

November 9, 2022

Elisabeth Silva Stewart  
Acting Manager, Community Planning  
Etobicoke York District  
City of Toronto  
2 Civic Centre Court, 3<sup>rd</sup> Floor  
Toronto, ON M9C 5A3

Dear Ms. Silva Stewart:

***Re: Planning and Urban Design Rationale Addendum Letter  
Zoning By-law Amendment and Plan of Subdivision Applications  
File No. 21 125098 WET 02 OZ & 21 124798 WET 02 SB  
5 Capri Road, Toronto***

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This Planning and Urban Design Rationale Addendum Letter has been prepared in support of a resubmission of the above-noted applications by Tenblock for a 2.35 hectare apartment site located along the east side of Highway 427, approximately 250 metres south of Rathburn Road, municipally known as 5 Capri Road (the “subject site”).

## **BACKGROUND**

On March 8, 2021, Zoning By-law Amendment and Plan of Subdivision applications were submitted to permit the redevelopment of the southern portion of the subject site with three new residential buildings of 27, 39 and 31 storeys atop a shared 6-storey podium, containing 924 residential units (Buildings A, B and C). The applications also proposed a new public road extending southward from Capri Road along the eastern limit of the site (Street A), as well as a centrally located 1,555 square metre public park.

Overall, a total of approximately 67,444 square metres of residential gross floor area (“GFA”) was proposed, resulting in a net density of approximately 6.25 FSI on the proposed redevelopment site. The existing 24-storey rental apartment building on the northern portion of the subject site (Building E) was proposed to be retained and secured as rental housing. In support of the applications, we filed a Planning and Urban Design Rationale report, including a Housing Issues Report, dated March 2021 (the “2021 Rationale”).

The Zoning By-law Amendment and Plan of Subdivision applications were deemed complete as of April 19, 2021 and were circulated to various municipal departments

and outside commenting agencies. A Preliminary Report was considered by Etobicoke York Community Council on September 10, 2021.

We have since received a full round of formal comments on the applications. Following issuance of the comments, several workshops and design meetings took place between the applicant team and City Staff to discuss the proposed development and work toward alignment on site configuration and built form. In response to these ongoing discussions and the formal comments received to date, significant revisions have been made to the proposal.

This letter concludes that, with the design revisions summarized below and illustrated in the architectural drawing set prepared by BDP Quadrangle, dated November 9, 2022, the revised proposal continues to provide for an appropriate and desirable development in land use planning, built form and urban design terms. Subject to the additional comments set out herein, the findings and analysis set out in our 2021 Rationale continue to be relevant and accurate.

## **DESCRIPTION OF THE REVISED PROPOSAL**

The revised proposal continues to provide for the redevelopment of the southern portion of the site with three new residential buildings on a shared podium, in addition to a new public road extending south from Capri Road and a new public park. While the shape of the podium has changed, the overall building placement has stayed largely the same as in the original proposal, with Buildings A, B and C being sited at the northwestern, southwestern and southeastern corners of the podium. In addition, Building E continues to be maintained in its current location and will be secured as rental housing.

The key site organization and built form revisions are outlined below:

### ***Site Organization***

- Street A will no longer extend down the entire east limit of the site. Instead, Street A has been reconfigured to extend approximately half-way down the east lot line and will terminate centrally on the site with a standard turning circle. The location and configuration of the proposed public road will protect for a potential future eastward extension of the road, either as a public road or a private driveway, through the adjacent 530 The East Mall property to connect with The East Mall.
- Given the reconfiguration of Street A, the proposed public park has been relocated to the southeast corner of the site and will have frontage on the terminus of Street A. The size of the proposed park has increased from approximately 1,555 square metres to 1,777 square metres, which reflects

a 15% parkland dedication based on a revised net site area of 11,848 square metres. The shape of the park has been re-oriented as a linear rectangle and has been situated in a location where it could be expanded further east on the adjacent 530 The East Mall property should it redevelop.

- The open space area just south of Building E, between Street A and the proposed building has been redesigned to accommodate a 422 square metre privately-owned, publicly accessible open space (“POPS”). The front yard of Building E will also accommodate 103 square metre and 229 square metre outdoor amenity spaces.
- The lands to the rear (west) of Building E have been redesigned to accommodate landscaped open space, including a community garden and pet amenity area.
- The Ministry of Transportation (“MTO”) setback area and the City of Toronto easement area along the west and south lot lines, respectively, have been landscaped as part of a larger pedestrian network around the site. This trail network will provide unobstructed access from Street A and the proposed park around proposed Buildings A, B and C.
- Vehicle and loading access to the proposed buildings will now be provided from a single private driveway which extends from the terminus of Street A. The driveway will provide access to a central courtyard area flanked by the shared podium of Buildings A, B and C to the west, south and east.
- Loading access to Building E will now be provided from a new independent driveway connecting to the existing terminus of Capri Road.

