



GOLDBERG GROUP

BLOCK CONTEXT PLAN

PROPOSED SITE PLAN & ZONING
BY-LAW AMENDMENT
APPLICATION

1437 – 1455 Queen Street West
City of Toronto

Prepared for :
Jameson Plaza Limited

April 2023

TABLE OF CONTENTS

	Page
1.0 Introduction	1
2.0 Description of the Proposal	2
3.0 Description of the Subject Site and Surrounding Area Context	3
4.0 Policy Context	7
5.0 Built Form Relationship to Adjacent Lands	14
6.0 Conclusion	15

LIST OF FIGURES – APPENDIX A

Figure 1: Area Developments

Figure 2: Aerial View Looking North

Figure 3: Circulation Network

Figure 4: Existing At-Grade Circulation – Sidewalks

Figure 5: Existing At-Grade Circulation – Roads

Figure 6: Existing At-Grade Circulation – Driveways and Loading and Servicing

Figure 7: City of Toronto Official Plan Land Use Plan –Map 18

Figure 6: Official Plan Amendment No. 445 – Parkdale Main Street

Figure 7: Heritage Buildings

Figure 8: Survey

Figure 9: Site Plan

Figure 10: Ground Floor

Figure 11: Landscape Ground Floor Plan

1.0 Introduction

Goldberg Group has been retained by Jameson Plaza Limited (the “Owners”) to assess, from a land use planning perspective, a proposed Zoning By-law Amendment (ZBA) application for redevelopment of the lands municipally known as 1437 – 1455 Queen Street West (the “subject site”) for a 12-storey tall mid-rise redevelopment. The proposal contains a total of 249 residential units with 16,787 sq. m of residential gross floor area and 789 sq. m of non-residential gross floor area, for a total of 17,576 sq. m, resulting in a Floor Space Index (FSI) of 5.48 times the area of the lot.

The subject site is located on the south side of Queen Street West, west of Jameson Avenue. The subject site is a rectangular property that has a total area of approximately 3,209 sq. m (0.79 acres) with a frontage of approximately 84.8 metres on Queen Street and a depth of approximately 37.79 metres. The subject site is an assembly of three (3) lots, currently occupied by 1, 2 and 3-storey commercial buildings. The subject site excludes the property at the southwest corner Queen Street West and Jameson Avenue

The proposed redevelopment consists of a 12-storey, stepped mid-rise building with 1 level of below grade parking. Retail space is proposed along the majority of the Queen Street frontage. Goldberg Group are also the authors of the Planning Report that forms part of the applications.

A Block Context Plan is a recent requirement under Official Plan Amendment (OPA) 479., which was adopted by City Council on December 17, 2019, and approved by the Minister of Municipal Affairs and Housing on September 11, 2020. OPA 479 amended the Public Realm policies, specifically Section 3.1.1 of the City of Toronto’s Official Plan (“City OP”).

Pursuant to the Terms of Reference for Block Context Plans, this report and associated drawings describe the existing and planned context of the surrounding area. The report describes the redevelopment potential within the block through the lens of City policy, Official Plan Amendment (OPA) 455 (Site and Area Specific Policy (“SASP”) 566) which is currently under appeal and not in full force and effect. Figures contained in this report show the layout and design of public streets and other pedestrian and cycling connections, parks and open spaces.

This report includes an inventory, assessment and understanding of the physical features of the existing site context including recently approved and active development applications. This report also includes an assessment of land use designations and existing zoning in the area, as well as other relevant considerations regarding the planned context from site specific or city-wide guidelines. The Block Context Plan described herein demonstrates that the proposal is in conformity with City OP policy, anticipates community needs, and contributes to good planning and urban design.

A more detailed assessment of the land use and policy framework applying to the subject site is contained within the Planning Report. The Block Context Plan should be treated as a companion document to our Planning Report, dated April 2023, which addresses a broad range of planning issues not discussed in this report.

2.0 Description of the Proposal

The proposal has been designed following detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the City OP, and design principles used for development forms in a similar context. The input we received directly from City staff in pre-application meetings and the community at a pre-application community consultation meeting also contributed to the design of this proposal. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate height and density and appropriate setbacks. In our opinion, the proposed building is designed to be sensitive to, and fits into, this context, without adverse planning impacts on the adjacent or nearby properties.

Architectural plans for the proposed redevelopment are included with this ZBA application.

In general terms, the application proposes a 12-storey building containing a total of 249 dwelling units and 1 level of below grade parking.

