit and road capacity, to meet the City’s growing transportation demands . . .”

Policy 2.4(4) provides that, for sites in areas well serviced by transit including locations along major surface transit routes, consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements.

Land Use Policies

The subject site is designated *Mixed Use Areas* on Map 20, which permits a broad range of commercial, residential and institutional uses in single uses or mixed use buildings (see **Figure 7**).

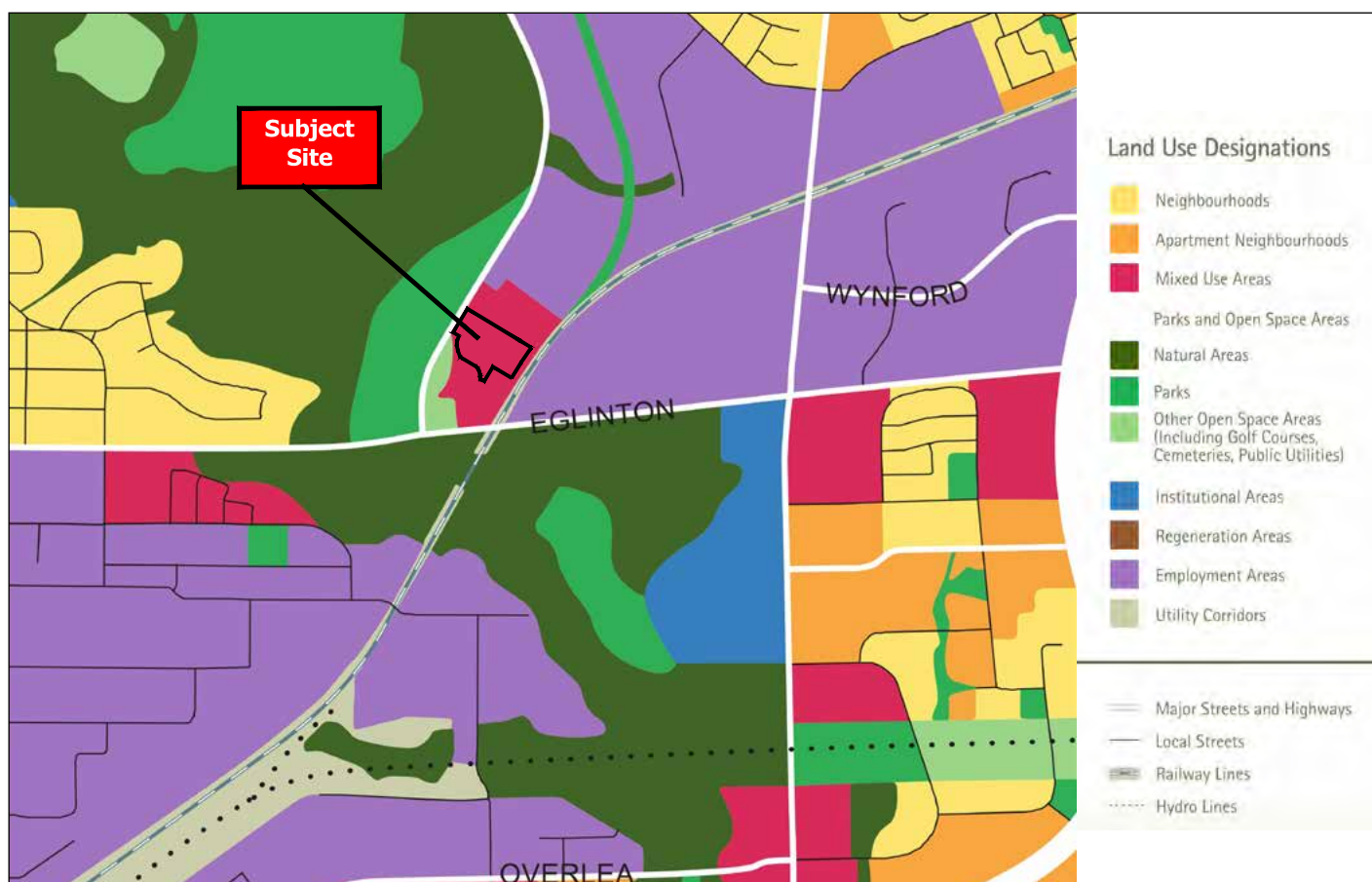


Figure 7 - Land Use Designation (Map 20)

Lands immediately to the north and east of the subject site are designated *Employment Areas*. Lands immediately to the west are designated *Natural Areas* and to the south are designated *Parks*.

The introductory text in Section 4.5 states that the intent of the *Mixed Use Areas* designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. In particular, the intent is that:

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

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

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing new jobs and homes for Toronto’s growing population on underutilized lands in the *Downtown* and other lands designated *Mixed Use Areas*;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- taking advantage of nearby transit services; and
- providing good site access and circulation and an adequate supply of parking for residents and visitors.

On Map 31 of the Official Plan, the subject site is identified as forming part of Site Specific Policy No. 92 which provides that prior to the lifting of the Holding (H) provisions related to office development, a transportation impact study is required to ensure that sufficient transportation capacity is available to accommodate commercial development.

Built Form Policies

Section 3.1.2 of the Official Plan recognizes the importance of good urban design, not simply for its aesthetic overlay, but as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately-developed built form. The Plan recognizes that, as intensification occurs in the Downtown and elsewhere throughout the City, there is an extraordinary opportunity to build the next generation of buildings and to create an image of Toronto that matches its status as one of the great cities of North America.

The 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. Accordingly, the policies specify that tall buildings come with larger civic responsibilities and obligations than other buildings. Among other matters, they are to provide definition and support at an appropriate scale for adjacent streets, minimize shadowing, loss of sky view and impacts on wind conditions, and contribute to the skyline character.

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 (Section 3.1.2)

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 visible and directly accessible from the public sidewalk; and
- providing ground floor uses that have views into and, where possible, access to adjacent streets.

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

- using shared service areas where possible within development 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 will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(6) requires that new multi-residential development provide indoor and outdoor amenity space for residents, giving each resident access to outdoor amenity spaces such as balconies and rooftop terraces.

Built Form Policies – Tall Buildings

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 building which provides definition and support at an appropriate scale for adjacent streets;
- a middle (shaft) having a floor plate size and shape with appropriate dimensions, which is appropriately located and oriented in relationship to the base building and adjacent buildings; and
- a top, which contributes to the skyline character and integrates rooftop mechanical systems into the design.

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.

Implementation Policies

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*.

Site and Area Specific Policy (SASP) No. 92

The subject site is subject to SASP No. 92 which states as follows:

“Prior to the lifting of Holding (H) provisions related to office development, a transportation impact study is required to ensure that sufficient transportation capacity is available to accommodate commercial development in the following areas of the Central Don Mills Secondary Plan: all Mixed Use Areas, Neighbourhood ‘A’, and Apartment Neighbourhood ‘B’. The study will assume development of the above lands to a density of 1.0 times the lot area prior to allocating surplus traffic handling capacity to office development proposed on a specific site(s)”

As is evident from the nature of the proposal and, specifically given that the proposal is primarily residential nature, it is our opinion that SASP No. 92 does not apply to the proposed development.

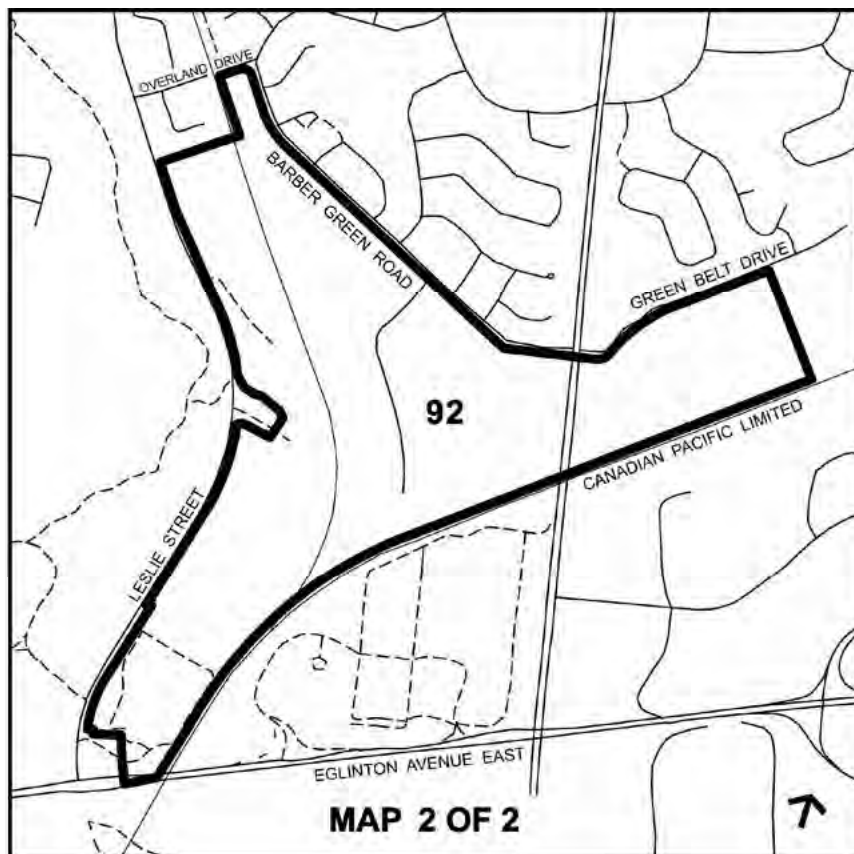


Figure 8 - Site and Area Specific Policy No. 92 (Map 2)

4.4 Zoning

The in-force Zoning By-law applying to the subject site is North York Zoning By-law 7625, as amended. The new City-Wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013; however, it is subject to numerous appeals to the Ontario Municipal Board and therefore is not yet in force and does not apply to the subject site.

North York Zoning By-law 7625, as amended

North York Zoning By-law 7625 zones the subject site C1(57)(H). The C1 zone permits a wide range of residential and commercial uses including, amongst others, an apartment house dwelling, restaurants, retail stores, personal service shops, service shops, and business and professional offices.

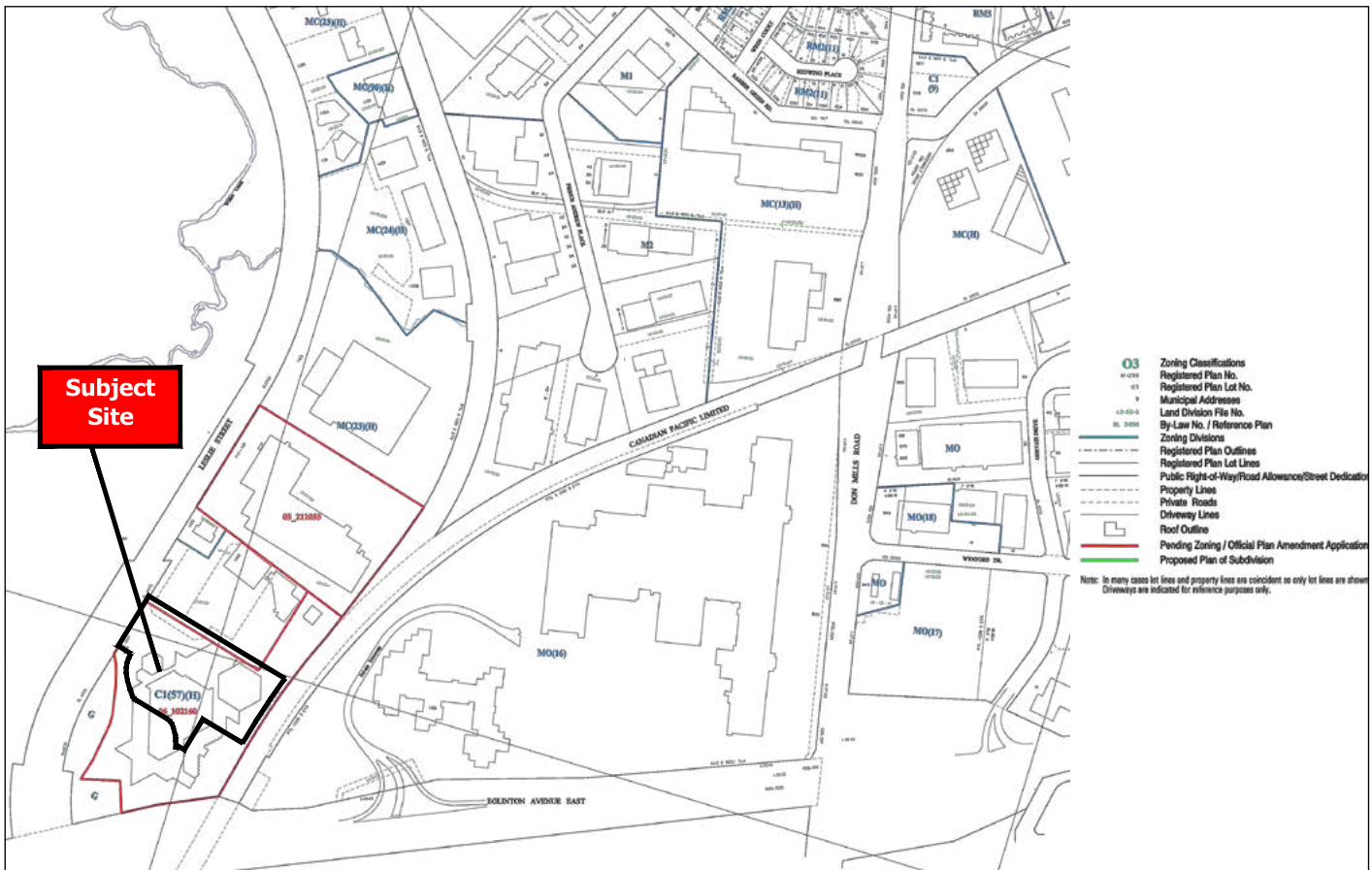


Figure 9 - North York Zoning By-law - By-law 7625, as amended

Schedule C1 (57) also identifies gross floor area, maximum building heights and minimum yard setbacks with respect to Parcel 1 and Parcel 2. Exception 57 provides a maximum gross floor area of 45,110 m² shall apply to all apartment house dwellings on Parcel 1, as well as a maximum building height of up to 20 storeys. For Parcel 2, a maximum gross floor area of 58,090 m² shall apply to all hotel uses. Minimum yard setbacks applicable to Parcel 2 are shown on Schedule C1(57). Parcel 2 is also subject to a Holding Zone (H), which is applicable to retail and office uses, and applies a maximum gross floor area of 5,000 m² for retail stores, personal service shops or office uses.

4.5 City-Wide Tall Building 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) and consolidate the Downtown Tall Building Guidelines, which were originally adopted by Council in July 2012.³

The document specifically notes that the Tall Building Design 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 relating 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 or provide a separation distance of 25 metres between towers on the same site.

The relevant Design Guidelines are addressed in Sections 5.3 and 5.4 of this report.

5 PLANNING AND URBAN DESIGN ANALYSIS

5.1 Intensification

Intensification of the subject site to permit four high-rise residential towers and townhouses with ground floor commercial space and townhouse bocks is in keeping with numerous policy directions provided in the Provincial Policy Statement, the Greater Golden Horseshoe Growth Plan and the City of Toronto Official Plan, all of which support intensification on sites that are well served by municipal infrastructure, including public transit.