### ***Built Form & Proposed Uses***

#### ***General***

- The heights of Buildings A, B and C have been reduced from 27, 39 and 31 storeys (91.7, 127.4 and 103.5 metres including mechanical penthouse) to a consistent 21 storeys (73.5 metres including mechanical penthouse) in order to respond to comments received from the Greater Toronto Airports Authority (“GTAA”).
- The proposed total number of residential dwelling units has decreased from approximately 924 units to 824 units, a decrease of 100 units.

- A two-storey, 642 square metre daycare centre has been introduced within the eastern wing of the base building. The daycare centre will also feature a 303 square metre outdoor play area.
- A 189 square metre bike repair and café use is now proposed within the northernmost portion of the base building.

### Base Building

- The base building has been reconfigured to a 'C' shape, featuring a central driveway access and courtyard area flanked by base building elements to the west, south and east.
- The height of the base building has been modified from a consistent 6 storeys (20.8 metres) to 4 to 8 storeys (15.3 to 29.1 metres). In this regard, the base building is now configured with an 8-storey western wing and a 6-storey eastern wing. The central portion of the base building facing the internal courtyard area will be 4 storeys.
- The 6-storey eastern wing of the base building will now have a direct facing relationship with the proposed public park. In this location, the base building will provide a 5.0 metre setback to the proposed park and will be lined with at-grade residential units.
- The parking configuration now consists of three dedicated levels of underground parking, in addition to limited parking areas on Levels 2 through 4 of the base building. The majority of Levels 2 through 4 will now be occupied primarily by residential uses.

### Tower

- The floor plates of Buildings A, B and C have been modestly increased from approximately 750 square metres gross construction area ("GCA") to approximately 799, 790 and 795 square metres GCA, respectively.
- The shape of each tower has been reconfigured as a slender rectangle with a singular corner notch.
- While the general tower placement has been maintained, the minimum tower separation distance between the proposed buildings has increased from a range of approximately 25.0 to 28.2 metres to a range of approximately 25.0 to 33.4 metres. The distance between Building A and Building E has increased slightly from 25.0 metres to approximately 25.7 metres.

As a result of the above-noted changes, in addition to several other detailed design and technical revisions, the total GFA of the proposal has decreased from approximately 67,444 square metres to approximately 56,767 square metres, a decrease of approximately 15.8%. Given this reduction, together with an increase in the net site area, the net density of the proposed development has been reduced from approximately 6.25 FSI to 4.79 FSI.

Furthermore, the revised proposal continues to have general regard for the Growing Up Guidelines as it pertains to unit mix. Of the proposed units, the revised proposal will provide a total of 348 larger units (42.2%) of two bedrooms or greater, including 265 two-bedroom units (32.2%) and 83 three-bedroom units (10.0%). **Table 1** below provides a summary of the evolution of the development statistics.

**Table 1: Comparative Statistics**

Key Statistics	Original Proposal (March 2021)			Revised Proposal (November 2022)		
<b>Gross Site Area</b>	23,521 sq. m.			23,521 sq. m.		
<b>Net Site Area</b>	10,783 sq. m.			11,848 sq. m.		
<b>Building Height</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>A</b>	<b>B</b>	<b>C</b>
Storeys	27	39	31	21	21	21
Top of Roof (m)	85.7	121.4	97.5	68.5	68.5	68.5
Top of Mechanical (m)	91.7	127.4	103.5	73.5	73.5	73.5
<b>Gross Floor Area</b>						
Residential	67,444 sq. m.			55,936 sq. m.		
Retail	0 sq. m.			189 sq. m.		
Daycare	0 sq. m.			642 sq. m.		
<b>Total Gross Floor Area</b>	67,444 sq. m.			56,767 sq. m.		
<b>Floor Space Index</b>	6.25 FSI			4.79 FSI		
<b>Proposed Unit Mix</b>						
Studio	20 (2%)			0 (0%)		
One-bedroom	528 (57%)			476 (57.8%)		
Two-bedroom	281 (31%)			265 (32.2%)		
Three-bedroom	95 (10%)			83 (10.0%)		
<b>Total Proposed Units</b>	924 (100%)			824 (100%)		
<b>Existing Units</b>	327 (100%)			327 (100%)		
<b>Open Space</b>						
Public Parkland Dedication	1,555 sq. m.			1,777 sq. m.		
POPS	0 sq. m.			422 sq. m.		
<b>Amenity Space</b>						
Indoor Amenity Space	1,862 sq. m. (2.0 sq. m./unit)			1,661 sq. m. (2.0 sq. m./unit)		
Outdoor Amenity Space	1,835 sq. m.			1,674 sq. m.		