Some of the notable statistics of the proposed redevelopment are outlined in the following table:

Site and Building Statistics	
Site Area	3,209 sq. m (0.32 ha or 0.79 ac)
Gross Floor Area (GFA)	
Retail GFA	789 sq.m
Residential GFA	16,786 sq. m
Total Proposed GFA (By-law 569-2013)	17,576 sq. m
Total Proposed FSI	5.48
Dwelling Units	
Studio	9 (4%)
One-bedroom	130 (52%)
Two-bedroom	84 (34%)
Three-bedroom	26 (10.4%)
Total	249 Units (100%)
Amenity Space	
Indoor Amenity Space	499 sq. m
Outdoor Amenity Space	865 sq. m
Height	12-storeys (39.1 m + 6 m MPH)
Parking	
Number of Vehicle Parking Spaces	73
Number of Bicycle Parking Spaces	275

3.0 Description of the Subject Site and Surrounding Area Context

The subject site is located in the South Parkdale Neighbourhood which generally bounded by Queen Street West to the north, the CNR Rail and Atlantic Avenue to the east, Gardiner Expressway and Lake Ontario to the south, and Lake Ontario to west. The South Parkdale Neighbourhood includes predominantly 2-and-3-storey red brick, main-streets style mixed-use buildings along Queen Street West. The area also includes many mid-rise apartment buildings along Jameson Street with heights up to 12-storeys. The adjacent apartment building to the immediate south is 12 storeys. The interior of the neighbourhood southwest and southeast of Queen Street West and Jameson Street, is a combination of mid-rise apartment buildings and low-rise residential uses. The neighbourhood to the north of Queen Street West is predominantly low-rise residential uses.

An appropriate context to consider when considering the planning merits of the subject application are two corridors directly adjacent and to the subject site. The first is the Queen Street West corridor between Dufferin Street to the east and Roncesvalles Avenue to the west. The other is

the Jameson Avenue corridor between Queen Street West to the north and Springhurst Avenue to the south.

The Queen Street West corridor is a *Mixed Use Areas* corridor north and south of which, it is bordered with low-rise dwellings within the *Neighbourhood* land use designation. The mixed use sites are adjacent to the low-rise *Neighbourhoods* properties. The mixed use buildings along this corridor are comprised predominantly of pre-war apartment buildings and main-street style buildings, both with retail uses at grade and residential uses above ranging from low-rise to taller midrise buildings. Newer approved and proposed developments have generally respected the existing character, by maintaining nearby street wall heights and setbacks on Queen Street West.

The other corridor of relevance to the planning consideration of the subject application is the Jameson Avenue corridor, from Queen Street West to the north and Springhurst Avenue to the south. This corridor is designated *Apartment Neighbourhood* east and west of which, it is commonly bordered with low-rise dwellings within the *Neighbourhood* land use designation. The apartment buildings along this corridor are large older slab- style buildings and irregular shaped building with large floor plates, some with tower-in-the-park configurations. These apartment buildings have been co-existing with the adjacent low-rise *Neighbourhoods* area, contributing to the mixed residential building type and heights along the nearby Jameson Avenue corridor.

The subject site is in proximity to the boundary of the Parkdale Main Street HCD characterized as a commercial main street with residential uses. With this understanding the proposed development has been designed with site-specific urban design which considered the character of Queen Street West and Jameson Avenue, making the subject site ideal for mixed use development, compatible with the existing character of the Parkdale Main Street HCD. A Listed heritage building to the west of the subject site located at 1457 Queen Street West, also known as the Parkdale Substation; 1928, Toronto Hydro-Electric Commission has also been considered in the proposed development though materiality and articulation.

A Heritage Impact Assessment has been completed by ERA Architects, filed under a separate cover, to analyze the impacts of the development on the nearby Parkdale Main Street HCD and the adjacent Listed heritage building to the west of the site. The finding of this report concludes the proposed development will improve this underutilized site with a building design that both conserves the adjacent heritage resources and responds to the physical character context of the

Parkdale Main Street HCD. Heritage Listed and Designated properties within the Block are shown on **Figure 7**.

The area is very well served by transit, community facilities, indoor and outdoor recreational facilities, retail and service commercial uses, restaurants, places of worship, and educational facilities. Community services and facilities serving the subject site has been documented in the Community Services and Facilities Study, prepared by our firm, and included under separate cover with this application submission package.

Figure 1 illustrates the building heights and area context. **Figure 2** is an aerial view of the subject site and surrounding area and the Block Context Boundary; **Figures 3 to 6** are the circulation networks. **Figure 7** is the City of Toronto Official Plan Map 18. **Figure 8** is the Official Plan Amendment 445 Map 1. **Figure 10** is the Site Survey, **Figure 11** is the proposed Site Plan, **Figure 12** is the Ground Floor Plan, and **Figure 13** is the Ground Floor Landscape plan.

The following is a description of the lands within the Block, as shown on **Figure 2**:

To the West:

- Immediately west of the subject site is a 2-storey Listed heritage building (1457 Queen Street West - Parkdale Substation; 1928, Toronto Hydro-Electric) Commission.
- Further west is a series of 3, 4-and-5-storey pre-war apartment buildings with commercial uses at grade and residential uses above (1473 – 1487 Queen Street West and 193 Dowling Avenue).
- West of Dowling Avenue is another series of 3-storey pre-war apartment buildings with retail uses at grade and residential uses above (1495 – 1501 Queen Street West, 194 Dowling Avenue and 193 Beaty Avenue).