Furthermore, for sites in areas such as this which are well served by transit, Policy 2.4(4) of the Official Plan provides for intensified development with minimum density requirements and maximum parking limitations. The subject site is within 250 metres of a planned stop along the Eglinton Crosstown LRT which is currently under construction. Accordingly, the site would also be considered to be part of a “major transit station area” as defined in the Growth Plan. The Growth Plan includes policies that support a mix of uses and increased residential and employment densities to support the viability of existing and planned transit service levels in “major transit station areas”.

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

Residential intensification on the subject site would support transit ridership and allow residents to take advantage of the wide array of shops, services, restaurants and cultural facilities along the Eglinton Avenue corridor. Additionally, residential intensification on the subject site will result in population growth that will contribute to the achievement of forecasts/targets in the Growth Plan and the Official Plan.

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

5.2 Land Use

In our opinion, the proposed residential and ground floor retail development is in keeping with the land use permissions of the Official Plan and the Zoning By-law.

The *Mixed Use Areas* designation applying to the subject site provides for a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open space. The existing zoning reflects the Official Plan designation on the site and supports the mixed-use vision for these lands. The proposal is for a mixed-use development comprised of residential uses, with retail uses at-grade.

The *Mixed Use Areas* designation is one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy. The Official Plan states that *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community and will provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown* and elsewhere.

The objective of the Official Plan in intensifying *Mixed Use Areas* is that of reurbanization. It is anticipated that residents will be able to live, work and shop in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and at night.

The proposed development will provide a mix of uses that achieves the objectives of the Plan's *Mixed Use Areas* designation. The proposed at-grade retail space framing the new proposed public road will contribute to the animation of the streetscape and will add to existing at-grade commercial serving the needs of the local community. Residential intensification will add population, which will promote transit ridership and support retail and service commercial facilities in the vicinity of the site.

5.3. Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the Site is an appropriate location for significant residential intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for tall buildings given its location along a major arterial road, its relation to other existing apartment buildings in the area and planned transit infrastructure.

In this regard, the subject site is located between Leslie Street to the west, Canadian Pacific Railway Lands to the east, an apartment building complex to the immediate north and a car dealership to the south at the corner of Eglinton Avenue East and Leslie Street. Lands to the east of the railway corridor are subject of an Official Plan Amendment by Celestica to facilitate future approvals of a mixed use redevelopment consisting of mid and high rise form buildings (i.e. heights and density have not been determined at this point). The intersection of Eglinton and Leslie has been identified as a future transit stop along the Eglinton Crosstown LRT.

The proposed heights of 28 to 39 storeys are well in range of building heights along planned transit infrastructure in the City outside *Centres* as illustrated in the table below.

Address	Height
2135 Sheppard Ave. E.	43 storeys (132 metres)
2205 Sheppard Ave. E.	43 storeys (131 metres)
2025-2045 Sheppard Ave E.	39 storeys (127 metres)
2135 Sheppard Ave. E.	34 storeys (106 metres)
3111 Sheppard Ave. E.	30 storeys (94 metres)
3260 Sheppard Ave. E.	29 storeys (89 metres)
2205 Sheppard Ave. E. (North Tower)	26 storeys (82 metres)
2025-2045 Sheppard Ave. E. (East Tower)	25 storeys (86 metres)
2205 Sheppard Ave. E. (West Tower)	23 storeys (72 metres)
3220 Sheppard Ave. E.	20 storeys (66 metres)

From a massing perspective, the proposed development provides two distinct built form elements: 3 to 4 storey podium buildings and slender point tower elements. The podiums provide a comfortable pedestrian scale, help frame streets and create more formal blocks. The towers are situated to respond to the surrounding context. To that effect, the towers are situated at the perimeter of the site to create a void in the centre adjacent to an existing outdoor amenity space to the immediate north. Furthermore, the tower heights step down to the west towards the park lands on the west side of Leslie Street. The towers are also massed to maximize views across the Site and into the surrounding context.

The proposed development will result in a density of 5.51 times the area of the lot. In our opinion, the proposed density is appropriate and desirable for the following reasons. This density includes future road dedications.

Firstly, it is important and appropriate from a land use policy perspective to optimize density on the Site given the location along the planned Eglinton LRT stop at Leslie Street roughly 200 metres away.

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 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”.

As shown in the table below, the proposed density is within the range of approved densities along other planned transit.

Address	Gross Site Density	New Site Density
3260 Sheppard Ave E*	5.10	6.68
2025-2045 Sheppard Ave E**	3.50	6.41
2002 Pharmacy Ave	6.0	6.0
2205 Sheppard Ave E***	3.79	5.60
3220 Sheppard Ave E	5.3	5.3
2135 Sheppard Ave E***	3.95	4.62
2933 Sheppard Ave E	4.1	4.1
1603 Eglinton Ave W	6.82	6.82
1185 Eglinton Ave E	4.35	4.35

* Gross site includes road dedications.

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

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

It is also reasonable to establish appropriate density for the subject site based on specific built form, context and urban structure considerations, rather than solely on the basis of density numbers. While the underlying density provisions in the Zoning By-law permit a maximum density of approximately 2.6 times the area of the lot on the subject site, as per the exception C1(57). The proposed development at a density of 5.51 would result in a form that is compatible with the surrounding context in terms of height and massing, would not have unacceptable impacts on the area and would support the planned transit infrastructure.

Finally, the subject site is situated in an area that consists of large zones of open space and parks as well as employment lands containing industrial and commercial uses. The Ernest Thompson Seton Park along the south side of Eglinton and Serena Gundy Park to the north buffer the intersection of Leslie and Eglinton from other uses pushing them to a distance of 400 to 800 metres away from the planned LRT stop at the intersection of Eglinton and Leslie. Consequently, there is limited opportunity for intensification around the future LRT stop. The subject site along with the adjacent car dealership property to the immediate north are the only potential redevelopment sites in the vicinity of the LRT stop. The car dealership site is under a long term lease and is unlikely to redevelop in the near future leaving the subject site as the only short term property related to the planned infrastructure. Given the limited opportunities for redevelopment in the surrounding area, the proposed density is appropriate and desirable.

5.4 Built Form Impacts

In our opinion, the proposed development will have no unacceptable built form impacts on surrounding streets, open spaces and properties, and in particular, on lands designated *Neighbourhoods*. The Official Plan development criteria applying to the *Mixed Use Areas* designation have a particular focus on potential built form impacts on adjacent lower-scaled *Neighbourhoods*. In particular, Policy 4.5.2(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards lower scale *Neighbourhoods*, while Policy 4.5.2(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.

In that respect, the subject site is not located adjacent to a *Neighbourhoods* designation. The nearest *Neighbourhoods* designation is located west of Serena Gundy Park some 450 metres away.

As a result of the separation distance outlined above an appropriate transition will be provided between the proposal and the closest *Neighbourhoods* designations.

To the north, the subject site is adjacent to an apartment building complex with buildings of up to 20 storeys. The proposed towers on the subject site are organized to minimize impacts with respect to skyview and shadows. Subsequently, the interior of the subject site incorporates lower scaled townhouses which are directly adjacent to an existing outdoor amenity area.

Light, View and Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. The underlying CR zoning standard requires a setback of 5.5 metres from principal residential windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site. For tower elements, the Tall Building Design Guidelines recommend a separation distance of 12.5m from side and rear property lines and 25 metres between tower elements, measured to the external walls of the buildings (i.e. balconies are permitted within the setback zones).

Podiums

The residential units in the podiums and townhouse blocks largely comply with the 5.5 metre window setback standard. The centrally located townhouse blocks will be at least 10 metres apart between windows.

Towers

The proposed towers will achieve the recommended 25 metre separation distance on the subject site and from nearby existing towers. Tower D is separated by at least 31 metres from Towers A and B which exceeds the recommended separation distance. Tower B and C are separated by 21.5 metres diagonally, the two buildings are staggered to mitigate all potential view and light impacts. Views and access to light are not affected. Tower B is setback approx. 6.3 metres from the southerly lot line. The proposed setback is adequate with respect to the existing uses to the immediate south (i.e. existing single storey auto service building), and current ownership (i.e. the applicant is the owner of the site to the immediate south) which allows for a comprehensive and coordinated approach with respect to development of both properties in the future.

Shadow Impact

Official Plan Policies 3.1.2(3) and 4.5(2)(d) require that new development adequately limit shadowing on neighbouring streets, properties (particularly those designated *Neighbourhoods*) and open spaces, having regard for the varied nature of such areas. A shadow study has been prepared by Bousfields Inc. assessing the shadow impacts at the spring and fall equinoxes (March 21st/September 21st) and at the summer solstice (June 21st).

The subject site is not situated near any residential *Neighbourhoods* designated areas. As demonstrated in the study there are no incremental impact on lands designated *Neighbourhoods* during the spring and fall equinoxes.

The subject site is located east and north of a large system of parks and natural areas situated along the West Don River including the Wilket Creek Park. The Park, which stretches along the west side of Leslie

Street north of Eglinton would experience incremental shadowing of Tower A and D roughly between 9:18 am and 11:18 am on March 21st. The utility of the Park however would not be affected as the areas shadowed during the morning hours are heavily treed and do not contain any active or passive recreational amenity. Further regard to parks in the area is expressed in the allocation of height on the Site. Buildings step down in height to the west towards the Wilket Creek Park.

During the summer solstice (i.e. June 21st) there are minor early morning impacts on the Wilket Creek Park. The impacts are largely from Tower A and move off the park quickly. The impacts do not affect the utility of the park. The siting of the towers on the Site along with the allocation of height ensures there are minimal impacts on the outdoor amenity space to the immediate north.

Based on the foregoing, it is our opinion that incremental shadowing on neighbouring streets, properties and open spaces would be “adequately limited”, in accordance with the applicable Official Plan policy.

Wind Impact

A Pedestrian Wind Assessment was completed by Novus Environmental and concludes that:

- Wind conditions at the numerous entrances (main, retail, townhouse) were suitable for the intended usage throughout the year.
- Wind conditions around the proposed development were generally suitable for the intended use at grade. For an area at the northwest corner of the site with increased wind activity, wind control measures have been suggested.
- All areas at grade, on the proposed development, passed the criterion for wind safety in both the Existing and Proposed Configurations.
- Wind safety issues occurred on the 4th floor amenity space of the Block 2 podium (between Towers A and B). Wind control features have been described for future consideration as the design evolves.

- For areas where concept guidance has been provided to address wind comfort or wind safety conditions, we recommend they be assessed through wind tunnel testing in the future during preparation for the site application process.

5.5 Urban Design

The proposed development is appropriate and desirable in urban design terms. It will intensify an underutilized site with an urban development form that will help improve the pedestrian realm along Leslie Street with active at grade uses including retail. The proposed design is based on a number of contextual considerations including:

- the proximity to existing and planned transit;

The proposal is situated within a 250 metre walking radius from the planned LRT station at Leslie and Eglinton.

- surrounding context;

The subject site is directly adjacent to an existing apartment building complex consisting of 16 to 20 storey buildings with a centrally located outdoor amenity space at grade along the site's southerly lot line. A private driveway loops around the complex wrapping around the amenity space to the south. Portion of the driveway falls between the two development sites. The proposal builds upon this existing network of vehicular routes by creating a private road connection from the new public street (i.e. shown as New Public Street 'A' on the Site Plan) to the existing driveway along the northerly edge of the subject site. The new public street terminates at a cul-de-sac as there are currently no other available public road connections to the north, east (i.e. CN railway corridor) or south (i.e. Toyota and Lexus dealership lands).

In terms of the built form pattern, the proposed towers on the subject site have been sited along the perimeter, gradually stepping down in height to the west towards the parks and natural areas. Towers are also sited and shaped to maximize views and minimize impacts on the surrounding context. The middle of the subject site incorporates low-rise buildings and an open space component that help create a more harmonious relationship with the development to the north.

The proposal also incorporates a 3 storey above-grade garage at the podium of Tower B and C along the rail corridor creating a buffer from the industrial uses to the east.

- grading.

The subject site slopes up from west to east as well as from south to north. Grading is even more pronounced along Leslie Street as one moves north along the Site's frontage. As a result, the internal road system bends through the Site to provide a more gradual slope to accommodate the grade difference. From a massing perspective the podiums help accommodate grade change by stepping as necessary. The stepping allows for grade related uses such as retail.

Official Plan

In our opinion the proposed design will conform with the development criteria set out in Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5), 3.1.3(1) and 4.5(2) of the Official Plan. In particular, the proposal will:

- situate the buildings parallel to public streets and internal private roads wherever possible; (the private roads are intended to be designed to public road standards)
- provide ground floor uses, specifically retail space at the intersection of Leslie Street and the new public street;
- locate the main residential entrances so that they are clearly visible and accessible from public sidewalks;
- locate and screen service areas, ramps and garbage storage by internalizing all of the functions within the buildings; and
- provide underground parking.

Tall Building Guidelines

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the city-wide Tall Building Design Guidelines, as set out below.

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

The proposed development consisting of 4 distinct towers that fit within the existing and planned context. The subject site is located in close proximity to transit, within a Mixed Use Area abutting other lands designated *Mixed Use Areas* containing tall buildings, in proximity to mix of industrial and commercial uses as well as parks and natural areas. The proposed heights transition down from east to west towards the parks and natural areas.

- 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 tower heights have been arranged on the subject site to adequately limit shadow impacts and protect access to sunlight and sky view. The towers step down from east to west towards the parks on the west side of Leslie Street. The towers are arranged on the subject site to maintain access to sunlight and sky view on the private open space area to the immediate north.

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

The podiums are situated generally parallel to public streets and private roads. Where the road curves the podiums step to maintain a consistent setback. The proposed public walkway/outdoor amenity is framed with a 3-storey podium and a 3-storey townhouse block. The two centrally located townhouse blocks help frame the outdoor amenity space on the adjacent residential property to the immediate north.

- Guideline 2.2 – Building Access 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 residential entrance for tower A and D is situated along the private road. The two towers share a common lobby directly accessible from the road. The lobby does not include a door along the new public street to the south due to the grade change that occurs on the subject site. The individual townhouse and retail units include doors along the new public street and along Leslie Street that are directly accessible from the public sidewalks. The podium for towers B and C includes townhouse units along the perimeter which are accessible from the public sidewalk via a pedestrian walkway.

- 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.

All building services, including parking and loading, will be located within the podium buildings and below grade.

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

The proposal incorporates a publicly accessible outdoor amenity space that complements the existing outdoor amenity to the north.

- Guideline 3.1.1 – Base Building Scale and Height. Design the base building to fit harmoniously within the existing context of neighbouring building heights. In the absence of a consistent streetwall height, a minimum base building height of between 10.5 metres and 80% of the adjacent street right-of-way is recommended.

There is no consistent streetwall height in the surrounding context. In fact, grading along Leslie Street makes it difficult to create a consistent street wall edge. The proposed podium heights vary between 1 and 4 storeys. Along Leslie Street the podium height varies due to a significant grade change that occurs between the new public road and the northerly edge of the site. At the northerly edge the podium is single-storey high but is elevated roughly 5 metres above the level of Leslie Street. As grade drops down to the south the podium becomes 2 storeys high.

Along the new public street the podium will have a 3-storey height stepping down to a 1-storey height at retail. Along the internal road the podiums are generally between 3 and 4 storeys high.

- 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. As an option within the setback, up to one third of a point tower frontage along a street or open space may extend straight down to the ground.