<b>Total Amenity Space</b>	(2.0 sq. m./unit) 3,696 sq. m. (4.0 sq. m./unit)	(2.0 sq. m./unit) 3,335 sq. m. (4.05 sq. m./unit)
<b>Vehicle Parking Spaces</b>		
Residential (Existing Building)	293 spaces	249 spaces
Visitor (Existing Building)	32 spaces	19 spaces
Residential (Proposed)	796 spaces	626 spaces
Visitor (Proposed)	93 spaces	47 spaces
<b>Total Vehicle Parking</b>	1,214 spaces	941 spaces
<b>Bicycle Parking Spaces</b>		
Short-Term (Existing Building)	23 spaces	24 spaces
Short-Term (General Use)	0 spaces	12 spaces
Short-Term (Proposed)	65 spaces	131 spaces
Long-Term (Proposed)	630 spaces	586 spaces
<b>Total Bicycle Parking</b>	718 spaces	753 spaces
<b>Loading Spaces</b>		
Existing Spaces	1 Type "G"	1 Type "G"
Proposed Spaces	2 Type "G" & 1 Type "C"	2 Type "G"

## PLANNING AND URBAN DESIGN ANALYSIS

In our opinion, the revised proposal continues to be appropriate and desirable with respect to site organization, height, massing and density, and built form, and has appropriate regard for the Tall Building Design Guidelines. In particular, the proposed reconfiguration of the site, revised base building massing and reduced tower height directly respond to the built form and urban design comments provided by City Staff and the GTAA and will provide for a more comfortable and functional tall building development with improved access and connectivity around the subject site.

### *Site Organization and Circulation*

The revised proposal includes a revised layout of public streets, parks and open spaces to better orient the proposed development on the subject site and provide for improved pedestrian permeability and circulation.

With respect to public streets, Street A has been reconfigured to extend only half-way down the site's east side lot line and will now feature a centrally located terminus in the form of a standard turning circle. In our opinion, the reconfiguration of Street A provides for a more functional road configuration in that it provides for a clear terminus and turnaround point for passing vehicle traffic, whereas the road design in the original proposal proposed a dead end stub for Street A.

While the previous configuration of Street A protected for a future southward extension through the Burnhamthorpe Collegiate lands, the revised location of Street A's central terminus now protects for a future eastward connection to The East Mall should the adjacent property at 530 The East Mall redevelop. In our opinion, the revised configuration is preferable given the increased likelihood that 530 The East Mall will be redeveloped and the fact that a future eastward connection to The East Mall would achieve a key planning objective in breaking up a large city block and improving overall circulation.

In the event that the future road network is never extended through 530 The East Mall, the reconfiguration of Street A with a central turning circle will ensure that the proposed Buildings A, B and C can function independently from a transportation perspective, and that the new and existing buildings will have appropriate access, address and visibility.

Providing access to Buildings A, B and C will be a two-way private driveway extending southwesterly from the Street A turning circle. This driveway will pass between the east and west wings of the base building, accessing a central driveway loop and courtyard area, flanked by the base building to the west, south and east. This area will provide centralized vehicle, loading and pick-up/drop-off access to Buildings A, B and C, and has been designed as a loop to provide unobstructed ingress and egress back out to Street A.

As a result of the reconfiguration of Street A, the proposed park was moved from its previous central location to the southeast corner of the site. In our opinion, the siting of the proposed park in this location is desirable in that it will: continue to have access, visibility and frontage on Street A; form part of the broader on-site pedestrian and cycling network; and provide the opportunity for future expansion of the park onto the adjacent site to the east at 530 The East Mall. Furthermore, the revised siting of the public park means that it will no longer be surrounded by vehicle rights-of-way on all sides, and now has direct frontage and animation along the east face of the base building. In this regard, east-facing residential units are now proposed at grade fronting onto the proposed park with a minimum 5.0 metre setback.

As part of the revised proposal, the remaining open space areas on the site have also been reconsidered as part of a broader landscaping network across the site. In particular, these areas consist of the areas to the front and rear of Building E, as well as the required 14.0 metre MTO setback and City of Toronto easement area. The areas within the front and side yards of Building E, facing towards Street A, have been redesigned to accommodate a 422 square metre POPS, in addition to a series of dedicated outdoor amenity spaces for Building E, including a 229 square metre space at its northeast corner and a 103 square metre space at its southeast corner. To the rear of Building E, the revised proposal includes an

additional 92 square metre outdoor amenity space, in addition to a large landscaped open space area that is intended to be used as a community garden and pet amenity.