To the North:

- Immediately north of the subject site is Queen Street West, a 4-lane *Major Street* with a 20 m right-of-way width identified in Map 3 - City OP. The 501 Queen Streetcar travels east-west along Queen Street West as part of the 10-minute network and serves Queen and Osgoode Stations on Line 1 Yonge-University and other surface transit routes.
- Immediately north of the subject site, on the north side of Queen Street West are a series of 2-to-3-storey red-brick main street style buildings with retail uses at grade and

residential uses above. The properties immediately north of the subject site and further east are located within the ongoing study area of the Parkdale Main Street Heritage Conservation District.

To the East

- Immediately east of the subject site, on the southwest corner of Queen Street West and Jameson Avenue is a 2-storey commercial building (1435 Queen Street West) with surface parking at the rear, with vehicular access from Jameson Avenue.

Figures 3 to 6 illustrates the existing circulation patterns as follows:

As noted above, the subject site is located along Queen Street West which is identified on Map 3 of the City OP as a *Major Street* where surface transit routes link the area to the subway system. Nearby, Jameson Avenue is also identified on Map 3 as a *Major Street*, both with a 20 m right-of-way.

The 501 Queen Streetcar operates along Queen Street West in an east-west direction. It serves Queen and Osgoode Stations on Line 1 Yonge-University. The route is part of the 10 Minutes Network which operate 10 minutes or better, all day, every day. As such, the area is subject to *Frequent Transit*, as defined by the Growth Plan.

The subject site is located within walking distance of the following surface transit stops:

- The 504 King Streetcar Route operates between Dundas West Station and Broadview Station on Line 2 Bloor-Danforth, generally in an east-west direction. It also serves the St Andrew and King stations on Line 1 Yonge-University.
- The 47 Lansdowne bus route operates in a north-south direction along Caledonia Road and Lansdowne Avenue between Yorkdale Subway Station on Yonge-University Line 1 and Queen Street West. Service is provided at all times, seven days a week with approximately one bus every ten minutes.
- 29 Dufferin Street bus route operates in a north-south direction between Wilson Subway Station on Yonge-University Line 1 and Exhibition GO Station. Service is provided at all times, seven days a week with approximately one bus every ten minutes.
- The 929 Dufferin Express bus route operates in a north-south direction between Wilson Subway Station on Yonge-University Line 1 and Dufferin Gate Loop. Service is provided during peak periods, mid-day and early evening from Monday to Friday only.

In view of the above the subject site has good accessibility to existing surface routes, including *Frequent Transit*, feeding into the subway system.

4.0 Policy Context

The proposed development proposal and subject ZBA application must be reviewed in the context of applicable Provincial and Municipal policy documents. In this regard, the redevelopment proposal and subject applications are reviewed in relation to the policies of the Provincial Policy Statement 2020 (PPS), The Growth Plan for the Greater Golden Horseshoe (2020), and the City of Toronto Official Plan. In addition, regard has been given to the City of Toronto's Mid-Rise Design Guidelines, the Growing Up Guidelines and the Pet-Friendly Guidelines. These documents are reviewed in detail in our Planning Report dated April 2023. Relevant sections from the above noted policy and guideline documents are summarized below.

City of Toronto Official Plan

The City of Toronto Official Plan (City OP), adopted by City Council in November 2002, was first granted final approval by the Ontario Municipal Board (OMB) on July 6, 2006, and then on other subsequent dates.

Figure 7 illustrates the Land Use Designations for the properties within the Study Area.

The subject site is located along an *Avenues* on Map 2 of the City OP and is designated as *Mixed Use Areas* on Map 18 – Land Use of the OP. The adjacent lands to the north, east and west are also designated *Mixed Use Areas*. Lands to the south are designated *Apartment Neighbourhoods* and *Neighbourhoods*.

Section 3.1. of the City OP provides direction concerning the City's objectives relating to site development and built form with relevant provisions found in three sub-sections: Public Realm (3.1.1), Built Form (3.1.3) and Built Form – Mid-Rise Buildings (3.1.4). The policies relate specifically to the interaction of a proposed building and the immediate surroundings of the street, neighbouring properties and any existing and planned open spaces.

Policy 3.1.1 regarding Public Realm includes the promotion and encouragement of design quality and creative approaches to achieve a well-connected, walkable, attractive, safe, functional and accessible public realm. Development will enhance and extend, where appropriate, a high-quality public realm and support the creation of complete communities inclusive of streets, parks and open spaces for every scale of city building.

The following is a summary of the relevant policies contained in this section of the City OP:

- The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that public is invited into (3.1.1.1.);
- The public realm will provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods; be functional and fit within a larger network; contribute to the City's climate resilience (3.1.1.2);
- New and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by balancing the needs of the various users within the right-of-way; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and address, as well as amenities such as view corridors, sky view and sunlight, and serving as community destinations and public gathering places (3.1.1.6);
- Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by providing well designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements; locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural, pedestrian and visual environment and enable the planting and growth of trees to maturity; providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes (3.1.1.13);
- Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings (3.1.1.14);

- New and existing city blocks and development lots within them will be designed to expand and enhance the public realm network; have an appropriate size and configuration for the proposed land use; promote street-oriented development with buildings fronting onto and having access and address from street and park edges (3.1.1.15);

The proposed development will support both active transportation and public transportation. The proposed redevelopment of this underutilized site includes pedestrian access from the public sidewalk, front yard landscaping and boulevard tree planting that will enhance the public realm, contributing to a complete and walkable community. There will be no undue shadow impacts on the *Neighbourhoods* land use designation. The building is street-oriented, with a front door to the retail spaces, and the lobby along Queen Street West.