The proposed towers generally step back from the edge of the podium. Tower A steps back over 5.8 metres from the edge of the podium along Leslie Street. On the east side of the podium, a portion of Tower A extends down to the ground. With exception to a corner of the building Tower D steps back from the edges of the podium by at least 2.6 metres. With exception to the southeast corner, towers B and C step back from the edge of the podium by at least 3 metres.

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

As previously discussed in Section 5.4 of this Report the proposed design meets the intent of the guideline.

- 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 incorporate into each tower design.

- Guideline 4.2 – Sidewalk Zone. Provide adequate space between the front of the building and adjacent street curbs to

safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade.

Along Leslie Street there is a substantial setback due to the grade change. The distance between the curb and the westerly lot line is roughly 9.5 metres. There will be a 1.5m walkway inside the property line in addition to a public sidewalk which runs along the curb. The walkway steps down to the south eventually connecting with the public sidewalk at the northeast corner of Leslie Street and the new public street. The townhouse units also include patios along the proposed walkway.

Along the new public street the podium setback varies due to the curvature of the street but maintains a sidewalk zone of at least 6 metres along retail frontages. Where residential units front onto the street a further set back is provided.

Internally to the subject site along the private road publicly accessible sidewalks will be provided throughout.

5.6 Transportation

An assessment of transportation related issues was conducted by BA Group in a report entitled “Inn on the Park Proposed Residential Development – Urban Transportation Considerations” dated December 2014. The BA report provides a comprehensive analysis of traffic related matters including vehicular traffic, parking and loading as well an assessment of traffic, parking and loading issues associated with the proposed development including the proposed inclusion of anew public road with a signalized intersection at Leslie Street. The following conclusions were reached by BA Group:

5.6.1 Vehicle Parking

Zoning By-law Requirements

The site is subject to Site Specific Zoning By-Law 931-2009, amending Zoning By-Law 7625. The current proposal contemplates condominium

residential units which Site Specific ZBL 931-2009 does not specify parking standards for. BA Group has instead referred to the former City of North York Zoning By-Law 7625 for the residential parking requirements for the proposed site.

Application of the former City of North York Zoning By-Law 7625 will result in a required total parking provision of 2,136 vehicular spaces, including 1,750 resident parking spaces and a minimum of 386 non-resident parking spaces.

The application of Zoning By-Law 569-2013 (Policy Area 3) requires a total of 1,597 vehicular spaces including 1,129 resident parking spaces and a minimum of 150 non-resident parking spaces.

Proposed Standards and Supply

The current development plan includes a total of 1246 residential tenant and 151 visitor parking spaces located in a shared four level underground parking garage for all four proposed residential towers. This overall parking supply of 1,397 parking spaces will satisfy and exceed the parking requirement outlined in Zoning By-Law 569-2013 for PA3.

5.6.2 Bicycle Parking

Application of the City of Toronto Zoning By-Law 569-2013 and Toronto Green Standard (Tier 1) will result in a required total bicycle parking provision of 1400 bicycle spaces, including 1,260 resident parking spaces and 140 non-resident parking spaces.

The current development plan includes 1,260 residential tenant and 140 visitor bicycle parking spaces located in a shared four level underground parking garage for all four proposed residential towers. This overall bicycle parking supply of parking spaces will satisfy and exceed the parking requirement outlined in Zoning By-Law 569-2013 and in the Toronto Green Standard.

5.6.3 Loading

Zoning By-law Requirements

Zoning By-Law 569-2013 requires provision of a 'Type G' loading space for residential buildings containing more than 30 dwelling units, for each 399 dwelling units, to provide for garbage collection and deliveries to the site. Based on the proposed development programme of 1,400 dwelling units and the development of four residential towers, the By-Law requires the provision of 4 'Type G' loading spaces.

Proposed Standards and Supply

The proposed development provides 2 'Type G' loading spaces at the P1 level. The loading space for Tower A is located inside the building but the loading spaces for Towers B to D are in the open, beside the tower they serve. The proposed loading arrangement is considered appropriate to provide for municipal garbage collection.

5.6.4 Site Circulation and Access

Vehicular access to the site can be made from the two existing driveways north and south of the site or via the new proposed public road intersection with Leslie Street. This new T-intersection is proposed to be signalized.

Based on a four hour signal warrant undertaken for the new proposed intersection with the future "top down" analysis volumes, traffic signal control is warranted at the intersection.

The proposed public road extends east from the Leslie Street intersection into the site. The eastern terminus of the public road occurs at a cul-du-sac with access to the rest of the Inn on the Park site. A new private road connects the cul-du-sac to the existing Monarch private road north of the site via a bend through the site. South of the cul-du-sac connects with the existing private road through the Toyota-Lexus dealership site leading to the existing unsignalized intersection with Leslie Street.

Permission is being sought to allow the eastern extension of the public road from the cul-du-sac routing under the railway tracks to connect to the Wynford Drive extension proposed as part of the Celestica redevelopment.

5.7 Site Servicing and Stage 1 Stormwater Management

A Site Servicing and Stage 1 Stormwater Management Report was prepared by R.V. Anderson and Associates. The detailed report provides the following conclusions:

5.7.1 Sanitary

The proposed redevelopment can be provided with sanitary service through the existing Leslie Street sanitary sewer and a connected sanitary sewer within a new municipal roadway.

Separate sanitary service connections will be provided to each of the four (4) proposed residential condominiums. The north condominium (Tower C) in Block 2 will not have frontage onto a municipal road and as a result, its sanitary service will pass through an easement space within the shared basement of the adjacent south condominium (Tower B). Since both condominiums will be designed as one single building per OBC, this arrangement will conform to both OBC and current City of Toronto municipal sewer code requirements.

The existing parking garage at the north east corner of the site will require a new sanitary service on easement to the Leslie Street sanitary sewer as its existing sanitary sewer that drains south into the automobile dealership will be removed to allow the construction of the redevelopment.

Through a sewer design sheet analysis, the existing City sanitary collection sewer system is shown to have sufficient capacity to the sanitary trunk sewer located in the West Don River valley for proposed redevelopment

5.7.2 Water

Hydrant flow tests of the Leslie Street watermain and FUS fire flow demands for the condominium development indicate that the existing City watermain system has sufficient capacity for the proposed redevelopment.

The redevelopment will be serviced with watermain located within the new municipal road. This watermain is proposed to be a looped with

two connections to the Leslie Street watermain and an alignment that runs up one side of the new municipal road, across the road at the tuning circle and down the other side. Such an arrangement will provide a level of redundancy for the condominiums in Block 2, that don't have frontage onto Leslie Street.

Separate domestic water service connections will be provided to each of the four (4) proposed residential condominiums. Two fire connections will be provided to each of the two development blocks. In that regard, it is noted that the two condominiums in each development block will be designed as one single building per OBC.

The north condominium (Tower C) in Block 2 will not have frontage onto a municipal road and as a result, its domestic water service and meter will be housed in a common shared space in basement of the adjacent south condominium. Again, since both condominiums will be designed as one single building per OBC, this arrangement will conform to both OBC and current City of Toronto municipal sewer code requirements.

As a result of the redevelopment, the existing sanitary service that connects into the automobile dealership to the south will be removed. Therefore, a new sanitary service will be provided to the Leslie Street sanitary sewer through a servicing easement located along the north limit of the redevelopment lands.

5.7.3 Storm

A design sheet analysis of the Leslie Street storm sewer indicates that two segments of existing 525mm dia. storm sewer totaling approximately 160m in length, from the new municipal road downstream to the location where the sewer turns to the west into the valley, would have to be increased in size to 750mm dia. to convey the discharge from the redevelopment without surcharge.

The proposed redevelopment will be provided with storm servicing through a storm sewer within the new municipal roadway, connected to the Leslie Street storm sewer. The new municipal road will provide a major system to Leslie Street, which in turn drains south to a low point north of Eglinton Avenue and into the West Don river valley.

To meet the requirements of the WWFM Guidelines, stormwater quantity, quality and water balance measures will be provided on an individual block / condominium basis.

The 2 condominiums within Block 1 will each have independent storm service connections and SWM systems comprised of orifice controlled detention tanks, filter type stormwater treatment units and rainwater harvesting tanks. To address the City's quantity, quality and water balance requirements respectively. With respect to the latter, vegetated services including intensive and extensive green roofs will be employed where possible throughout the redevelopments to maximize the evapotranspiration component of the water balance target. Detention storage will be designed to control storm events up to the 100yr storm to a discharge rate based on a 2 year storm with a $C=0.5$.

During detailed design, further discussions with the City will clarify whether major system control event frequency can be reduced from the 100year storm event to TRCA Don River watershed requirements, on the basis that the site and the downstream portion of Leslie Street are not within a designated basement flooding area and that there are no existing properties fronting the downstream portion of Leslie Street that would be negatively impacted by major system conveyance along Leslie Street.

The condominiums in Block 2 will provide the same SWM measures as Block 1 to address the WWFM Guideline targets. However, since Block 2 has relatively short frontage onto the new municipal road and the north condominium (Tower C) within Block 2 will not have any frontage onto the municipal road, it is proposed to provide a single storm service connection and associated SWM system to service both condominiums. In this regard, the Block 1 condominiums will be designed as a single building will be designed as one single building per OBC, this arrangement will conform to both OBC and current City of Toronto municipal sewer code requirements.

In addition to providing major and minor system conveyance to the condominium redevelopment, the new municipal road storm sewer will include an oversized pipe component sized to provide detention storage for the road itself. In addition, a filter type treatment unit will be employed to provide treatment of the road runoff. With respect to water balance, the roadway will exceed the City's minimum target of 5mm without further measures. The most appropriate measure that can

be infiltrated is a buried exfiltration pipe which would be feed by runoff treated by the filter system provided for quality control.

As all of the SWM measures for the road will be municipally owned and operated, further discussion with the City will be required during detailed design to establish the final operation and performance parameters.

Finally, the above ground parking garage at the north east end of the site will require a new storm connection to Leslie Street in a similar manner to the sanitary connection described previously. SWM measures to address rate control, quality in the form of an over sized sewer pipe with orifice outlet to a filter treatment unit can be provided within the servicing easement along the north limit of the property. Meeting the current water balance requirement however, may not be possible. As the parking will remain unchanged and will also remain a part of the automobile dealership lands, it is proposed that it be subject to the original SWM criteria established for the development of the dealership site, which did not include water balance.

5.7.4 Utilities

Required public utilities, including Bell, gas, hydro and cable, are located within Leslie Street frontage the proposed redevelopment, and are available to service the site.

The existing Toronto Hydro and Bell duct banks located within the east boulevard of Leslie Street are installed within the embankment at an elevation above the existing pavement. As a result, these two utilities are required to be lowered to allow the new municipal roadway to be constructed.

5.8 Community Services and Facilities

A Community Services and Facilities Inventory was undertaken, outlined in detail in Appendix 'A' attached hereto, which demonstrates that the neighbourhood is well served by a number of community services and facilities that can accommodate the proposed development.

Analysis of the demographic information available for the Study Area identifies the following:

- The Banbury-Don Mills neighbourhood has experienced moderate population growth since 2001;
- The majority of the residents are of working age and the proportion of children, youth and seniors is very similar to the City as a whole;
- The median household income for the neighbourhood is considerably higher than that for the City of Toronto as a whole;
- In terms of housing stock, the majority of private dwellings are located in apartment buildings with more than 5-stories;
- Approximately 61% of the housing stock is owned.

The analysis of existing community services and facilities in the study area provides the following conclusions.

- In terms of school accommodation, the TDSB elementary schools serving the site can accommodate the 70 projected elementary school students while the 42 projected secondary school students can only be partially accommodated given current program capacities at area secondary schools which would mean adjustments may have to be made in terms of temporary facilities and/or busing to other facilities;
- The TCDSB schools serving the site can accommodate the 30 secondary students projected and could only partially accommodate the projected 53 elementary students;
- There are a total of 31 childcare facilities within the Study Area, at which there are 88 available spaces for additional children. The projected demand for 55 daycare spaces can be accommodated by the existing child care facilities that serve the area;
- There are four Toronto Public Library branches located within the Study Area. Five Community Centres are located within the Study Area, which offer a variety of facilities and services. There are 17 parks that are located within the study area and offer an extensive array of recreational services and programs;
- The area is well served by Fire, ambulance and Fire services, with the Fire Station located immediately north of the site.

6 CONCLUSIONS

The proposed redevelopment of the subject site will appropriately intensify an underutilized site, improve the streetscape along Leslie Street, and provide new residential units in a built form that is in keeping with the existing and planned surrounding context.

From a land use perspective, the proposal is consistent with numerous policy directions promoting intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including public transit.

From an urban design perspective, the proposal will fit within the planned built form context at the intersection of Leslie Street and Eglinton Avenue East. The proposed development conforms with the built form and massing policies of the Official Plan, and is generally in keeping with the relevant urban design guidelines. In this latter regard, the proposed buildings would result in appropriate built form relationships with the adjacent buildings to the north and will provide a contextually appropriate response to the significant improvements to transit infrastructure and will optimize the fact that the northeast quadrant of Leslie Street and Eglinton Avenue East is the only available area to accommodate nodal intensification.

APPENDIX

A

DRAFT ZONING BY-LAW AMENDMENT

CITY OF TORONTO

BY-LAW No. xx – 2015

To amend the former City of North York Zoning By-law No. 7625, as amended, with respect to the lands municipally known as 1075, 1077, 1083, 1087, 1091 and 1095 Leslie Street.

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of By-law No. 7625 of the former City of North York are hereby amended in accordance with Schedule 1 of this By-law.
2. By-law No. 34-1999 is hereby repealed and Section 64.23 (57) of By-law No. 7625 of the former City of North York is deleted in its entirety and replaced with the following:

“64.23 (57) C1 (57)

DEFINITIONS

- (a) For the purpose of this exception, “Apartment House Dwelling” shall mean a building containing more than four (4) dwelling units, each unit having access either from an internal corridor system or direct access at grade, or any combination thereof.
- (b) For the purposes of this exception, “Average Dwelling Unit Gross Floor Area”, shall mean the total gross floor area of an Apartment House Dwelling divided by the total number of dwelling units. For the purposes of this definition, the total gross floor area of an Apartment House Dwelling shall exclude the gross floor area of any Day Nursery, Retail Store, Personal Service Shop or Recreational Amenity Area.
- (c) For the purposes of this exception, “Courtesy Suite”, shall mean a suite, other than a Dwelling Unit or Dwelling Room that has no kitchen facilities and is available for use on a temporary basis as overnight accommodation for persons visiting the Banquet Hall.
- (d) For the purposes of this exception, “Established Grade” for Parcel 2 is defined a 119.05 metres above sea level.

- (e) For the purpose of this exception, “Established Grade” for parcel 3 is defined as 126.15 metres above sea level.
- (f) For the purpose of this exception, “Retirement Residence” shall mean living accommodations for residents in a semi-independent living arrangement, other than a Senior’s Community House or Apartment House Dwelling, provided there is:
 - (i) a maximum of two persons per Retirement Residential Unit;
 - (ii) office accommodations for one or more staff persons, one or more common lounges and dining areas; and
 - (iii) dining facilities shared by all residents.
- (g) For the purposes of this exception, “Retirement Residential Unit” shall mean living accommodations in a Retirement Residence, for a maximum of two persons per unit, which shall include at least one room and sanitary conveniences, and which may contain only partial culinary facilities but without a 220 volt electrical service for a stove connection.