Connecting to these open space areas, along with Street A and the public park, will be a new pedestrian trail network that extends along the west and south lot lines within the required MTO setback and TDSB easement areas. This network will make use of excess lands by connecting the various elements of the site and will provide for unobstructed circulation around Buildings A, B and C.

### ***Land Use***

The revised proposal will introduce three new residential buildings connected by a shared podium on the southern portion of the site, while retaining the existing rental residential building on the north part of the site. As noted in the 2021 Rationale, the existing and proposed apartment residential use conforms with the *Apartment Neighbourhoods* designation of the Official Plan and is permitted by the applicable RAC (Residential Apartment Commercial) and R4 (Fourth Density Residential Zone) zoning categories in City-wide Zoning By-law 569-2013 and the Etobicoke Zoning Code, respectively.

In terms of ancillary uses, the revised proposal now includes the provision of a 189 square metre bicycle café use, as well as a 642 square metre daycare use. Together, these ancillary non-residential uses will represent approximately 1.5% of the total GFA on the site. These uses are intended to be located at grade within the west and east wings of the base building and will have visibility and access from Street A and the private driveway leading into Buildings A, B and C.

In our opinion, these supporting uses are appropriate and desirable given the context of the site and will provide both existing and future residents with much needed convenience and childcare related amenities that do not currently exist on the site or in the immediate surrounding area. Furthermore, the proposed café and daycare uses are permitted by the applicable RAC zoning in By-law 569-2013, subject to conditions.

### ***Height, Massing and Density***

It continues to be our opinion that the subject site is a contextually appropriate location for tall buildings. The overall height of Buildings A, B and C have been reduced by 6, 18 and 10 storeys respectively (18.2, 53.9 and 30.0 metres), resulting in a consistent tower height of 21 storeys (73.5 metres including mechanical penthouse).



For the reasons outlined in the 2021 Rationale, it is our opinion that the revised building heights of 21 storeys continue to be appropriate given the existing and approved development context along the Highway 427 corridor and the site's separation distance from, and transition to, parks and *Neighbourhoods* designated properties to the east of The East Mall.

In this regard, the proposed 21-storey height of the revised proposal is similar in height to the existing 24-storey building on the subject site, in addition to the 19-storey height on the adjacent 7 Capri Road property. More broadly, the proposed height fits comfortably within, and is considerably lower than, the pattern of existing and approved heights along the Highway 427 corridor. Such heights include:

- two approved 24-storey buildings to the north at 600 The East Mall;
- an approved 22-storey building to the west at 555 The West Mall;
- eleven existing and approved buildings ranging from 14 to 30 storeys to the southwest between Civic Centre Crescent and Eva Road; and
- nine existing and approved buildings ranging from 21 to 43 storeys to the south between Valhalla Inn Road and Bloor Street West.

In terms of massing, the design of the revised proposal continues to provide for an appropriate tower and podium typology, consisting of a well defined base building with three distinct tower elements. The revised base building has been articulated in a manner in which the tallest 8-storey wing is located to the west facing Highway 427, the 6-storey wing is located to the east facing the existing 7-storey building at 530 The East Mall and the lowest 4-storey element faces centrally into the internal courtyard area.

It is our opinion that the previous 6-storey mass of the base building has been broken up in a manner that provides appropriate transition in scale from west to east, relates to the existing built form context of the surrounding area and provides a comfortable pedestrian scale within the internal areas of the site. While the base building will continue to exceed the adjacent right-of-way width of Street A (16.5 metres), the closest 6-storey and 8-storey wings of the base building will be significantly set back from the street. In addition, the inward 'C'-shape and variation of the podium height and floor plate will minimize the visual impact of the massing from Street A. Facing the proposed park, the base building will provide a comfortable 6-storey condition with a minimum setback of approximately 5.0 metres.

Above the base building, the proposed towers will continue to be stepped back from the face of the base building by approximately 3.0 metres to the north, south and east and by approximately 1.5 metres to the west. The tower stepbacks will visually differentiate the towers from the base building and will add further visual interest to the overall design. As a result of these stepbacks, the easternmost tower

(Building C) will be set back by approximately 8.0 metres from the proposed park and 25.5 metres from the terminus of Street A. This will provide ample separation distance that will minimize the visual massing impacts of the proposed towers when viewed from the public realm.