Proposed Official Plan Amendment (OPA) No. 445 and SASP 566

The subject site is located within the Official Plan Amendment (OPA 445) area which created a new Site and Area Specific Policy 566 (SASP 566) as it relates to those lands along Queen Street West between Dufferin Street to the east and Roncesvalles Avenue to the west. OPA 445 and SASP 566 were adopted by City Council on September 30, 2020, however, remain under appeal, including by the owners of the subject site, and are therefore not in full force and effect.

The purpose of OPA 445 and SASP 566 is to allow for redevelopment opportunities that is contextually appropriate and respect the existing character and scale of the street and enhances the historical and cultural significance. The subject site is located in an area identified as *Parkdale Main Street* which will continue its role as a mixed-use main street, supporting community and cultural uses. The location and scale of the proposal are appropriate, and will enable fitting and compatible co-existence of the proposal with its existing and planned context.

Guidelines for Avenues and Mid-Rise Buildings, 2010

The City's Avenues and Mid-Rise Buildings Study contains performance standards to guide development to achieve mid-rise built form that is moderate in scale and reflects high quality design and materials. The eastern portion of the proposed building is designed in the form of a taller mid-rise building, having the general characteristics of a mid-rise building, although taller. Such mid-rise building is not specifically addressed by either the Mid-rise Guidelines or the Tall Building Design Guidelines documents. Notwithstanding, this is a built form that has historically

been built and is currently being approved, in many communities throughout the City. As such, this Planning Report reviews the guidelines for mid-rise buildings.

Section 5.3.2.1 of the Official Plan as follows:

“Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in this Plan adopted under the *Planning Act*.”

As such, the guideline documents are intended as a flexible document, use with discretion, based on the area context, and are not to be treated with the same status as City OP policy.

The Mid-Rise Guidelines have been utilized to inform the massing and overall design of the portion of the proposed development, particularly for the portion of the subject site that is adjacent to low residential form in a *Neighbourhoods* area. The Mid-Rise Guidelines include standards relating to building height, step-backs of upper storeys, width of sidewalk zone, minimum ground floor height, streetscapes, façade articulation, stepbacks and facing window conditions, and location of vehicular access and service areas.

The Performance Standards, germane to the consideration of the subject application, and the manner in which they are addressed, are as follows:

1. Maximum Allowable Height – “The maximum allowable height of buildings will be no taller than the width of the *Avenue* right-of-way, up to a maximum mid-rise height of 9 storeys (28.5 metres).”

The proposed western building element is 9-storeys and 25.85 m in height (not including the wider lobby access) along the Queen Street West frontage. At the east side of the property, the building is 12-storeys and 39.15 m in height (not including the MPH). For the reasons discussed in this Planning Report, it is our opinion that the proposed height of this proposed building is appropriately characterized as a tall mid-rise building and in the circumstance, is appropriate.

2. Minimum Building Height – “All new buildings on the *Avenues* must achieve a minimum height of 10.5 m (up to 3 storeys) at the street frontage.”

The proposed building height at the street line is greater than three storeys at the street frontage in accordance with this guideline.

3. Minimum Ground Floor Height – “The minimum floor to floor height of the ground floor should be 4.5 m to facilitate retail uses at grade.”

The first floor has a floor-to-floor height of 4.55 m in accordance with this guideline.

4. Front Façade: 4A: Angular Plane: “The building envelope should allow for a minimum of 5 hours of sunlight onto the *Avenue* sidewalks from March 21st – September 21st.”

The proposed building generally allows for sunlight on the Queen Street West sidewalk from 2:18 am to 6:18 pm in accordance with the guideline of minimum of 5 hours of sunlight from March 21st – September 21st.

4B: Pedestrian Perception Step-back: “Pedestrian Perception” step-backs may be required to mitigate the perception of height and create comfortable pedestrian conditions.”

The proposed building is stepped back on the front elevation at various parts along Queen Street West at floors 4, 5, 6, 9, and 11 to enhance the pedestrian scale and to enable sun views, to mitigate shadows, and to achieve a comfortable pedestrian environment in front of the building.

4C: Front Façade: Alignment: “The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.”

The proposed building is set back 1.49 m from the front property line, consistent with the existing street wall and therefore is in accordance with this guideline.

5. Rear Transitions to Neighbourhoods – “The transition between an *Avenue* property and areas designated *Neighbourhoods*, Parks and Open Space Areas, and Natural Areas to the rear should be created through setback and angular plane provisions.

Transition is achieved through a variety of means as set out in the City OP. Transition has been achieved to the closest *Neighbourhoods* through separation distance and stepping. Adjacent to the proposed low residential form in a *Neighbourhoods* Area is a 9.0 m setback at grade to the 5th floor, and a setback of 15 m from the 6th floor to 8th floor, where the proposed building reaches a maximum height of 25.85 m (not including the hallway access and the taller elements located at the east side of the building).