PERMITTED USES

- (h) For Parcel 1, as shown on Schedule C1(57): Apartment House Dwellings which may include: Day Nurseries within an Apartment House Dwelling; accessory Recreational Amenity Areas; Retail Stores and Personal Service Shops to a maximum ground gross floor area of 10% of the building in which the commercial use is located.
- (i) For Parcel 2, as shown on Schedule C1(57): Retirement Residence and uses accessory thereto; Courtesy Suites; Retail Stores and Personal Service Shops; Restaurants; Offices; Banquet Hall; Fitness Centre; and Motor Vehicle Dealership excluding a Motor Vehicle Body Repair Shop.
- (j) Use Qualifications
 - (i) Outdoor Private Recreational Amenity Areas on Parcel 2 may be located on rooftop terraces.
- (k) For Parcel 3, as shown on Schedule C1(57): Multiple Attached Dwellings and Apartment House Dwellings which may include: Day Nurseries within an Apartment House Dwelling; accessory Recreational Amenity Areas; Retail Stores and Personal Service Shops.

EXCEPTION REGULATIONS FOR ALL PERMITTED USES

- (l) Notwithstanding any severance or division of the lands subject to this exception, the regulations of this exception shall continue to apply to the whole of the lands.

EXCEPTION REGULATIONS FOR ALL USES PERMITTED ON PARCEL 1

GROSS FLOOR AREA

- (m) The maximum gross floor area shall be 45,100m².

DWELLING UNITS

- (n) The maximum number of dwelling units for all Apartment House Dwellings shall be 420.
- (o) A minimum of 30% of the total number of Apartment House Dwelling Units shall consist of one and two bedroom units having a maximum gross floor area of 70 square metres for a one bedroom unit and 80m² for a two bedroom unit.
- (p) The minimum Average Dwelling Unit Gross Floor Area shall be 103m² for all dwelling units located within the Apartment House Dwellings identified as Building 1 and Building 2 on Schedule C1(57).
- (q) The minimum Average Dwelling Unit Gross Floor Area shall be 105m² for all the dwelling units located within the Apartment House Dwellings identified as Building 3, Building 4 and Building 5 on Schedule C1(57).

BUILDING HEIGHT

- (r) The maximum building heights shall be as shown on Schedule C1(57).

YARD SETBACKS

- (s) The minimum yard setbacks, excluding parking structures, shall be as shown on Schedule C1(57).

LOT COVERAGE

- (t) The maximum lot coverage shall be 4,500m².

PARKING

- (u) Parking spaces required for all uses on Parcel 1 shall be provided on Parcel 1.

RECREATIONAL AMENITY AREA

- (v) Recreational Amenity Area shall be provided as follows:
- (i) Outdoor: a minimum of 1,500m², in the area identified as Block “A” on Schedule C1(57).
 - (ii) Indoor: a minimum of 3.0m² per Dwelling Unit.

OTHER

- (w) Lot Area and Requirements for Dwellings in Commercial Buildings regulations of By-law No. 7625 shall not apply.

EXCEPTION REGULATIONS FOR ALL USES PERMITTED ON PARCEL 2**GROSS FLOOR AREA**

- (x) The maximum gross floor area shall be 37,950m².
- (y) The maximum gross floor area of Motor Vehicle Dealership uses shall be 7,309m².
- (z) The maximum gross floor area of Restaurant uses shall be 1,545m².
- (aa) The maximum gross floor area of Banquet Hall uses shall be 1,914m².
- (bb) The maximum gross floor area of Retail, Personal Service Shops and a Fitness Centre shall be 4,714m².
- (cc) The maximum gross floor area of Office uses shall be 359m².

RETIREMENT RESIDENTIAL UNITS

- (dd) The maximum number of Retirement Residential Units shall be 128.

COURTESY SUITES

- (ee) The maximum number of Courtesy Suites shall be 4.

BUILDING HEIGHT

- (ff) The maximum building height and number of storeys shall not exceed the maximum height in metres and number of storeys shown on Schedule C1(57).
- (gg) A penthouse or other roof structure which is used only as an ornament or to house the mechanical equipment of the building does not constitute a storey and shall be disregarded in calculating the height of the building.

YARD SETBACKS

- (hh) The minimum yard setbacks, excluding parking structures, shall be as shown on Schedule C1(57).

PARKING

- (ii) A minimum of 784 parking spaces shall be provided on the Parcel 2 site for all permitted uses.
- (jj) For the purposes of calculating required parking for Retail, Personal Service Shop, Fitness Centre and Office uses, the gross floor area attributable to corridors, stairwells and elevators shall be calculated at a rate of 1 parking space per 48m² of gross floor area.
- (kk) For the purpose of calculating the maximum gross floor areas set out Sections (x) and (y), as well as required parking for Banquet Halls and Restaurants, the gross floor area does not include any washroom, corridor, stairwell, accessory office, and mechanical and storage area.
- (ll) A minimum of 0.60 parking spaces per Retirement Residential Unit shall be allocated to a Retirement Residence.
- (mm) No parking is required for the Courtesy Suites.

LOT COVERAGE

- (nn) Notwithstanding Section 23.2.1 (Lot Coverage) the maximum lot coverage shall be 40%.

LOADING SPACES

- (oo) Notwithstanding Section 6A(16)(a)(ii) (Loading Spaces Required), and 6A(16)(c)(ii) (Location of Loading Spaces) a minimum of 4 loading spaces shall

be provided.

RECREATIONAL AMENITY AREA

- (pp) Recreational amenity area shall be provided as follows:
 - (i) Outdoor: a minimum of 2.3m² per Retirement Residential Unit.
 - (ii) Indoor: a minimum of 10m² per Retirement Residential Unit.”

EXCEPTION REGULATIONS FOR ALL USES PERMITTED ON PARCEL 3

GROSS FLOOR AREA

- (qq) The maximum gross floor area shall be 114,500m².
- (rr) The maximum gross floor area of Retail and Personal Service Shops shall be 1,000m².

DWELLING UNITS

- (ss) The maximum number of dwelling units for all Apartment House Dwellings and Multiple Attached Dwellings shall be 1,400.

BUILDING HEIGHT

- (tt) The maximum building height and number of storeys shall not exceed the maximum height in metres and number of storeys shown on Schedule C1(57).
- (uu) A penthouse or other roof structure which is used only as an ornament or to house the mechanical equipment of the building does not constitute a storey and shall be disregarded in calculating the height of the building.

YARD SETBACKS

- (vv) The minimum yard setbacks, excluding parking structures, shall be as shown on Schedule C1(57).

PARKING

- (ww) A minimum of 1,249 parking spaces shall be provided in Parcel 3 site for all permitted uses.

LOT COVERAGE

- (xx) Notwithstanding Section 23.2.1 (Lot Coverage) the maximum lot coverage shall be 55%.

LOADING SPACES

- (yy) Notwithstanding Section 6A(16)(a)(ii) (Loading Spaces Required), and 6A(16)(c)(ii) (Location of Loading Spaces) a minimum of 4 loading spaces shall be provided.

RECREATIONAL AMENITY AREA

- (zz) Recreational amenity area shall be provided as follows:

- (i) Outdoor: a minimum of 2.0m² per Dwelling Unit.
- (ii) Indoor: a minimum of 2.0m² per Dwelling Unit.”

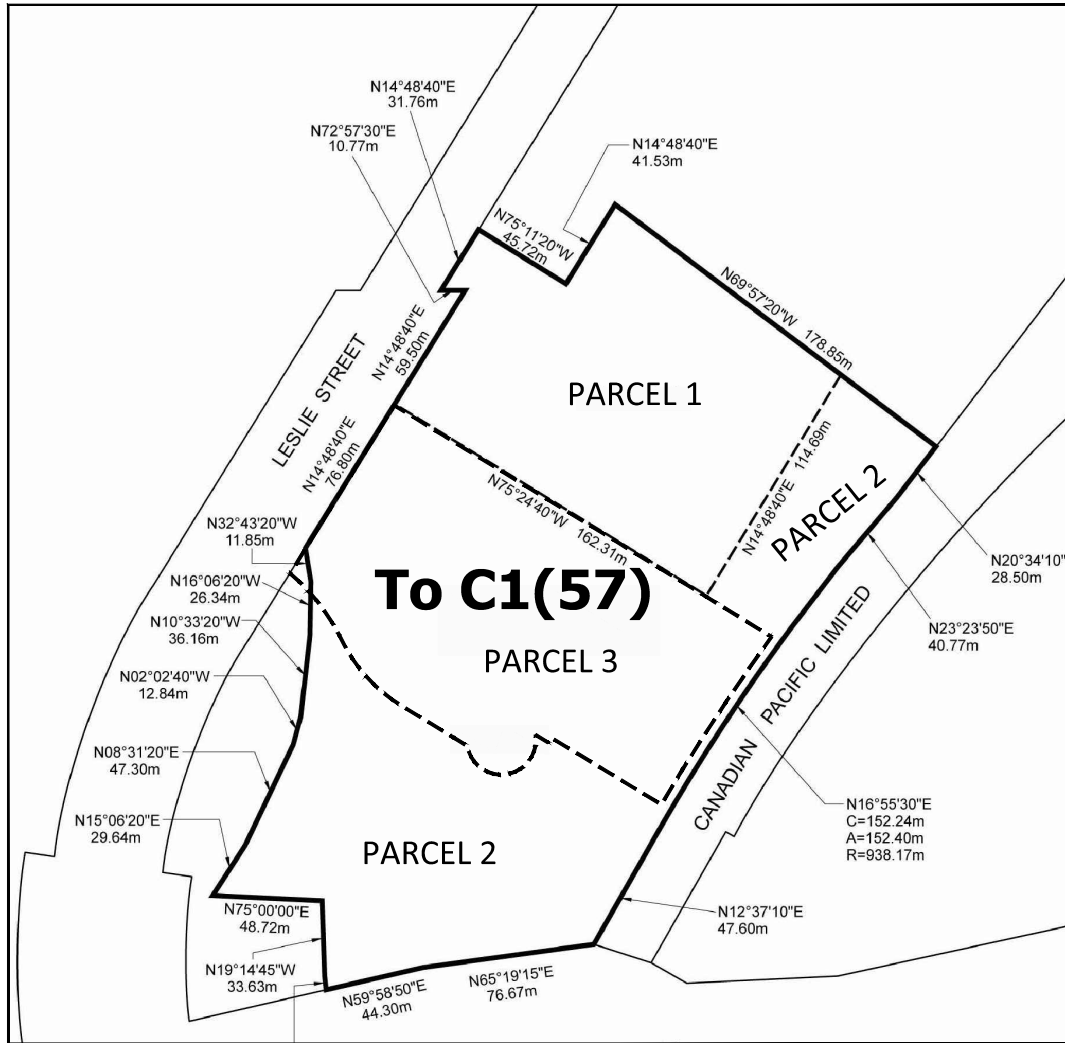
3. Within the lands shown on Schedule C1(57) attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- a. all new public roads have been dedicated; and
 - b. all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ____ day of _____, A.D. _____.

JOHN TORY,
Mayor

ULLIS WATKISS
City Clerk

(Corporate Seal)



Schedule 1

Part of Lots 1 & 2, Concession 3 East of Yonge Street



Not to Scale



Schedule C1(57)