Given the reduced tower heights in the revised proposal, moderately larger tower floor plates of approximately 799, 790 and 795 square metres GCA are now proposed for Buildings A, B and C, respectively. While larger than the recommended 750 square metres set out in the Tall Building Design Guidelines, we note that the siting and placement of the proposed towers results in setbacks and separation distances that meet and exceed the recommended 25.0 metre tower separation and 12.5 metre tower setbacks set out in the guidelines.

In terms of density, it is our opinion that the revised net density of 4.79 FSI, measured on a net site area basis for Block 1, is appropriate and desirable. The revised proposal continues to optimize the use of land and infrastructure on the site and will provide for significant public realm and landscaping improvements, in addition to new community amenities including the provision of a new public park, POPS and daycare facility.

### ***Built Form Impacts***

In our opinion, the revised proposal will continue to have no unacceptable built form impacts on surrounding streets, open spaces or properties through the provision of appropriate setbacks, stepbacks and separating distances.

### ***Light, View and Privacy***

Given that the siting of the base building and proposed towers has remained essentially unchanged since the original proposal, it is our opinion that the revised proposal continues to adequately mitigate any potential light, view and privacy impacts.

With respect to the base building, residential units on Levels 2 through 8 of the base building continue to exceed the 5.5 metre setback standard from all adjacent property lines. Furthermore, the angle of the base building no longer provides for a direct facing relationship with the existing building on the site, meaning there will be no facing windows. Given the minimum 19.7 metre setback to the east lot line and 9.1 metre setback to the south lot line, the revised proposal continues to provide sufficient separation from the existing apartment building and potential future redevelopment at 530 The East Mall to the east, as well as from future redevelopment of the Burnhamthorpe Collegiate lands to the south, should it ever occur.

For tower elements, the revised proposal continues to be in keeping with the City-wide Tall Building Design Guidelines in that the northernmost tower (Building A) will be set back by a minimum of 25.8 metres from the existing building. In addition, Buildings A, B and C will continue to meet or exceed a 25 metre separation distance from one another, with Buildings A and B having a separation distance of approximately 33.4 metres, Buildings B and C having a separation distance of approximately 25.0 metres with no direct facing windows, and Buildings A and C having a separation distance of approximately 29.0 metres. With respect to surrounding properties, all three proposed towers will continue to meet or exceed the recommended 12.5 metre setbacks from surrounding lot lines, providing appropriate separation from existing and future buildings on adjacent properties, notably to the south and east.

In terms of articulation, the proposed towers will also maintain 3.0 metre tower stepbacks from the eastern, southern and northern faces of the base building. The stepback from the western edge of the base building facing Highway 427 will continue to be 1.5 metres. In our opinion, this stepback condition continues to be appropriate in this location given its lack of public street frontage.

#### Shadow Impacts

A shadow study has been prepared by BDP Quadrangle based on the revised proposal which assesses the shadow impacts of the revised proposal at the spring/fall equinoxes (i.e. March/September 21<sup>st</sup>), the summer solstice (i.e. June 21<sup>st</sup>) and the winter solstice (i.e. December 21<sup>st</sup>), between the hours of 9:18 a.m. and 6:18 p.m.

The Official Plan places a particular emphasis on potential shadow impacts on lands designated *Neighbourhoods*. Specifically, Policy 4.2(2)(b) requires new buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. As noted in our 2021 Rationale, the closest *Neighbourhoods* designated lands are located approximately 135 metres to the east, to the east of The East Mall.

The study demonstrates that during the March/September 21<sup>st</sup>, the revised proposal will not result in any shadowing on lands designated *Neighbourhoods* until approximately 5:18 p.m. During June 21<sup>st</sup>, shadows from the revised proposal will not fall on lands designated *Neighbourhoods* until approximately 6:18 p.m., at which time a sliver of the West Glen Junior School property will be impacted. Finally, on December 21<sup>st</sup>, shadows from the revised proposal will begin to affect the *Neighbourhoods* to the east from 4:18 p.m. onwards.

With respect to nearby parks and open spaces, the proposal would not result in any shadowing impacts on lands designated *Parks, Natural Areas* or *Other Open*

*Space Areas*, including notably Capri Park to the north, at any point throughout the year. Regarding the proposed public park, given its new location, the revised proposal will result in slightly more favourable sun-shadow conditions than the original submission. In particular, the revised proposal will provide for full sunlight on the proposed park during the morning hours, with shadows falling on the park from 1:18 p.m. onwards on March/September 21<sup>st</sup> and December 21<sup>st</sup> and 2:18 p.m. onwards on June 21<sup>st</sup>.