6. 7A: Minimum Sidewalk Zones: “Rights-of-ways greater than 30 metres should provide a minimum sidewalk dimension of 6.0 metres.”

The Queen Street West right-of-way is 20 m in width. The dimension from the face of the building to the edge of the curb is approximately 5.6 m and is consistent with the existing sidewalk width along this section of Queen Street West and appropriate for this corridor.

7B: Streetscapes: “Avenue streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great places to shop, work and live.”

The proposed landscape plan achieves a high level of urban design that will enable a high-quality pedestrian environment. This will be further articulated and implemented at the Site Plan approvals stage.

7. 8A: Side Property Line: Continuous Street Walls: “Mid-rise buildings should be built to the side property lines.”

The proposed building is built to the side (east) property line, while the building is built to the (west) side with a 0.38 m setback.

8B: Side Property Line: Limiting Blank Side Walls: “Blank sidewalls should be designed as an architecturally finished surface and large expanses of blank sidewalls should be avoided.”

A blank wall is proposed on the east side up to the 8th floor, and on the west side up to the first floor. Both walls have considered thoughtful architectural finishes which can be further discussed at the Site Plan stage.

8C: Side property Line: Step-backs at Upper Storeys: “There should be breaks at upper storeys between new and existing mid-rise buildings that provide sky-views and increased sunlight access to the sidewalk. This can be achieved through side step-backs at the upper storeys.”

The proposed building has step backs at floors 4, 5, 6, 9, and 11 that provide access to sky views and sunlight, as appropriate in the circumstance.

8D: Side Property Line: Existing Side Windows: “Existing buildings with side wall windows should not be negatively impacted by new developments.”

The proposed building is setback 0.0 m from the east lot line where the existing building has no sidewall windows. The proposed building is setback 0.38 m from the west lot line where there is an existing lane. The proposed building is setback 9.0 m from the south lot line. These are appropriate standards for a taller mid-rise building while respecting the existing conditions.

8. Building Width – “Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or “broken up” to ensure that facades are not overly long.”

The subject site has a frontage of 84.8 m along Queen Street West, therefore consideration has been giving to certain design elements such as materiality, articulation, setbacks and stepbacks, to appropriately break up the horizontal scale of the building.

9. At-grade Uses: Residential – “Where retail at grade is not required and residential uses are permitted, the design of ground floors should provide adequate public/private transition, through setbacks and other methods, and allow for future conversion to retail uses.”

Retail uses are proposed at grade fronting onto Queen Street West

10. Balconies and Projections – “Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.”

The building is sufficiently setback from the public realm and designed so that balconies will not negatively impact the public realm. This can be further discussed at the Site Plan approvals stage.

11. Roofs and Roofscapes – “Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.”

The height of the mechanical penthouse is 6.0 m and consideration has been given through design and stepbacks to enhance sun views and mitigate shadows onto the public realm.

12. Exterior Building Materials – “Buildings should utilize high-quality materials selected for their permanence, durability and energy efficiency.”

The exterior materials will be of high quality and durability and can be further detailed at the Site Plan stage.

13. Façade Design and Articulation – “Mid-rise buildings will be designed to support the public and commercial function of the *Avenue* through well-articulated and appropriately scaled facades.”

The façade of the development is well articulated, has entrances and windows facing the street, and has an appropriately scaled façade. This too can be further articulated at the Site Plan approvals stage.

14. Vehicular Access – “Wherever possible, vehicular access to on-site parking, loading, and servicing facilities should be provided from local streets and rear lanes, not from the Avenue.”

Vehicular access to the parking and loading is accessed from Queen Street West as no other points of access exist. The vehicular access to on-site parking, loading, and servicing facilities has been screened to avoid negative impacts on the public realm.

15. Loading and Servicing – “Loading, servicing and other vehicular related function should not detract from the use or attractiveness of the pedestrian realm.”

Loading and service functions are located at the side (southwest) of the building, and such functions are within enclosed areas and suitably screened from the street and adjacent properties.

16. Design Quality – “Mid-rise buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.”

The proposed development will be designed with high quality materials that will enhance the neighbourhood. This can be further articulated at the Site Plan approvals stage.

In view of the foregoing analysis of the design guidelines for mid-rise buildings, it is our conclusion that the proposed building has been designed to generally satisfy this City guideline document.

5.0 Built Form Relationship to Adjacent Lands

In our opinion, appropriate built form standards and architectural design details have been employed to adequately limit new shadows, maintain comfortable wind conditions, and ensure adequate light and privacy.

The proposed building is located to respect the character of the Queen Street West and Jameson Avenue corridors. The taller elements of the building are located and articulated towards the east side of the lot, addressing, and co-existing with, the Jameson Avenue built form, while also maintaining the character of street wall heights along Queen Street West frontage. Generous setbacks are provided at floors 4, 5, 9 and 11 to enhance sky views and mitigate shadows on the public realm.