Part of Lots 1 & 2, Concession 3 East of Yonge Street



Not to Scale

APPENDIX

B

SHADOW STUDY

ON THE PARK

SUN / SHADOW STUDY

March/September 21st and June 21st

MARCH/SEPTEMBER



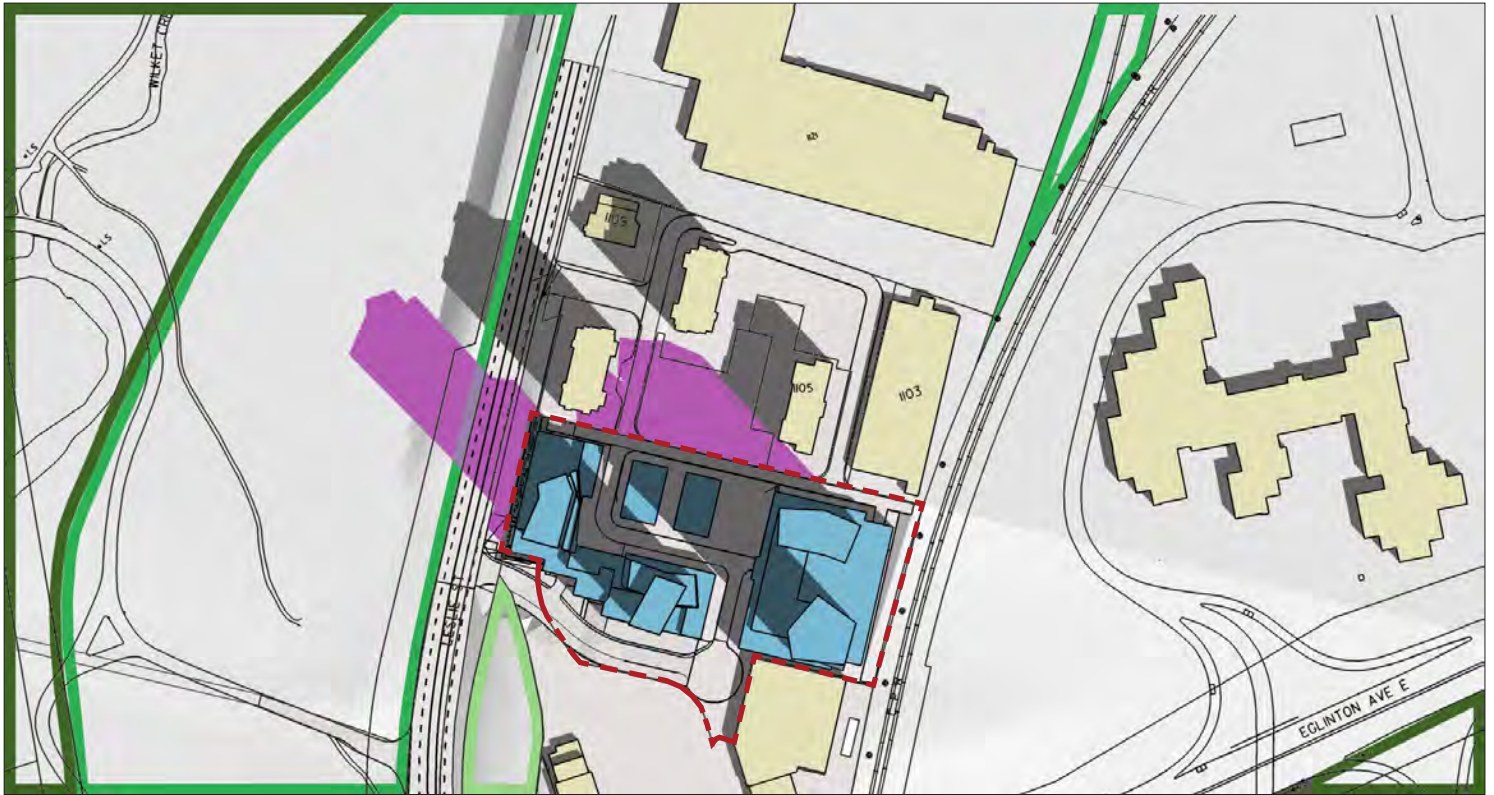
March/September 21, 9:18 am



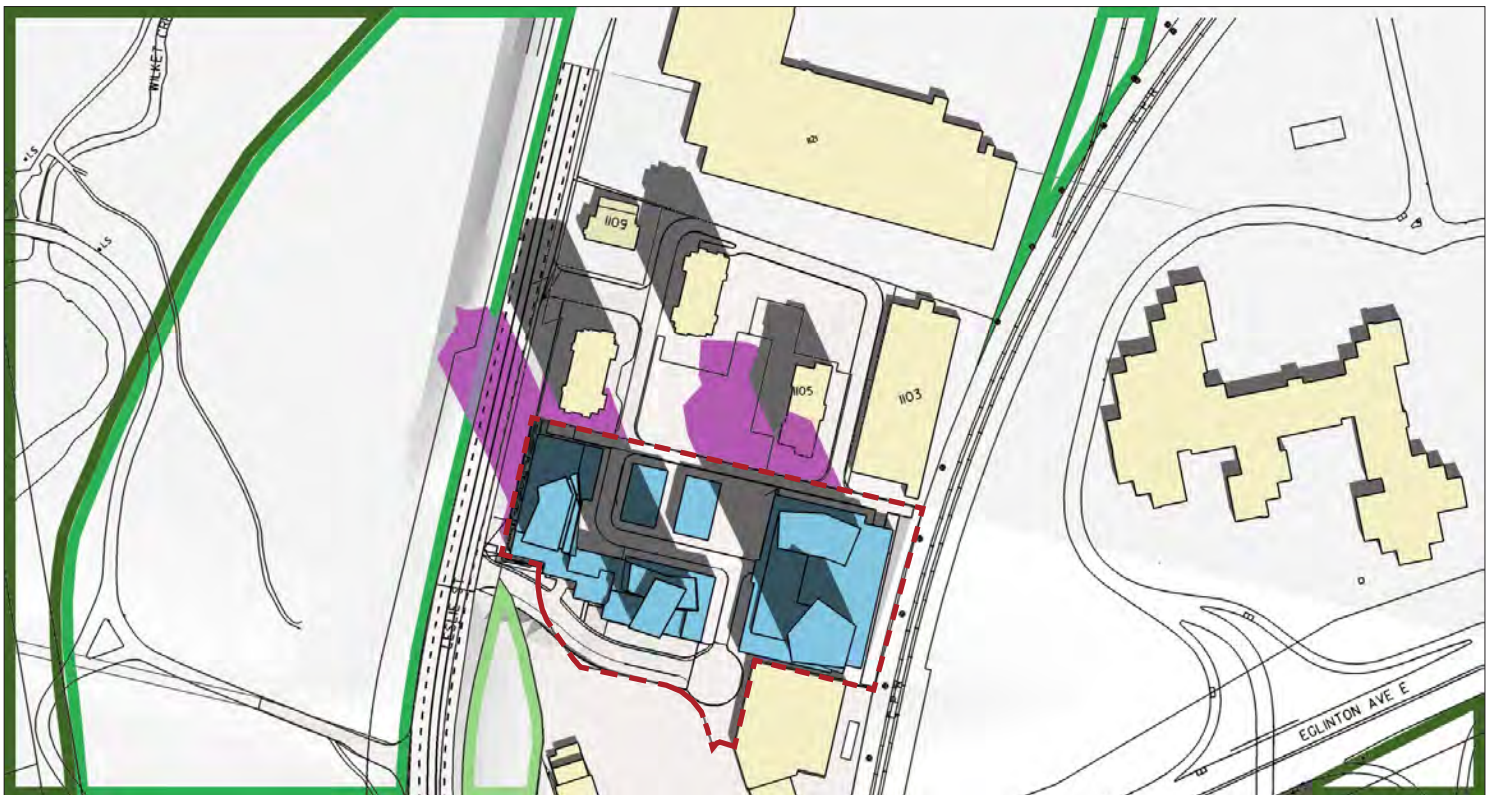
March/September 21, 10:18 am

LEGEND

- | | | | |
|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) |  |



March/September 21, 11:18 am



March/September 21, 12:18 pm

LEGEND

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|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) | |





March/September 21, 1:18 pm



March/September 21, 2:18 pm

LEGEND

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|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) | |





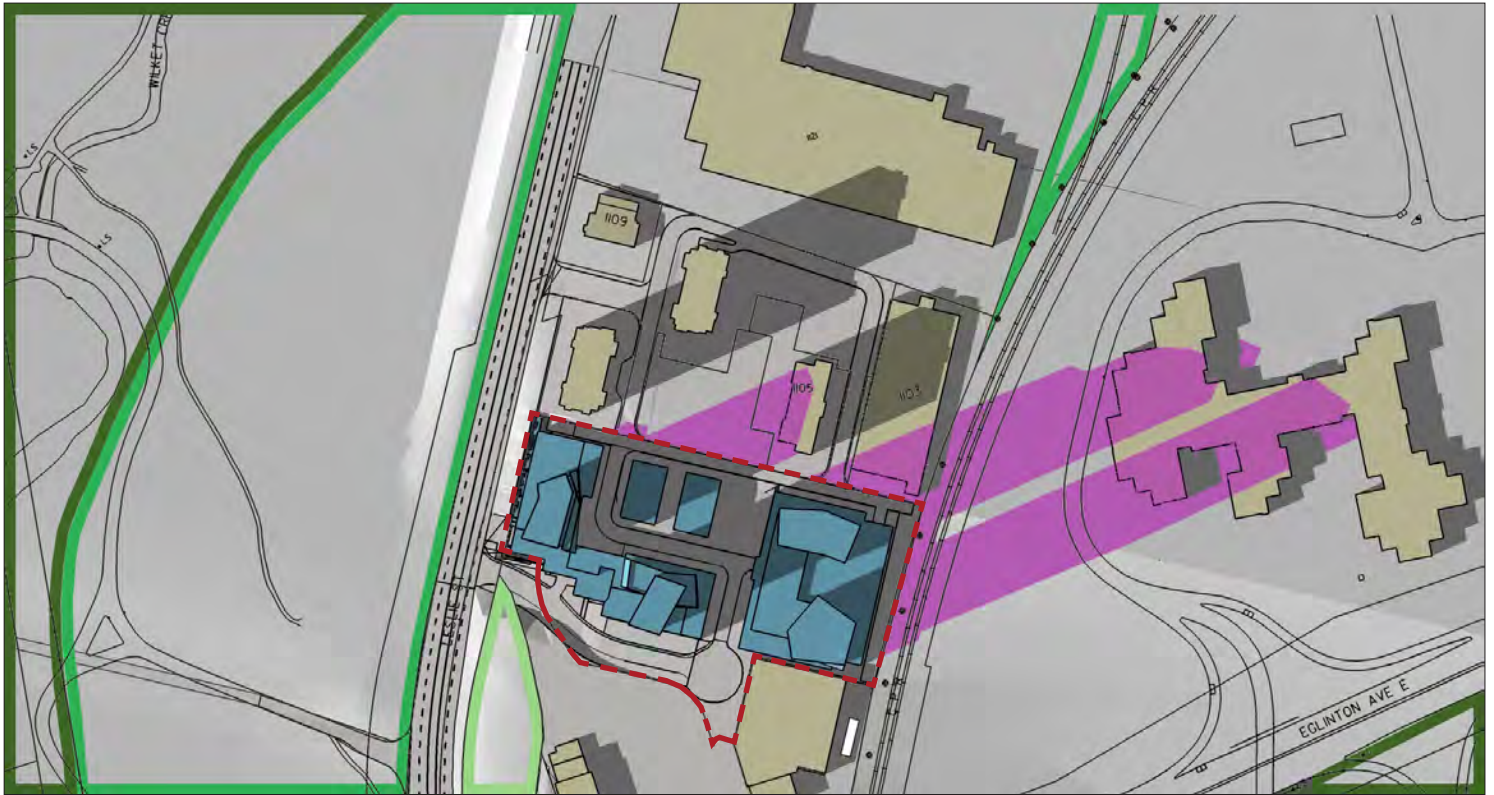
March/September 21, 3:18 pm



March/September 21, 4:18 pm

LEGEND

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|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) |  |



March/September 21, 5:18 pm



March/September 21, 6:18 pm

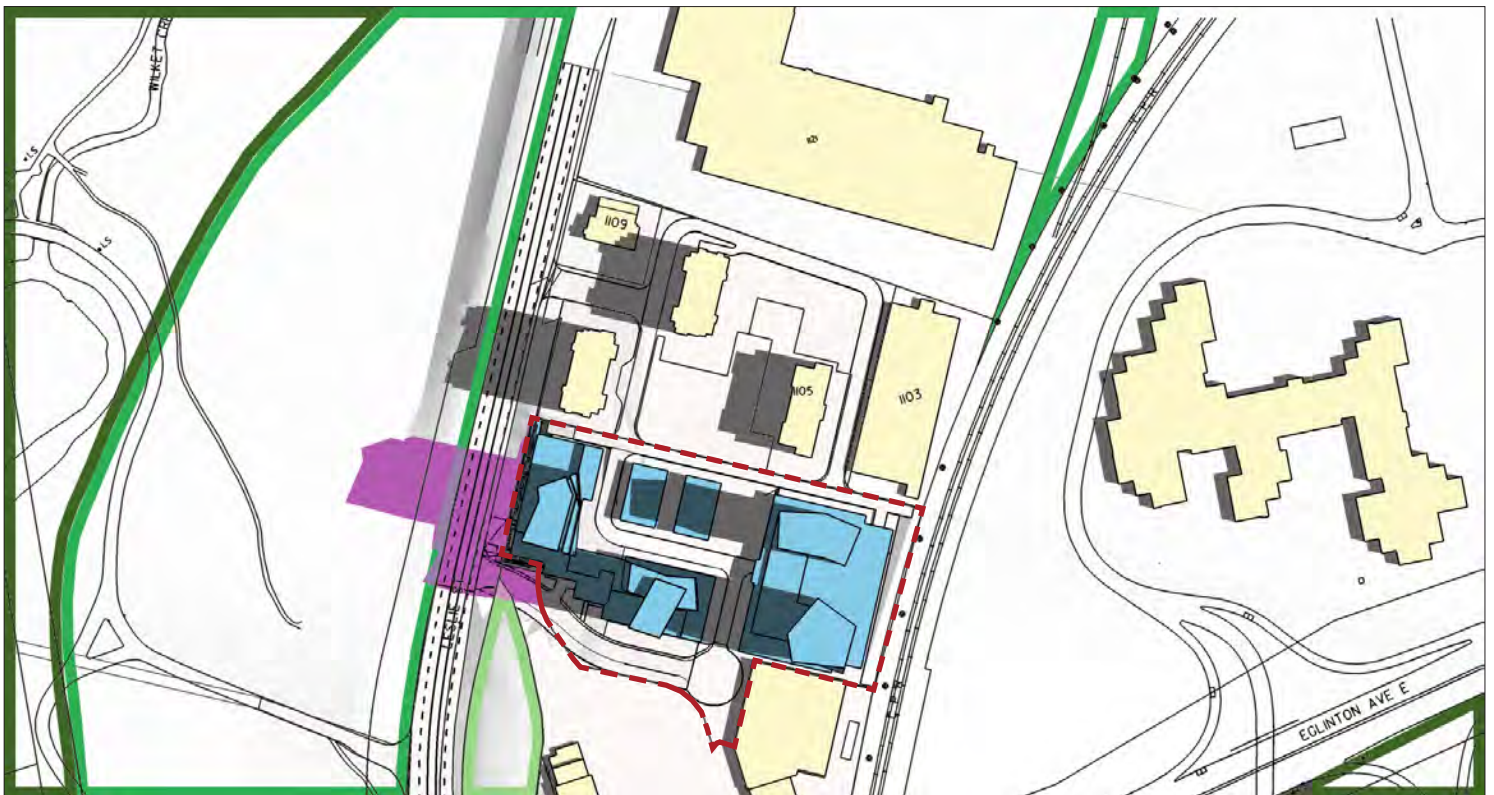
LEGEND

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|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) |  |

JUNE



June 21, 9:18 am



June 21, 10:18 am

LEGEND

- | | | | |
|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) |  |



June 21, 11:18 am



June 21, 12:18 pm

LEGEND

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|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) |  |



June 21, 1:18 pm



June 21, 2:18 pm

LEGEND

- | | | | |
|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) |  |



June 21, 3:18 pm

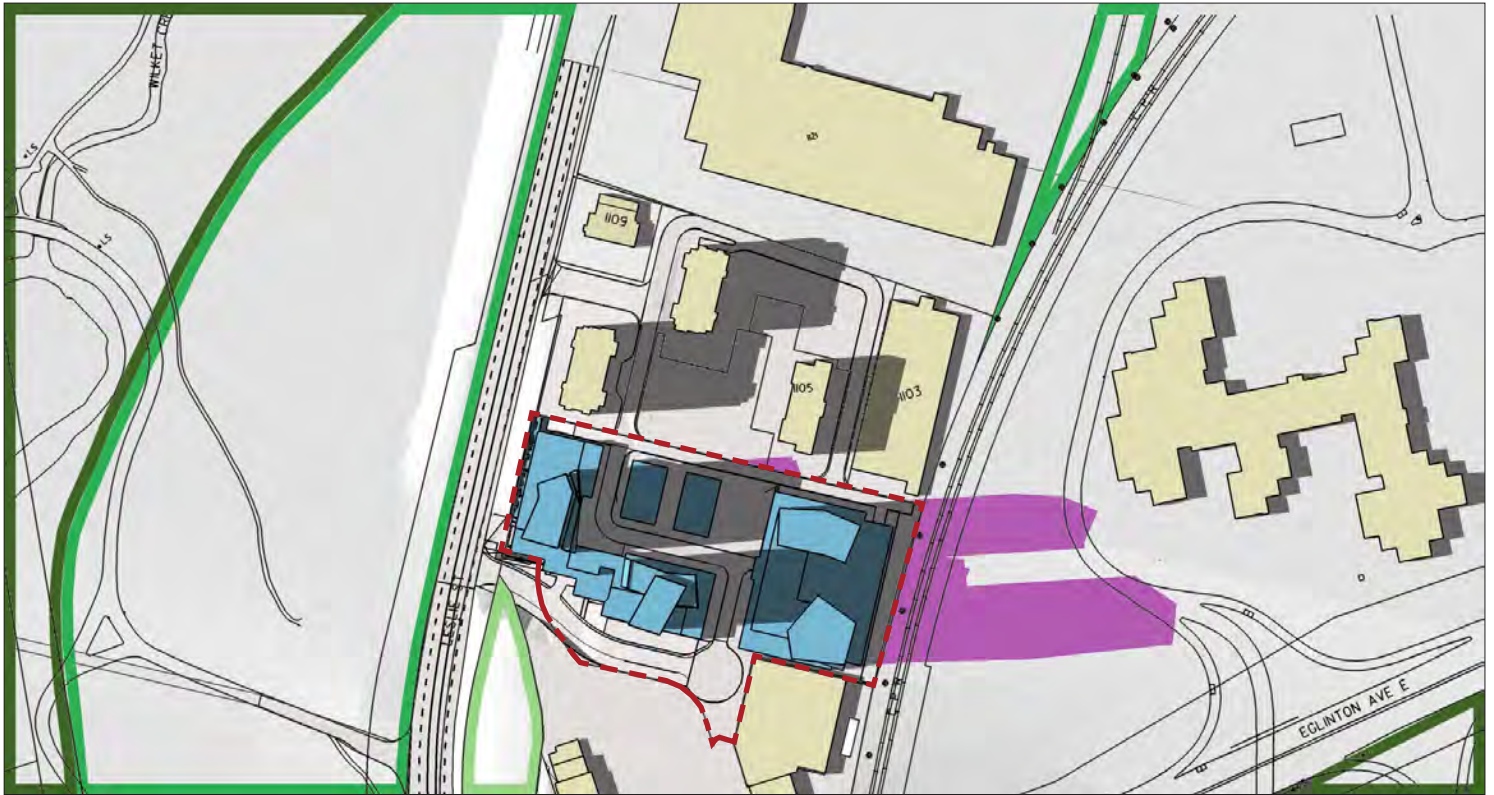


June 21, 4:18 pm

LEGEND

- | | | | |
|--------------------------|--------------------|--------------------|-----------------------------|
| Proposal on subject site | Existing buildings | Parks (OP) | Other Open Space Areas (OP) |
| Proposal shadows | Property line | Natural Areas (OP) | |





June 21, 5:18 pm



June 21, 6:18 pm

LEGEND

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|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|  Proposal on subject site |  Existing buildings |  Parks (OP) |  Other Open Space Areas (OP) |
|  Proposal shadows |  Property line |  Natural Areas (OP) |  |

COMMUNITY SERVICES AND FACILITIES STUDY

TABLE OF CONTENTS

Job No. 1475

- 1 INTRODUCTION C3
- 2 STUDY AREA C4
- 3 DEMOGRAPHIC PROFILE C5
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 - 3.4 Income C7
 - 3.5 Education C8
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- 4 COMMUNITY RESOURCES INVENTORY C11
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 - 4.4 Recreation C16
 - 4.5 Emergency Services C17
- 5 SUMMARY C21

1 INTRODUCTION

This Community Services and Facilities Study has been prepared in support of an application to permit the redevelopment of 1087, 1091 and 1095 Leslie Street. The development will contain 1,400 residential units.