To the south, shadow impacts on the Burnhamthorpe Collegiate sports field will be essentially the same as the original proposal, with shadows cast on the northern portion of the field from 5:18 p.m. onwards on June 21<sup>st</sup> and very minor impacts on March/September 21<sup>st</sup> at 6:18 p.m. There will be no shadow impact on the Burnhamthorpe Collegiate lands on December 21<sup>st</sup>.

In terms of impacts on surrounding streets and sidewalks, the shadow study demonstrates that, on March/September 21<sup>st</sup>, the revised proposal will cast shadows on:

- a portion of both sides of Street A, consisting of the southern terminus from 12:18 p.m. onwards; and
- a portion of both sides of The East Mall, south of Capri Road, from 4:18 p.m. onwards.

On June 21<sup>st</sup>, the revised proposal will cast shadows on:

- a small portion of the Street A terminus at 5:18 p.m.; and
- a small portion of the westerly The East Mall sidewalk at 5:18 p.m., extending to both sides of the street by 6:18 p.m.

On December 21<sup>st</sup>, the revised proposal will cast shadows on:

- the majority of Street A from 12:18 p.m. onward;
- a portion of both sides of Capri Road from 1:18 p.m. to 2:18 p.m.;
- a portion of The East Mall at Capri Road at 1:18 p.m.; and
- a portion of both sides of The East Mall, south of Capri Road from 2:18 p.m. onward.

Based on the foregoing analysis, it continues to be our opinion that shadow impacts on surrounding properties and the public realm are minor and acceptable. In particular, shadowing on nearby lands within the *Neighbourhoods* designation continue to be “adequately limited” in accordance with the Official Plan, with no shadow impacts on these areas until 4:18 p.m. (December 21<sup>st</sup>) at the earliest.

Furthermore, the proposal will result in no shadowing on any lands designed *Parks, Natural Areas* or *Other Open Space Areas* at any point throughout the year. While the proposal will shadow the proposed on-site park, it is our opinion that the resulting shadows from the proposal would not negatively impact the utility of the space, given that it will provide 4 consecutive hours of unobstructed morning sunlight throughout the year, with 1-2 hours of partial sunlight thereafter.

Based on the foregoing analysis, it is our opinion that the sun-shadow impacts from the revised proposal on surrounding properties and the public realm are more favourable than the original proposal and continue to be minor and acceptable.

### ***Housing***

In accordance with Policy 3.2.1(5)(a) of the Official Plan, Tenblock confirms that all units within the existing building will be retained and secured as rental housing.

### ***Amenity Space Improvements***

With respect to Policy 3.2.1(5)(b), the revised proposal maintains and expands upon the proposed enhancements to the existing building outlined in our 2021 Rationale. In particular, the following proposed enhancements to the existing building are proposed:

- the expansion of the existing indoor amenity space / party room into the adjacent storage room, which will increase the indoor amenity space in the existing building by 106.3 square metres;
- a new 29.6 square metre indoor amenity room, adjacent to the laundry room;
- a new 163 square metre indoor amenity room in the basement;
- a new 103 square metre outdoor amenity space located in the front yard, at the southeast corner of the building, which will be contiguous with the expended indoor amenity room noted above;
- a new 229 square metre outdoor amenity space located in the front yard, at the northeast corner of the building, which is intended to consist of a children's playground;
- a new 92 square metre outdoor amenity space located in the rear yard, at the southwest corner of the building;

- a new loading enclosure for the existing building. This enclosure is now proposed at the northwest corner of the building and will be accessed by a private driveway extending directly to Capri Road. The new loading enclosure will screen garbage pick-up activities, thereby reducing noise and odour impacts; and
- the provision of 24 short-term bicycle parking spaces for the existing building, which meets the Zoning By-law 569-2013 requirement of 0.07 spaces per dwelling unit for a new building.

**Table 2 – Amenity Space Enhancements (Existing Building)**

	<b>Existing Building</b>	<b>Original Proposal (March 2021)</b>	<b>Revised Proposal (November 2022)</b>
Indoor	85 sq. m. (0.26 sq. m./unit)	191 sq. m. (0.58 sq. m./unit)	383 sq. m. (1.17 sq. m./unit)
Outdoor	88 sq. m. (0.27 sq. m./unit)	502 sq. m. (1.54 sq. m./unit)	424 sq. m. (1.30 sq. m./unit)
<b>Total Amenity Space</b>	<b>173 sq. m. (0.53 sq. m./unit)</b>	<b>693 sq. m. (2.12 sq. m./unit)</b>	<b>808 sq. m. (2.47 sq. m./unit)</b>