From a height perspective, **Figure 1** provides the existing and approved heights of buildings (in storeys) in the immediate and broader area of the subject site. **Figure 1** indicated that the scale and form of development is an appropriate fit with the mix of heights existing on Jameson Avenue corridor and planned along the Queen Street West corridor.

There are no shadows cast on *Neighbourhoods* designated lands by the proposed development and new net shadows cast on the north side of Queen Street West are limited to the properties fronting Queen Street West, and are incremental, fast moving and do not stay in one spot for long. The proposed building generally allows for sunlight on Queen Street West sidewalk from 2:18 am to 6:18 pm in accordance with the mid-rise guidelines seeking a minimum of 5 hours of sunlight from March 21st – September 21st. In our opinion, based on this review, we are satisfied that the proposal adequately limits shadow impacts.

In our opinion there is potential for a redevelopment on the lands identified within the Block. Important to this analysis are factors that would practically be considered by a landowner when determining if a site has the potential to redevelop at any given point in time. Some of these additional factors include issues relating to financing, rental replacement, heritage conservation, revenue streams of existing vs potential redeveloped product, and recency of capital expenditures to update and renovate the existing product. Important to the consideration of this Block in particular is also land assembly. Similar to the subject site, many of the properties within this Block are small and would require assembly for a viable redevelopment site. As such, due to these factors, is it not possible to predict which sites would likely redevelop. In our opinion, the subject proposal is an appropriate development for this location and will be a compatible fit with the existing and planned context of the site and does not prejudice the logical and orderly development of other lands in the block.

6.0 Conclusion

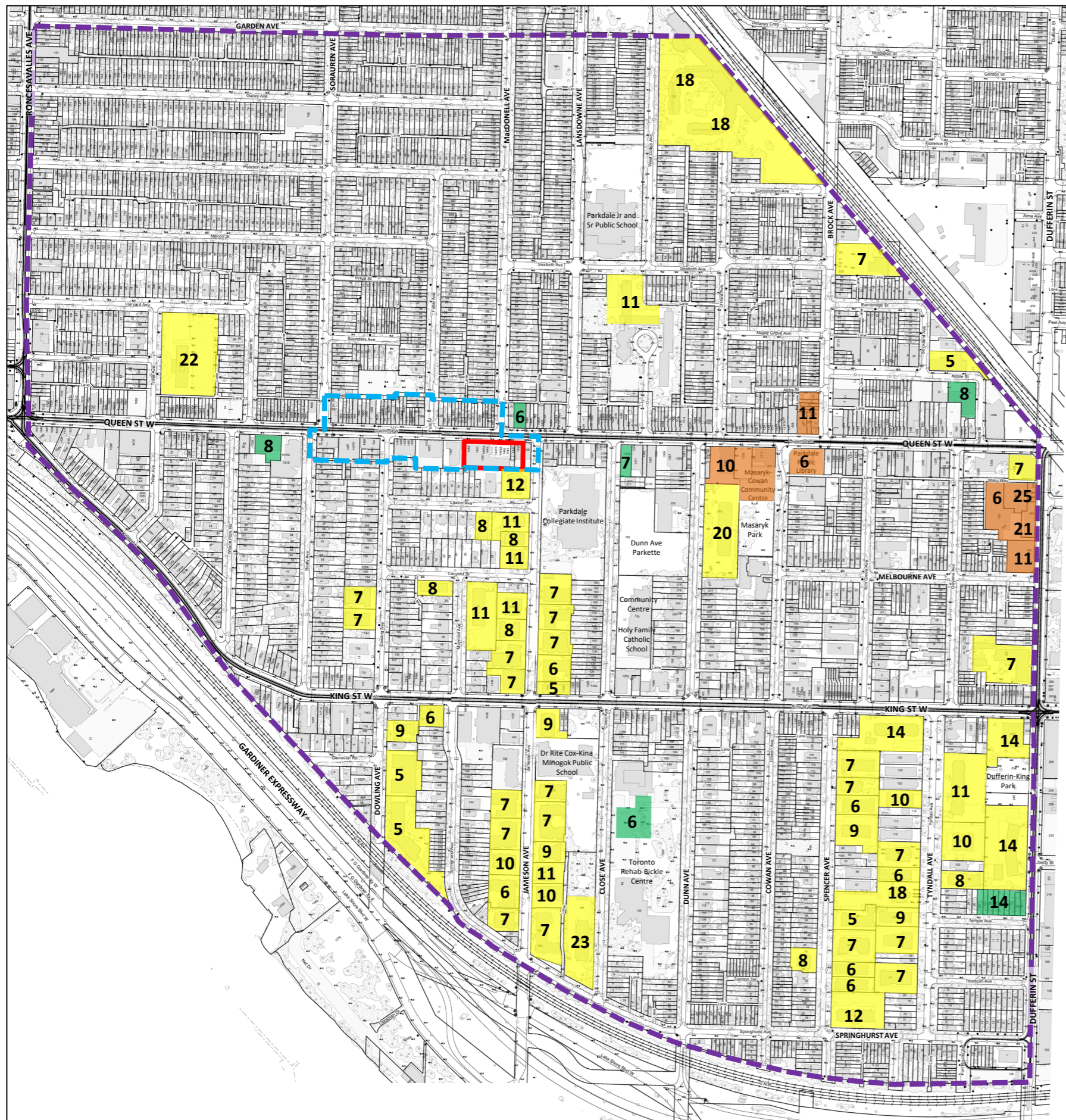
It is our opinion that the proposed development is in conformity with City OP policy, does not prejudice the logical and orderly development of other lands in the block, and contributes to good planning and urban design.