The study provides a demographic profile of the neighbourhood, reviews the existing inventory of community resources which serve the area, and identifies priorities that should be considered in connection with the current proposal.

An inventory of key publicly funded services and facilities was compiled, including schools, child care facilities, community centres, parks and libraries, using data such as enrollment, capacity, service boundaries and types of programs. Neighbourhood census data was gathered from the 2006 and partially released 2011 Banbury-Don Mills Neighbourhood Profile found on the City's website (www.toronto.ca) to develop a short demographic profile of the area and its residents.

A portion of the data used in the Study was gathered from the 2011 National Household Survey (NHS), such as information on immigration, education, labour, housing and incomes. The 2011 NHS is a voluntary survey on the population conducted on the same day as the 2011 Census. The questions asked in this survey were previously asked in the "long-form" version of the Census. However, data from the NHS and previous long-form Census cannot be compared as the NHS is a voluntary survey, which may result in the NHS under-reporting the number of people belonging to certain subgroups due to lack of response.

Contact was made via email with the Toronto District School Board as well as the Toronto Catholic District School Board in order to gain accurate and up-to-date data on the current vacancies and capacities of the surrounding schools. Daycare centres in the area were contacted via telephone and represent a snapshot of the vacancies at that point in time. It is important to note that this contact is therefore limited as the vacant spaces at daycare centres are generally in flux.

2 STUDY AREA

The subject site is located within the boundaries of the Banbury-Don Mills neighbourhood (as delineated in the City of Toronto's neighbourhood classification system). The Banbury-Don Mills neighbourhood is roughly bounded by York Mills Road to the north, the Don River to the east, Eglinton to the south, and Wilket Creek to the west.

The boundaries for the community services and facilities inventory in Section 6 are Lawrence Avenue East to the north, Don Valley Parkway to the east and to the south, and Bayview Avenue to the west, as shown on Figure 2 at the end of this report

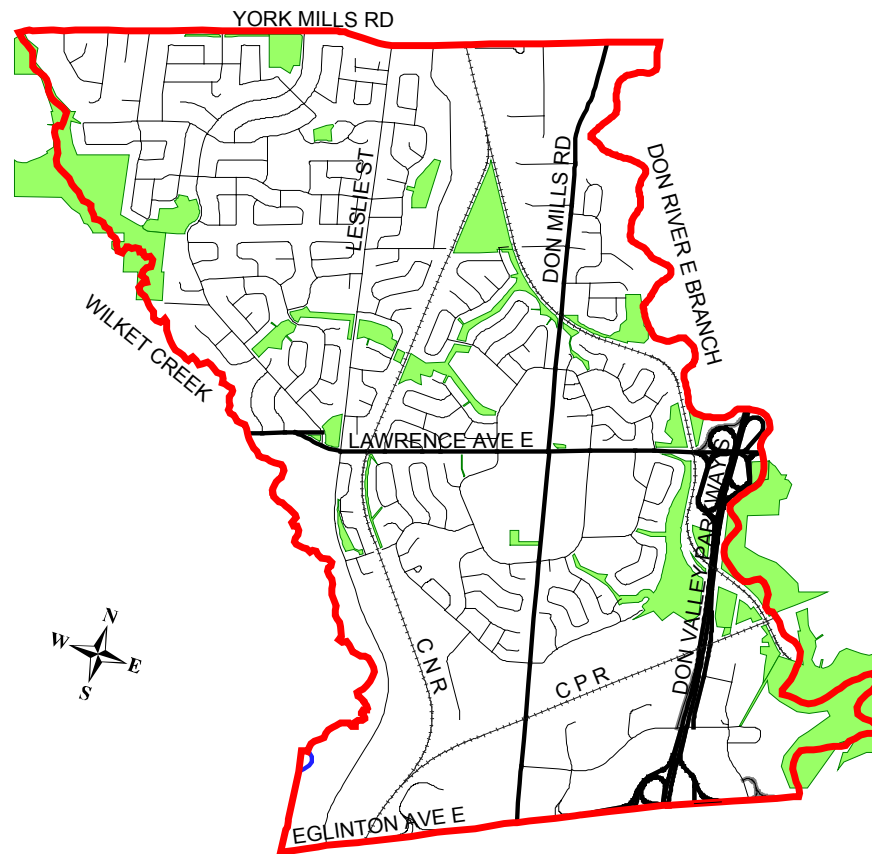


Figure 1: Banbury-Don Mills

3 DEMOGRAPHIC PROFILE

The subject site is located within the **Banbury-Don Mills** neighbourhood as per Figure 1. The following demographic profile is based on the City of Toronto's 2006, and partially released 2011, **Banbury-Don Mills** Neighbourhood Profile census and NHS data.

3.1 Population

Table 1 - Population by Age Group

	Banbury-Don Mills 2001		Banbury-Don Mills 2006		Banbury-Don Mills 2011	
	#	%	#	%	#	%
Children (0-14)	2,960	12.8%	3,525	13.9%	3,685	13.7%
Youth (15-24)	2,210	9.6%	2,560	10.1%	2,705	10.1%
Working age (25-64)	11,940	51.8%	13,295	52.3%	14,410	53.6%
Seniors (65+)	5,930	25.7%	6,040	23.8%	6,095	22.7%
TOTAL	23,040	100%	25,420	100%	26,895	100%

The population of the **Banbury-Don Mills** neighbourhood has increased between 2001 and 2011, from **23,040** to **26,895** persons. By age cohort, the neighbourhood has experienced a increase in aggregate numbers of every category, however some greater than others. The Children age cohort has increased in aggregate, however decreased from 12.8 to 13.7 percent of the population between 2001 and 2011. The Youth age cohort has increased from 9.6 to 10.1 percent of the population in the past 10 years. The Working Age group has increased in aggregate between 2001 and 2011, from 51.8 to 53.6 percent. The Seniors age group, has increased in aggregate number, however it has declined from 25.7 to 22.7 percent of the population, from 2001 to 2011. Compared to the City-wide data (see Table 2 below), the **Banbury-Don Mills** neighbourhood has a lower proportion of Children, Youth, and Working Age, but a higher proportion of Senior residents.

Table 2 - Population by Age Group

	City of Toronto 2001		City of Toronto 2006		City of Toronto 2011	
	#	%	#	%	#	%
Children (0-14)	433,820	18%	409,610	16%	400,860	15%
Youth (15-24)	308,415	12%	318,655	13%	333,510	13%
Working age (25-64)	1,401,430	57%	1,421,555	57%	1,503,260	58%
Seniors (65+)	337,845	14%	353,450	14%	377,440	14%
TOTAL	2,481,510	100%	2,503,270	100%	2,615,070	100%

3.2 Family Composition

Table 3 - Families by Number of Children

	Banbury-Don Mills 2006		Banbury-Don Mills 2011	
	#	%	#	%
Total # of census families in private households	7,180	100.0%	7,440	100.0%
Total couple families by family structure	6,190	86.2%	6,275	84.3%
Married couples	5,680	79.1%	5,715	76.8%
Without children at home	2,695	37.5%	2,510	33.7%
With children at home	2,985	41.6%	3,210	43.1%
1 Child	1,280	17.8%	1,355	18.2%
2 Children	1,270	17.7%	1,440	19.4%
3+ Children	435	6.1%	425	5.7%
Common-law couples	515	7.2%	565	7.6%
Without children at home	360	5.0%	435	5.8%
With children at home	145	2.0%	120	1.6%
1 Child	90	1.3%	65	0.9%
2 Children	25	0.3%	50	0.7%
3+ Children	0	0.0%	15	0.2%
Total lone-parent families by sex of parent	985	13.7%	1,165	15.7%
Female parent	885	12.3%	975	13.1%
1 Child	585	8.1%	695	9.3%
2 Children	225	3.1%	210	2.8%
3+ Children	75	1.0%	60	0.8%
Male parent	105	1.5%	195	2.6%
1 Child	90	1.3%	140	1.9%
2 Children	25	0.3%	40	0.5%
3+ Children	0	0.0%	10	0.1%

Table 3 provides the family structure of the population living in the **Banbury-Don Mills** neighbourhood. The total number of families has increased by 260 units from 2006 to 2011. As noted above, the proportion of the population comprised of married couples decreased from 79.1 to 76.8 percent, although the aggregate number still rose slightly. The number of common-law couples residing in the area increased from 7.2 to 7.6 percent. Most common-law couples continue to be without children at home, while the majority of married couples in the neighbourhood still have children at home. The total number of lone-parent families has increased by 180 units, a large part of which is composed by female parent.

3.3 Household Size

Table 4 - Household Size

	Banbury-Don Mills 2006		Banbury-Don Mills 2011		Toronto 2011
	#	%	#	%	%
One Person	3645	33.2%	4,170	35.5%	32%
Two Person	3630	33.1%	3,705	31.5%	29%
Three Person	1635	14.9%	1,650	14.0%	16%
Four - Five Person	1835	16.7%	2000	17.0%	19%
Six + Persons	225	2.1%	230	2.0%	4%
Total	10970	100.0%	11755	100%	100%

Table 4 shows the household size profile of the **Banbury-Don Mills** neighbourhood. The largest proportion of households are one-person households (35.5 percent), followed by two-person households (31.5 percent). Compared to the City of Toronto, the neighbourhood has a higher rate of one-person households (35.5 percent versus 32 percent), as well as a higher rate of two person households (31.5 percent versus 29 percent). In 2006, the neighbourhood had an average of 2.23 persons per household, and was 2.29 persons per household in 2011.

3.4 Income

Table 5 - Income

	Banbury-Don Mills 2001	Banbury-Don Mills 2005	Toronto 2006
Median household income	\$65,800	\$96,203	\$52,833
Average household income	\$91,711	\$137,063	\$80,343

Table 5 above provides the pre-tax median and average incomes of the population in the Banbury-Don Mills neighbourhood for 2001 and 2005, and the 2006 figures for City of Toronto. The census data shows that between 2001 and 2005, the median income increased 46 percent, and the average household income increased 49 percent. Compared to the city-wide data, the Banbury-Don Mills neighbourhood has significantly higher median and average household incomes.

Table 6 - Median and Average After-Tax Household Income (2011 NHS)

	Banbury-Don Mills 2011	Toronto 2011
Median household income	\$60,203	\$52,149
Average household income	\$89,867	\$70,945

Table 6 provides the after-tax median and average household incomes in the neighbourhood gathered from the 2011 National Household Survey. The table above indicates both the median and average after-tax household incomes are higher in the neighbourhood than the city-wide average and median. The 2011 NHS data cannot be compared to the 2001 or 2005 census data due to differences in reporting pre or post-tax figures, as well as issues of non-response due to the voluntary nature of the survey.

3.5 Education

Table 7 - Highest Educational Attainment (25 to 64 years)

	Banbury-Don Mills 2011 %	Toronto 2011 %
No certificate	4%	11%
High school diploma	16%	21%
Postsecondary certificate, diploma or degree	81%	69%

Table 7 provides the educational attainment of the neighbourhood population garnered from the 2011 NHS. The proportion of neighbourhood residents without any kind of educational attainment certificate is low (4 percent) compared to the city-wide average (11 percent). As for high school diploma achievement, 16 percent of **Banbury-Don Mills** residents have a high school diploma, whereas 21 percent of all Toronto residents have obtained a high school diploma. Lastly, postsecondary certificates, diplomas or degrees amounted to the largest portion of the neighbourhood residents at 81 percent, a level significantly higher compares with that of the City.

3.6 Citizenship / Immigration

Table 8 - Citizenship / Immigration

	Banbury-Don Mills 2001		Banbury-Don Mills 2006		Toronto 2006
	#	%	#	%	%
Canadian citizens	19,770	87.7	21,945	87.7	85%
Immigrants	10,040	44.6	11,915	47.6	50%
Recent immigrants	2,215	9.8	2,405	9.6	11%
Non-permanent residents	170	0.8	420	1.7	2%

The citizenship / immigration profile of the **Banbury-Don Mills** neighbourhood has remained stable between 2001 and 2006. The neighbourhood has remained consistent in the portion of residents who hold Canadian citizenship. As well, a relatively similar portion of immigrants reside in the neighbourhood in 2006 as in 2001. The proportion of recent immigrants and non-permanent residents increased in the area between 2001 to 2006.

Table 9 - Period of Immigration

	Banbury-Don Mills 2011	Toronto 2011
	%	%
Born in Canada	49%	49%
Before 2001	34%	33%
2001-2005	7%	8%
2006-2011	8%	8%
Non-permanent residents	2%	3%

Table 9 provides data on the period of immigration of the **Banbury-Don Mills** neighbourhood residents from the 2011 NHS. The categories used in the 2011 NHS are not the same as the 2006 (or earlier) Census data and thus will not be comparable. Table 9 indicates that 49 percent of the neighbourhood residents were born in Canada, which is equal to the city-wide percentage. As for immigration, 34 percent immigrated before 2001, 7 percent between 2001 and 2005, and 8 percent from 2006 to 2011. Compared to the city, a slightly higher proportion immigrated before 2001 (34 percent to the city's 33 percent), and a lower proportion immigrated between 2001 and 2005. The percentage of the immigration between 2006 and 2011 is similar to the City-wide percentage. The **Banbury-Don Mills** neighbourhood has a lower proportion of non-permanent residents (2 percent) compared to the city average 3 percent.

3.7 Housing

Table 10 - Housing Tenure (Occupied Private Dwellings)

	Banbury-Don Mills		Banbury-Don Mills		Toronto
	2001		2006		2006
	#	%	#	%	%
Owned	5,860	58%	6685	61%	54%
Rented	4,200	42%	4260	39%	46%

Table 10 indicates that between 2001 and 2006, in the **Banbury-Don Mills** neighbourhood, the percentage of home ownership increased slightly, from 58 to 61 percent. The rate of home ownership in the neighbourhood is higher than the city-wide average.