In summary, the revised proposal will continue to provide a substantial increase in the amount of amenity space for the use of residents of the existing building. In particular, the proposed amenity enhancements will increase the amount of indoor amenity space within the existing building from approximately 84.6 square metres to a total of 383 square metres (1.17 square metres per unit). The proposed indoor amenity space within the existing building currently consists of unused storage rooms and management space and will not result in the removal of accessible common spaces, resident storage space or amenity uses. Furthermore, the enhancements will increase the amount of outdoor amenity space from approximately 88 square metres to a total of 424 square metres (1.30 square metres per unit). It is intended that the exact details regarding the design and programming of the proposed amenity space areas will be developed in consultation with City Housing Staff and the existing residents of the site through a future tenant meeting and tenant survey.

The proposed enhancements to the existing building will be supplemented by the array of new amenities included in the revised proposal, including a new public road, a 1,777 square metre public park, a 422 square metre POPS and a 642 square metre daycare facility, as well as an attractive and holistic landscape design that will improve pedestrian access and circulation between buildings, on-site parkland and open space areas.

Tenblock continues to confirm that the cost of any improvements to the existing building will not be passed through to tenants in the form of an above-guideline increase (“AGI”).

### Parking

There are currently 380 parking spaces within the existing building, consisting of 317 parking spaces located within the existing below-grade parking structure and 63 parking spaces within a surface parking area. As of November 2022, approximately 329 parking spaces were rented by existing tenants, resulting in a utilization of approximately 1.0 parking space per dwelling unit. The subject site currently does not provide any bicycle parking spaces for residents.

The revised proposal includes a total of approximately 941 parking spaces for both the new and existing buildings, consisting of 875 resident parking spaces and 66 visitor parking spaces. Parking for both the new and existing buildings will be provided in the shared below- and above-grade parking structure.

In terms of allocation, parking for the new and existing buildings will be provided at the same ratio, consisting of approximately 0.82 parking spaces per dwelling unit. This ratio is further broken down into approximately 0.76 resident parking spaces per dwelling unit and 0.06 visitor parking spaces per dwelling unit. As a result, approximately 673 parking spaces (626 resident parking spaces and 47 visitor parking spaces) will be dedicated to the new buildings and approximately 268 parking spaces (249 resident parking spaces and 19 visitor parking spaces) will be dedicated to the existing building. Overall, the allocation of parking spaces in the revised proposal results in a total decrease of approximately 112 parking spaces within the existing building. Excluding the unused parking spaces, the decrease would be equivalent to approximately 61 parking spaces.

In our opinion, the current parking provision on the site, consisting of 380 parking spaces for 327 dwelling units (1.16 parking spaces per dwelling unit) is excessive, and is representative of the era in which the existing building was built. The revised proposal will result in a modernization of the parking supply and will provide parking at the same ratio between the existing and proposed buildings, thereby aligning with the City’s broader sustainability goals as it relates to reducing rates of vehicular parking and encouraging the use of active transportation and public transit. In this regard, to help off-set the loss of existing parking spaces, the revised proposal includes the provision of 3 car-share parking spaces, which will be accessible to residents of both the existing and new buildings. The revised proposal also includes the provision of approximately 167 “short-term” bicycle parking spaces, of which at least 24 spaces will be dedicated to serve the existing building, meeting the “short-term” bicycle parking requirements set out in Zoning By-law 569-2013 for new buildings. A further 12 short-term bicycle parking spaces

will be located adjacent to the proposed bike café and are intended to be for general use. The applicant is eager to find opportunities for secure “long-term” bicycle parking for the existing building. This will be explored in the future as one potential use of the vacant/unused storage rooms in the building.

Furthermore, as noted in the 2021 Rationale, the subject site is located approximately 2.75 kilometres northwest from Kipling Station, the western terminus of the Line 2 (Bloor-Danforth) subway line. The site is directly connected to Kipling Station via the TTC’s 111 East Mall bus route, which travels in a north-south direction between the area of Martin Grove Road and Eglinton Avenue West to the north and Kipling Station to the south.