The Provincial policies contained in the PPS and the Growth Plan actively promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, the provisions of a wide range of housing types, and development that is transit-supportive and contributes to a complete community. We conclude that the proposal advances the policy imperatives expressed in these two Provincial policy documents and is therefore, consistent with the PPS and conforms with the Growth Plan.

From a local planning perspective, the subject proposal, if approved, implements, and satisfies the applicable *Avenues, Mixed Use Areas*, Housing, Public Realm and Built Form provisions and policies of the City OP. The proposal also generally satisfies the visions for this site as expressed in the applicable City guidelines contained in the Guidelines for Avenues and Mid-Rise Buildings, the Growing Up Guidelines, and the Pet Friendly Design Guidelines. As such, the subject proposal is an appropriate development for this location and will be a compatible fit with the existing and planned context of the site.

For the reasons stated above and in our Planning Report, it is our opinion that the proposed application satisfies both Provincial and City policies, is premised on a sound and reasonable planning analysis, represents good planning, and is in the public interest. We, accordingly, recommend that the redevelopment proposal and subject ZBA application be supported by City staff and approved by City Council.

Appendix A



- UNDER CONSTRUCTION OR BUILT
- APPROVED
- UNDER APPEAL / REVIEW
- # NUMBER OF FLOORS
- SUBJECT SITE
- BLOCK CONTEXT STUDY AREA
- STUDY AREA