Table 11 - Housing Type (Occupied Private Dwellings)

	Banbury-Don Mills		Banbury-Don Mills		Toronto
	2006		2011		2011 ⁴
	#	%	#	%	%
Single-detached house	3620	33.1%	3,570	30.3%	26%
Semi-detached house	285	2.6%	285	2.4%	7%
Row house	660	6.0%	725	6.2%	6%
Apartment, detached duplex	30	0.3%	45	0.4%	4%
Apartments 5+ storeys	5020	45.8%	5,800	49.2%	41%
Apartments <5 storeys	1330	12.1%	1,355	11.5%	16%
Other	5	0.0%	0	0%	< 1%
TOTAL	10950	100%	11780	100%	100%

The neighbourhood predominantly consists of apartment units in buildings with 5 or more storeys (49.2 percent), followed by single-detached houses (30.3 percent). Approximately 11.5 percent of the housing stock in the neighbourhood is made up of apartment units in buildings with 5 or less storeys. Semi-detached houses made up 2.4 percent of the housing stock, and row houses 6.2 percent. Compared to the city, the **Banbury-Don Mills** neighbourhood has a higher proportion of high-rise apartment units, and a higher proportion of single-detached houses. Other housing types make up the remaining housing stock, as shown in Table 10 above.

4 COMMUNITY RESOURCES INVENTORY

The following is an inventory of community resources serving the site and surrounding area. The locations of these services are shown on Figure 2 at the end of this report.

4.1 Schools

Table 12 - Schools Serving the Subject Site

	Capacity	Enrolment	Utilization Rate
Public Elementary			
Rippleton (JK-06), 21 Rippleton Rd	328	314	95.73%
Greenland Public School (JK-05), 15 Greenland Rd	182	135	74.18%
Norman Ingram Public School (JK-05), 50 Duncairn Rd	242	184	75.83%
Don Mills Middle School (JK-08), 17 The Donway E	381	334	87.66%
TOTAL	1,133	967	83.35%
Public Secondary			
Don Mills Collegiate Institute (9-12), 15 The Donway E	774	1,113	143.70%
Northern SS (9-12), 851 Mount Pleasant Rd	1839	1,803	98.06%
TOTAL	2,613	2,916	120.8%
Catholic Elementary			
St. Anselm, (JK-08) 182 Bessborough Drive	325	345	106.2%
St. John XXII, (JK-08) 175 Grenoble Drive	470	438	93.2%
TOTAL	1,307	1,228	94.0%
Catholic Secondary			
Senator O'Connor (9-12, Mixed Gender), 60 Rowena Drive	1,062	1187	111.8%
St. Patrick (9-12, Mixed Gender), 49 Felstead Avenue	1,152	617	53.6%
Marshall McLuhan (9-12, Mixed Gender), 1107 Avenue Road	969	1016	104.9%
TOTAL	3,183	2820	88.6%

The inventory indicates that TDSB elementary schools in the area (four) have capacity to accommodate more students. As for the TDSB secondary schools, Don Mills CI is over capacity, and Northern SS can accommodate 36 additional students. In terms of the TCDSB elementary schools, St John XXII can accommodate additional pupils, while St. Anselm is at capacity. The TCDSB secondary schools in the area are generally at capacity with the exception of the St Patrick. If space is not available within area schools, it is noted that public school students could be bused to other schools within the City given that, on an overall system basis, the capacity

of TDSB schools exceeds current enrolment by more than 50,000 pupil spaces. In the case of Catholic schools, the TCDSB levies an educational development charge on new development to pay for growth-related capital expenditures.

The Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) have provided the appropriate multipliers to calculate the additional pupil yields from the proposed 1400-unit development:

- TDSB Elementary: 70 students
- TDSB Secondary: 42 students
- TCDSB Elementary: 53 student
- TCDSB Secondary: 30 students

4.2 Child Care Services

**Table 13 - Child Care Services: Capacities and Vacancies
(Rates are accurate as of December 8, 2014)**

	Fee Subsidy Available	Capacity / Vacancy	Infant (0 to 1.5 years)	Toddler (1.5 to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 10 years)	Total
ABC Academy Bayview* 1432 Bayview Avenue	N	Capacity	20	30	48	-	98
		Vacancy	-	-	-	-	-
Bennington Heights Child Care Centre 76 Bennington Heights Drive	Y	Capacity	-	-	40	30	70
		Vacancy	-	-	3	3	6
Bessborough Child Care Centre 211 Bessborough Drive	Y	Capacity	-	-	20	56	76
		Vacancy	-	-	0	2	2
Champions Children's Centre 9 Grenoble Dr	Y	Capacity	-	-	79	30	109
		Vacancy	-	-	10	10	20
Children's Garden Junior School 670 Eglinton Avenue East	N	Capacity	-	-	32	-	32
		Vacancy	-	-	1	-	1
Children's Garden Nursery School 1847 Bayview Avenue	N	Capacity	-	-	59	-	59
		Vacancy	-	-	2	-	2
Flemingdon Early Learning & Child Care Centre 29 St. Dennis Drive	Y	Capacity	10	15	34	-	59
		Vacancy	0	0	0	-	0
Flemingdon Park Schoolage & Family Centre 150 Grenoble Drive	Y	Capacity	-	-	-	45	45
		Vacancy	-	-	-	0	0

	Fee Subsidy Available	Capacity / Vacancy	Infant (0 to 1.5 years)	Toddler (1.5 to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 10 years)	Total
Fraser Mustard Early Learning Centre* 82 Thorncliffe Park Drive	Y	Capacity	-	-	60	-	60
		Vacancy	-	-	-	-	-
Gateway Day Care Centre 100 Leeward Glenway	Y	Capacity		15	38	12	65
		Vacancy		1	0	0	1
Graydon Hall Child Care Services* 150 Ferrand Drive	N	Capacity	20	32	42	-	94
		Vacancy	-	-	-	-	-
Grenoble Day Care Centre 45 Grenoble Drive	Y	Capacity	10	15	32	-	57
		Vacancy	0	0	8	-	8
Ikebata Nursery School* 6 Garamond Court	N	Capacity	-	15	60	-	75
		Vacancy	-	-	-	-	-
Kids' Ville Nursery School* 31 St. Dennis Drive	Y	Capacity	10	25	60	-	95
		Vacancy	-	-	-	-	-
Kindercircle Day Care 150 Kilgour Road	Y	Capacity	10	15	-	-	25
		Vacancy	0	0	-	-	0
Lawrence Park School 2180 Bayview Avenue	Y	Capacity	-	20	67	-	87
		Vacancy	-	0	3	-	3
Leaside Children's House 839 Millwood Road	N	Capacity	-	10	31	-	41
		Vacancy	-	1	0	-	1
Leaside Day Care Centre 206 Laird Drive	Y	Capacity	20	35	44	-	99
		Vacancy	0	0	2	-	2
Mrs. Park's Nursery School 822 Millwood Road	N	Capacity	-	-	44	-	44
		Vacancy	-	-	2	-	2
Northlea Community Childcare 305 Rumsey Road	Y	Capacity	-	-	104	84	188
		Vacancy	-	-	3	0	3
Playhouse Child Care Centre 15 Greenland Road	Y	Capacity	10	10	24	30	74
		Vacancy	0	0	8	0	8
Pride In Heritage Children's Centre 55 Gateway Blvd	Y	Capacity	-	15	24	115	154
		Vacancy	-	6	6	24	36
Red Apple Day Care - Blessed John XXIII 175 Grenoble Drive	Y	Capacity	-	15	24	92	131
		Vacancy	-	1	0	0	1
Red Apple Day Care (Overlea)* 135 Overlea Boulevard	Y	Capacity	10	10	16	-	36
		Vacancy	-	-	-	-	-
Rippleton Roadsters Satellite Program* 1340 Leslie Street	Y	Capacity	-	-	20	70	90
		Vacancy	-	-	-	-	-

	Fee Subsidy Available	Capacity / Vacancy	Infant (0 to 1.5 years)	Toddler (1.5 to 2.5 years)	Pre-school (2.5 to 5 years)	School Age (6 to 10 years)	Total
Rolph Road - Leaside Care Centres (St. Anselm) 182 Bessborough Drive	Y	Capacity	-	-	20	45	65
		Vacancy	-	-	0	0	0
Rolph Road Day Care Centre 31 Rolph Road	Y	Capacity	-	-	54	45	99
		Vacancy	-	-	0	0	0
St. Mark's Day Care Centre - Greenland Road 1 Greenland Rd	Y	Capacity	-	19	24	25	68
		Vacancy	-	0	0	0	0
Sunnybrook Creche* 2075 Bayview Avenue	Y	Capacity	10	25	32	-	67
		Vacancy	-	-	-	-	-
Thornccliffe Park Day Care Centre 48 Thornccliffe Park Drive	Y	Capacity	10	10	32	-	52
		Vacancy	0	0	0	-	0
Thornccliffe Park School Age Day Care 80 Thornccliffe Park Drive	Y	Capacity	-	-	-	21	21
		Vacancy	-	-	-	0	0
Total Capacity by Age Group			140	331	1,164	700	2,301
Total Vacancy by Age Group			0	9	48	39	88
			Total Capacity				2,301
* Vacancy information is not available			Total Vacancy				88

It is estimated that the proposed 1,400 units will generate a need for approximately 55 daycare spaces. This is based on a residential population increase of 3,206 people, of which 5.4 percent¹ (or 173) would be children aged 0-4. The projected number of children is multiplied by 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.

As compared with Table 12 above, the projected number of children generated from the proposed development who will require daycare (55 spaces) can be accommodated by the existing child care facilities serving the area.

¹ The 2006 Census data was used to derive the percentage of children ages 0-4 in Toronto Census Subdivision and the women's labour force participation rate in Toronto Census Metropolitan Area due to the fact that the 2011 Census data for women's labour force participation rate was not available.

4.3 Public Libraries

There are four public libraries located within the study area:

- Leaside (165 McRae Drive)
- Thorncliffe (48 Thorncliffe Park Drive)
- Flemingdon Park (29 St. Dennis Drive)
- Don Mills District Branch (888 Lawrence Avenue East)

The Leaside Branch is located at 48 Thorncliffe Park Drive. The branch offers services such as 19 Internet/Microsoft Office workstations, wireless internet access and equipment for persons with disabilities. The materials offered at this branch include:

- Audiobooks on CD
- Large Print Collection
- Local History Collection
- Large collection in French (children)
- Small collection in French (adult)

The Flemingdon Park Branch is located at 29 St. Dennis Drive. The branch offers services such as 12 Internet/Microsoft Office workstations, wireless internet access and equipment for persons with disabilities. The materials offered at this branch include:

- Adult Literacy Materials
- Large Print Collection
- Medium collection in Chinese, Russian, Tagalog, Tamil
- Small collection in French, Hindi (DVDs only), Persian, Spanish, Urdu

The Thorncliffe Branch is located at 48 Thorncliffe Park Drive . The branch offers services such as 19 Internet/Microsoft Office workstations, wireless internet access and equipment for persons with disabilities. The materials offered at this branch include:

- Audiobooks on CD
- Large Print Collection
- Medium collection in Urdu
- Small collection in Gujarati, Hindi, Persian

The Don Mills District Branch is located at 888 Lawrence Avenue East. The branch offers services such as 24 Internet/Microsoft Office workstations, wireless internet access and equipment for persons with disabilities. The materials offered at this branch include:

- Adult Literacy Materials
- Audiobooks on CD
- Large Print Collection
- Local History Collection
- Large collection in Chinese, French, Japanese
- Medium collection in German
- Small collection in Arabic, Hindi, Malayalam, Persian, Spanish

4.4 Recreation

The study area is served by five community centres:

- Flemingdon Community Centre and Playground Paradis (150 Grenoble Drive)
- Jenner Jean-Marie Community Centre (48 Thorncliffe Park Drive)
- Trace Manes Park Community Centre (110 Rumsey Road)
- Maurice Cody Community Centre (181 Cleveland Street)
- Banbury Community Centre (120 Banbury Road)

Flemingdon Community Centre is located at 150 Grenoble Drive, near the Don Valley Parkway, in the Don River Valley. The Centre contains a coat check room, a kitchen and five multipurpose rooms. The Center has also outdoor playgrounds, picnic area, splash pad, community garden, and outdoor courts and fields.

Jenner Jean-Marie Community Centre is located at 48 Thorncliffe Park Drive, adjacent to the Thorncliffe Library, and the Thorncliffe Park Daycare. The Centre contains a gymnasium and six multipurpose rooms. Registered programs include day camps for children as well as general interest programs for young children, arts programs for children, and youth, fitness / wellness programs, sports for children, youth and adults. Drop-in programs include fitness / wellness, general interest classes and sports.

Maurice Cody Community Centre is located adjacent to attached to the TDSB school, Maurice Cody Public School. The Centre contains a gymnasium and a multipurpose room. Registered programs include day camps for children as well as general interest programs for children, arts program for children and youth, and sports for children.

Banbury Community Centre is situated at 120 Banbury Road, within the residential neighbourhood at Leslie Street and York Mills Road. The Centre contains a clubhouse, a dressing house, a kitchen and five multipurpose rooms. Registered programs include arts programs for children, fitness/wellness for adults and general interest program for young children.

The study area is also served by three recreation centres:

- *Dennis R. Timbrell Resource Centre (29 St Dennis Drive)*
- *Angela James Arena & Tennis Centre (165 Grenoble Drive)*
- *Leaside Curling Club (1075 Millwood Road)*

Dennis R. Timbrell Resource Centre is located in the Flemingdon Park Area, near the Ontario Science Centre at 29 Dennis Drive. The Center is located in the same complex as the Flemingdon Park Library, and a daycare centre. The Resource Centre contains two fitness/weight rooms, a gymnasium, an indoor pool, a kitchen and seven multipurpose rooms. Registered program include day camps for children as well as general interest programs for young children, arts program for child, early child and youth and fitness / wellness, swimming, sports for children, youth and adults. Drop-in programs include arts classes, fitness/wellness and general interest programs, sports and swimming lessons.

4.5 Emergency Services

Fire Services

Fire station at 1109 Leslie Street is the closest to the subject site

Ambulance Service Facility

The closest ambulance service station to the subject site at 2075 Bayview Avenue.

Police Services

The nearest police station, Police Station 54 Division, is located at 41 Cranfield Road.

Parks

The study area is served well by a number of parks. Table 13 summarizes the size and facilities of the parks within the study area.

Table 14 - Parks within the Study Area

	Community Centre	Tennis Court	Indoor Rink	Outdoor Pool	Baseball Field	Football/Soccer Field	Cricket Field	Ice skating	Wading Pool/ Pool	Playground	Picnic Area	Lawn bowling	Gymnasium	Archery	Cross country skiing	Area (ha)
E.T. SETON PARK														X	X	1.8
FERRAND DRIVE PARK										X						0.87
FLEMINGDON PARK	X				X	X			X				X			13.3
GATEWAY GREENBELT																0.81
GREENBELT PARK																0.23
HOWARD TALBOT PARK					X				X			X				4.9
LEASIDE PARK		X			X	X			X							3.4
LEONARD LINTON PARK																0.81
LINKWOOD LANE PARK					X	X										2
LINKWOOD LANE PARKETTE																0.37
MOCCASIN TRAIL PARK																15
PAPERBIRCH WALKWAY																0.21
R.V. BURGESS PARK					X	X		X	X		X					1.5
SERENA GUNDY PARK																24.84
SUNNYBROOK PARK						X	X									154
TRACE MANES PARK	X	X	X		X				X							1.56
WILKET CREEK PARK																44

The Study Area contains 269.70 hectares of local parkland. The largest park in the study area is Sunny Brook Park, a 154 hectare park containing more than 2 km of pedestrian/bicycle trails .