To the north, the intersection of Martin Grove Road and Eglinton Avenue West is currently under construction to facilitate the Eglinton Crosstown West Extension. The Eglinton Crosstown West Extension is a 9.2 kilometre extension of the Eglinton Crosstown Light Rapid Transit (“Eglinton Crosstown LRT”) line, which includes 25 stops between Kennedy Station in the east and Mount Dennis in the west. The Eglinton Crosstown West Extension would extend the Eglinton Crosstown LRT line from the existing western terminus at Mount Dennis Station further west to Renforth Station, spanning an additional 9.2 kilometres. As currently proposed, the Eglinton Crosstown West Extension would be primarily located below-grade, and would include seven new stations, including two elevated stations at Jane Street and Scarlett Road, four underground stations at Royal York Road, Islington Avenue, Kipling Avenue and Martin Grove Road, in addition to a terminus station at Renforth Road. As of April 2022, tunnelling has started on the Eglinton Crosstown West Extension and the project is estimated to be completed by 2030-2031. The closest planned station along the Eglinton Crosstown West Extension is located at Martin Grove Road, approximately 2.45 kilometres to the northeast of the site.

While the site is located beyond typical walking distance of both Kipling Station and the under construction Martin Grove Station, the subject site is strategically positioned between these two existing and under construction higher order transit lines and is currently directly accessible to each via an existing surface bus connection.

### ***Draft Plan of Subdivision***

As a result of the revised site design, a revised Draft Plan of Subdivision has been prepared and is being submitted as part of the resubmission package. The revised Draft Plan of Subdivision creates a right-of-way for Street A as well as four blocks, consisting of two development blocks (Blocks 1-2), the public park block (Block 3) and a block of excess lands (Block 4). The blocks are described as follows:



- **Street A** is proposed to extend from the current terminus of Capri Road southward along approximately half of the eastern property line of the site. Street A has a planned width of 16.5 metres to meet City standards (DIPS Standard 3-B) that will be entirely contained within the boundaries of the site. The design of Street A protects for a potential future eastward extension out to The East Mall. The site plan currently functions with a turning circle using lands within Block 1.
- **Block 1** is 1.155 hectares in size and will have frontage on Street A. The proposed new buildings (Buildings A, B and C) will be located on this Block.
- **Block 2** is 0.767 hectares in size and will have frontage on Street A. This block contains the existing apartment building (Building E).
- **Block 3** will be the new public park. At 0.177 hectares in size, it will meet the parkland dedication requirement for the development of Block 1.
- **Block 4** is 0.019 hectares in size. It will consist of excess lands between Block 3 and the south lot line, within the City of Toronto easement area. It is intended that these lands will be conveyed to the City in addition to the required parkland dedication of 1,777 square metres and will functionally form part of the public park space.

### ***Parkland Dedication***

The proposed development will include a new 1,777 square metre public park, which meets the parkland dedication requirements for the new development outlined in Chapter 415 of the Municipal Code. The calculation is set out below.

For the purposes of calculating the required parkland dedication, the net development site area is 11,848 square metres. The net development site area excludes the Street A right-of-way (2,344 square metres), the 14.0 metre setback from Highway 427 (2,606 square metres) and the existing building site area (6,723 square metres), all of which do not form part of the development site.

The site is located in a parkland acquisition priority area; therefore, the alternative rate applies. Applying the alternative rate to the residential development results in a total required dedication of 1.098 hectares based upon:  $(824 \text{ units}/300) \times 0.4$  hectares. However, this is capped at a maximum of 15% of the development site. Applying the cap of 15% to the development site area of 11,848 square metres results in the required parkland provision of approximately 1,777 square metres.

The proposed park has been relocated to the southeast corner of the site and is rectangular in shape. It has frontage along Street A, providing convenient access

and visibility to the park from the existing and proposed buildings and to residents of the surrounding area. The location of the park also provides an opportunity for expansion onto the adjacent lands at 530 The East Mall, should they redevelop in the future.

## **CONCLUSION**

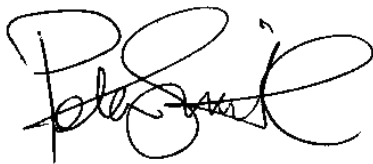
Subject to the additional analysis in this addendum letter, the findings set out in our 2021 Rationale continue to be relevant and applicable to the revised proposal. It remains our opinion that the proposed development, as revised, is appropriate and desirable in land use planning and urban design terms and should therefore be approved.

The revised proposal continues to respect and reinforce the existing planning context of the area, responds to the comments provided by City staff and external agencies and will result in a thoughtful and functional development that provides a series of notable landscaping and site circulation enhancements. Further, the revised proposal meets a key municipal objective through the provision of new community facilities.

We trust that this Planning and Urban Design Rationale addendum letter is satisfactory for your purposes. However, should you have any questions or comments, please do not hesitate to contact the undersigned or Ryan Doherty of our office.

Yours very truly,

**Bousfields Inc.**



Peter Smith B.E.S, MCIP, RPP