Places of Worship

The study area is served by 13 places of Worship.

Table 15 - **Places of Worship**

Name	Address
Andrew Kim Catholic Church	849 Don Mills Road
Bethel Baptist Church	645 Millwood Road
Church of Christ	1708 Bayview Avenue
Darul Kahir Islamic Center	35 St Dennis Drive
Donway Baptist Church	235 The Donway East
Donway Covant United Church	230 The Donway
Greek Orthodox Metroplis	86 Overlea Boulevard
Leaside Bible Church	826 Eglinton Avenue Est
Leaside Presbyterian Church	822 Millwood Road
Noor Cultural Center	123 Wynford Drive
Northlea United Church	125 Brentcliffe Road
Caint Clement of Ohrid Macedonian Orthodox Church Congregation	76 Overlea Boulevard
Saint Edith Stein Catholic Church	16 Thorncliffe Drive PK
St Augustine of Canterbury Anglican Church	1847 Bayview Avenue
St Bonaventure's Church	1300 Leslie Street
St Cuthbert's Anglican Church	1399 Bayview Avenue
St Demetrios Greek Orthodox Church	30 Thorncliffe Park
St Mark's Presbyterian Church	1 Greenland Road
The Church of Jesus Christ of Latter-Day Saints	24 Ferrand Drive

5 SUMMARY

The population of the Banbury-Don Mills Neighbourhood has decreased by 5.8 percent since 2001. By age cohort, the Children, Youth and Working Age groups have increased in size from 2001 to 2011, while the Seniors cohort decreased in population. The most common familial composition is married couples with children, however there has been an increased in common-law couples without children.

In terms of housing, the largest proportion of households are composed of one-person and the average household income was significantly higher than the city-wide average. The majority of dwellings in the neighbourhood are owned. The most common type of dwelling unit are apartment units in buildings with more than 5-storeys.

The community resources inventory indicates the TDSB elementary school in the area has a some capacity to accommodate additional students, and one of the TDSB secondary schools can accommodate new students. As for the TCDSB, St. John XXII Catholic elementary school can accommodate additional elementary students, and St. Patrick Catholic Secondary School can accommodate secondary school students. The child care service providers within this area reported a total of 88 vacant spaces (across all age groups). The projected child care yield from this development (55 daycare spaces) may be accommodated by the existing child care facilities serving the area.

Four public libraries and eight community recreation centres serve the neighbourhood, offering a number of programs for people of all ages. There are a number of public parks in the neighbourhood that provide various facilities and amenities, including Sunny Brook Park, a large parks] which offers more that two kilometres of pedestrian/bicycle trails. There are 13 places of worship within the study area.

Study Area — —

PUBLIC LIBRARIES

- 1 LEASIDE
- 2 THORNCLIFFE
- 3 FLEMINGDON PARK
- 4 DON MILLS DISTRICT BRANCH

RECREATION CENTRE

- 1 DENNIS R. TIMBRELL RESOURCE CENTRE
- 2 ANGELA JAMES ARENA TENNIS
- 3 FLEMINGDON COMMUNITY CENTRE AND PLAYGROUND PARADISE
- 4 JENNER JEAN-MARIE COMMUNITY CENTRE
- 5 LEASIDE CURLING CLUB
- 6 TRACE MANES PARK COMMUNITY CENTRE
- 7 BANBURY COMMUNITY CENTRE

EMERGENCY SERVICES

- 1 FIRE STATION
- 2 FIRE STATION
- 3 AMBULANCE STATION
- 4 FIRE STATION
- 5 POLICE STATION

PARKS

- 1 E.T. SETON PARK
- 2 SERENA GUNDY PARK
- 3 LEONARD LINTON PARK
- 4 SUNNYBROOK PARK
- 5 FERRAND DRIVE PARK
- 6 LINKWOOD LANE PARKETTE
- 7 LINKWOOD LANE PARK
- 8 R.V. BURGESS PARK
- 9 GREENBELT PARK
- 10 MOCCASIN TRAIL PARK
- 11 PAPERBIRCH WALKWAY
- 12 WILKET CREEK PARK
- 13 GATEWAY GREENBELT
- 14 MACKLIN HANCOCK PARK
- 15 HOWARD TALBOT PARK
- 16 FLEMINGDON PARK

- 17 LEASIDE PARK
- 18 LOWER DON PARKLANDS
- 19 TRACES MANES PARK

DAY CARE

- 1 BESSBOROUGH CHILD CARE CENTRE
- 2 CHILDREN'S GARDEN NURSERY SCHOOL
- 3 FRANK MUSTARD EARLY LEARNING CENTRE
- 4 KINDERCIRCLE DAY CARE
- 5 LEASIDE CHILDREN'S HOUSE
- 6 LEASIDE DAY CARE CENTRE
- 7 MRS. PARK'S NURSERY SCHOOL
- 8 NORTHLEA COMMUNITY CHILDCARE
- 9 RED APPLE DAY CARE (OVERLEA)
- 10 RIPPLETON ROADSTERS SATELLITE PROGRAM
- 11 ROLPH ROAD DAY CARE CENTRE
- 12 THORNCLIFFE PARK DAY CARE CENTRE

SCHOOLS

- 1 RIPPLETON PUBLIC SCHOOL
- 2 GREENLAND PUBLIC SCHOOL
- 3 NORMAN INGRAM PUBLIC SCHOOL
- 4 DON MILLS MIDDLE SCHOOL (*off the map*)
- 5 DON MILLS COLLEGIATE INSTITUTE
- 6 NORTHERN SECONDARY SCHOOL
- 7 ST. ANSELM CATHOLIC SCHOOL (*off the map*)
- 8 ST. JOHN XXII CATHOLIC SCHOOL (*off the map*)
- 9 SENATOR O'CONNOR CATHOLIC SECONDARY SCHOOL (*off the map*)
- 10 ST. PATRICK CATHOLIC SECONDARY SCHOOL
- 11 MARSHALL MACLUHAN CATHOLIC SECONDARY SCHOOL

PLACE OF WORSHIP

- 1 ANDREW KIM CATHOLIC CHURCH
- 2 NOOR CULTURAL CENTER
- 3 DARUL KAHIR ISLAMIC CENTER
- 4 THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
- 5 SAINT CLEMENT OF OHRID MACEDONIAN ORTHODOX CHURCH CONGREGATION
- 6 GREEK ORTHODOX METROPLIS

- 7 SAINT EDITH STEIN CATHOLIC CHURCH
- 8 ST DEMETRIOS GREEK ORTHODOX CHURCH
- 9 ST CUTHBERT'S ANGLICAN CHURCH
- 10 BETHEL BAPTIST CHURCH
- 11 CHURCH OF CHRIST
- 12 ST AUGUSTINE OF CANTERBURY ANGLICAN CHURCH
- 13 LEASIDE PRESBYTERIAN CHURCH
- 14 NORTHLEA UNITED CHURCH
- 15 LEASIDE BIBLE CHURCH
- 16 ST BONAVENTURE'S CHURCH
- 17 DONWAY COVANT UNITED CHURCH
- 18 DONWAY BAPTIST CHURCH
- 19 ST MARK'S PRESBYTERIAN CHURCH

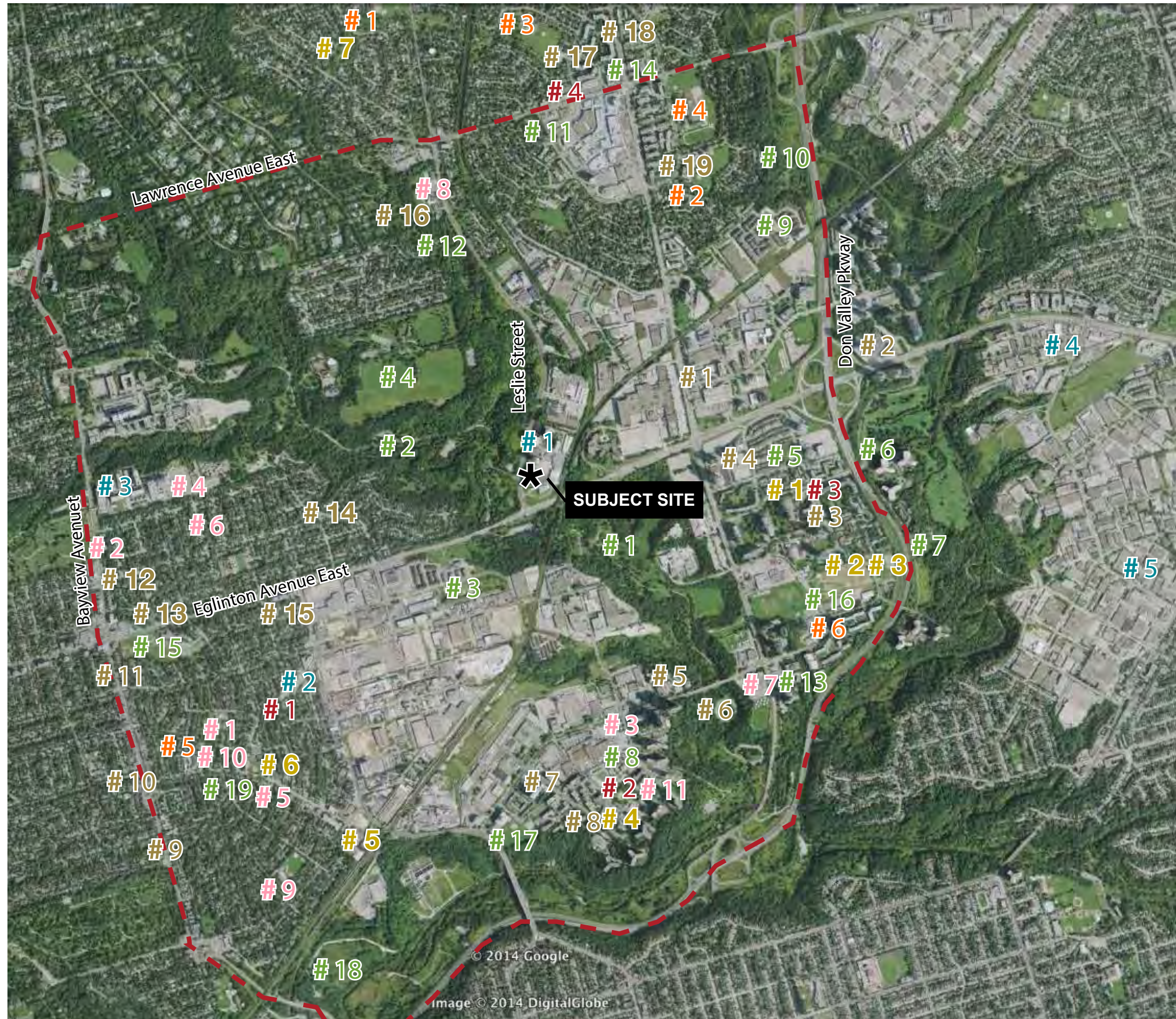
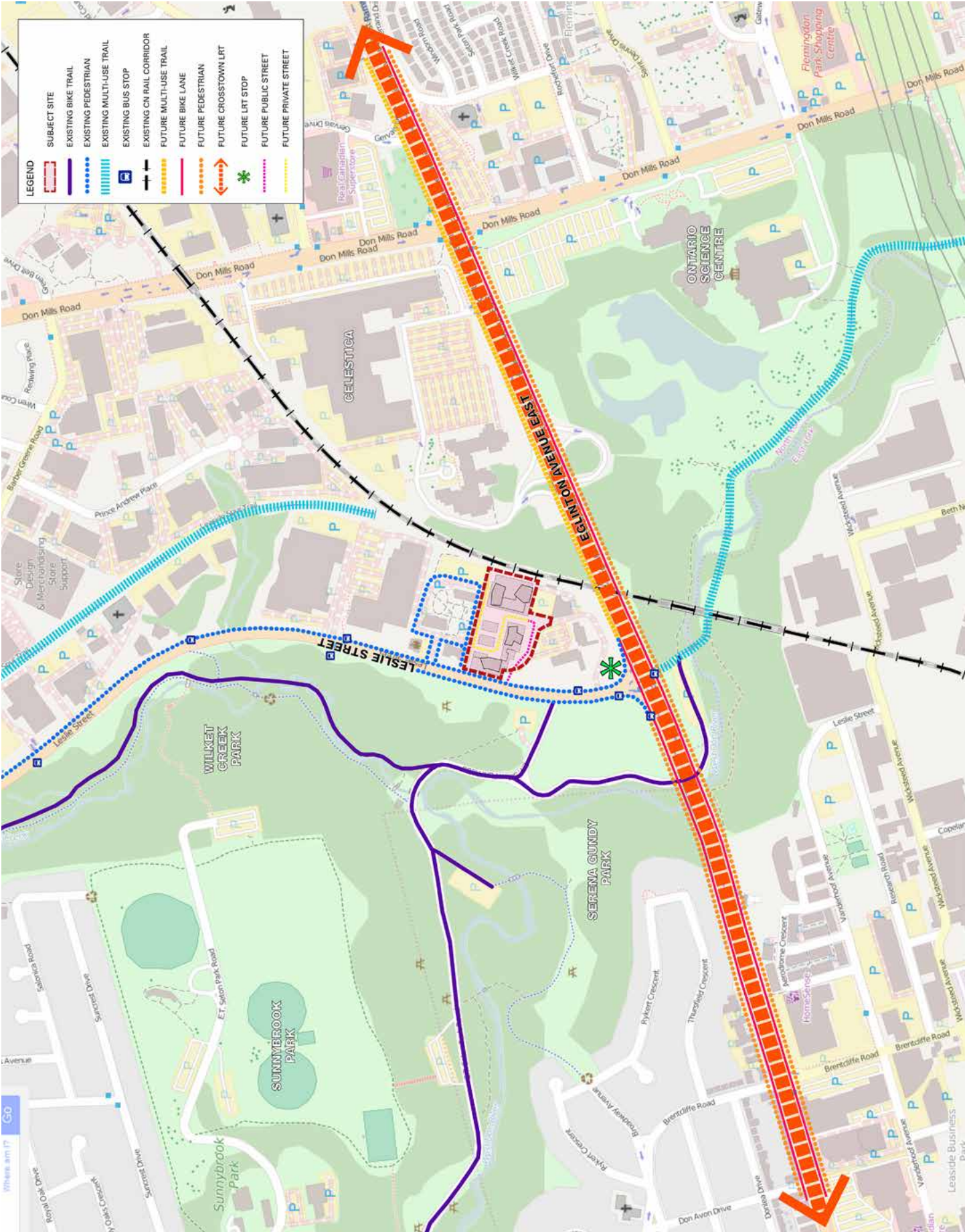


Figure 2

CONTEXT PLAN



LEGEND	
	SUBJECT SITE
	EXISTING BIKE TRAIL
	EXISTING PEDESTRIAN
	EXISTING MULTI-USE TRAIL
	EXISTING BUS STOP
	EXISTING ON RAIL CORRIDOR
	FUTURE MULTI-USE TRAIL
	FUTURE BIKE LANE
	FUTURE PEDESTRIAN
	FUTURE CROSSTOWN LRT
	FUTURE LRT STOP
	FUTURE PUBLIC STREET
	FUTURE PRIVATE STREET