Figure 1

AREA DEVELOPMENTS



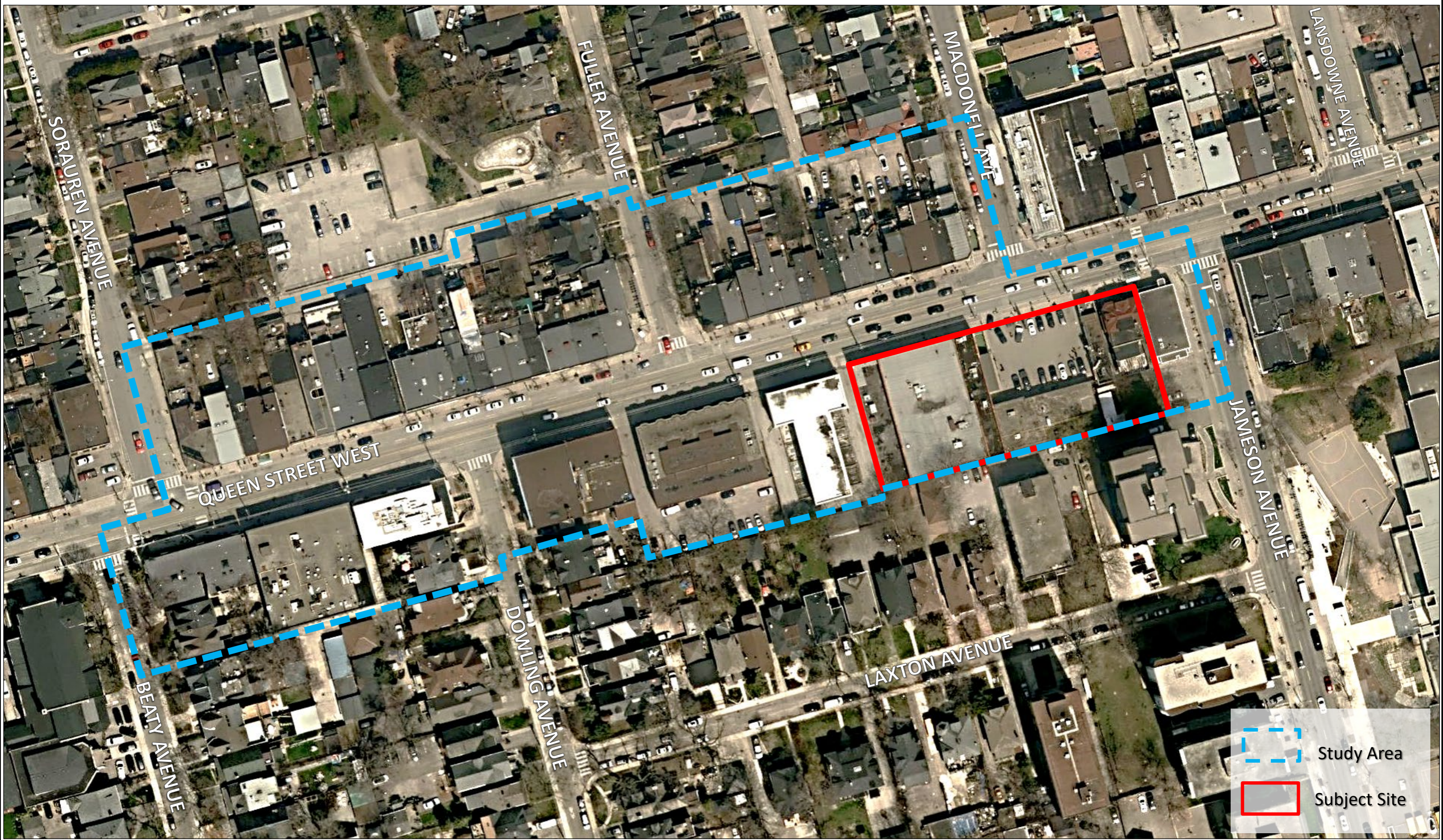


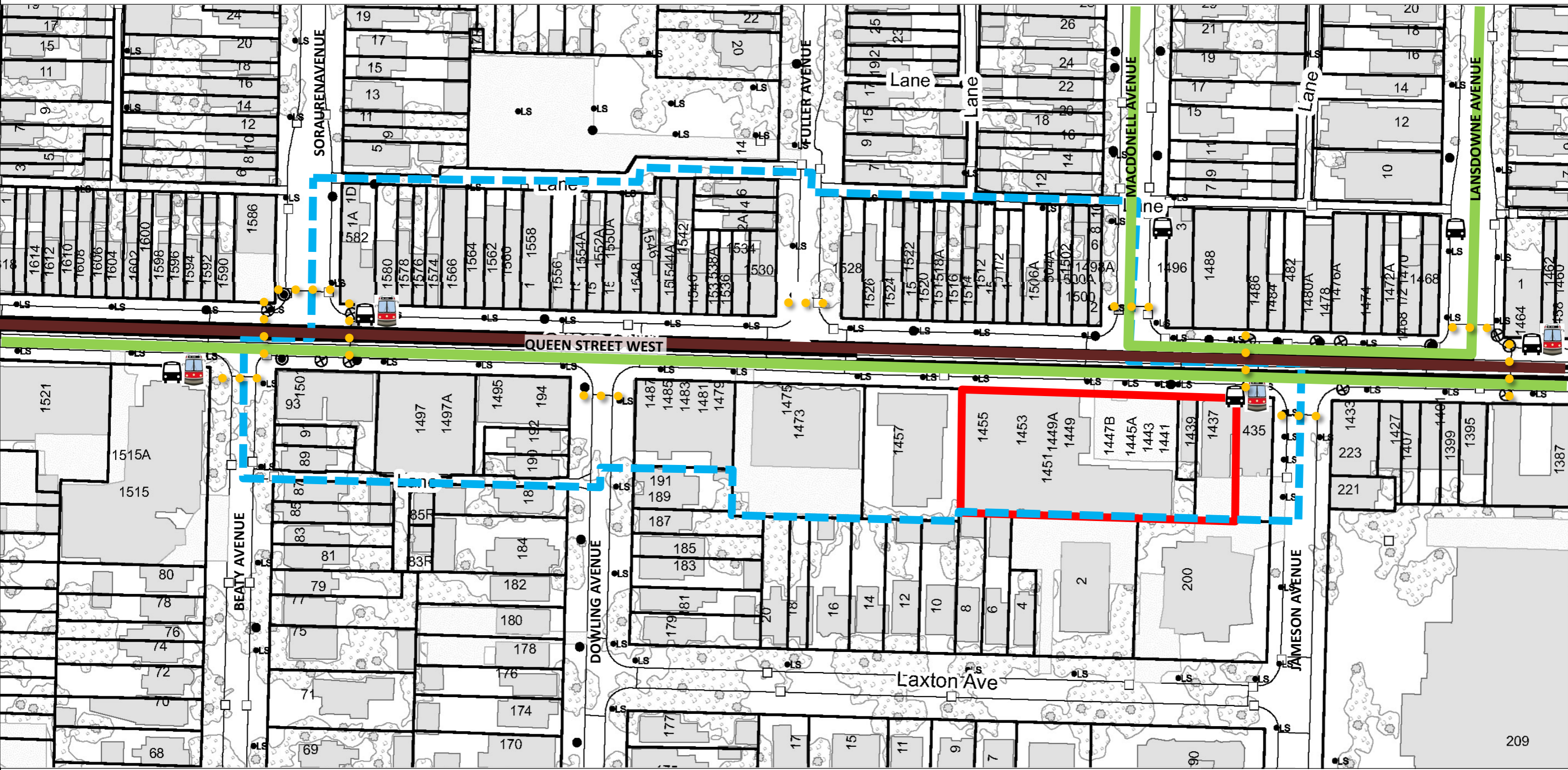
Figure 2

AERIAL VIEW



GOLDBERG
GROUP

Source: map.toronto.ca=TorontoMaps_v2. 2022



- CROSSWALK
- STREETCAR ROUTE
- BUS ROUTE
- SUBJECT SITE
- 🚊 STREETCAR STOP
- 🚌 TTC BUS STOP
- STUDY AREA

Figure 3

CIRCULATION NETWORK



**GOLDBERG
GROUP**

Source: City of Toronto. Geospatial Competency Centre. March 2021

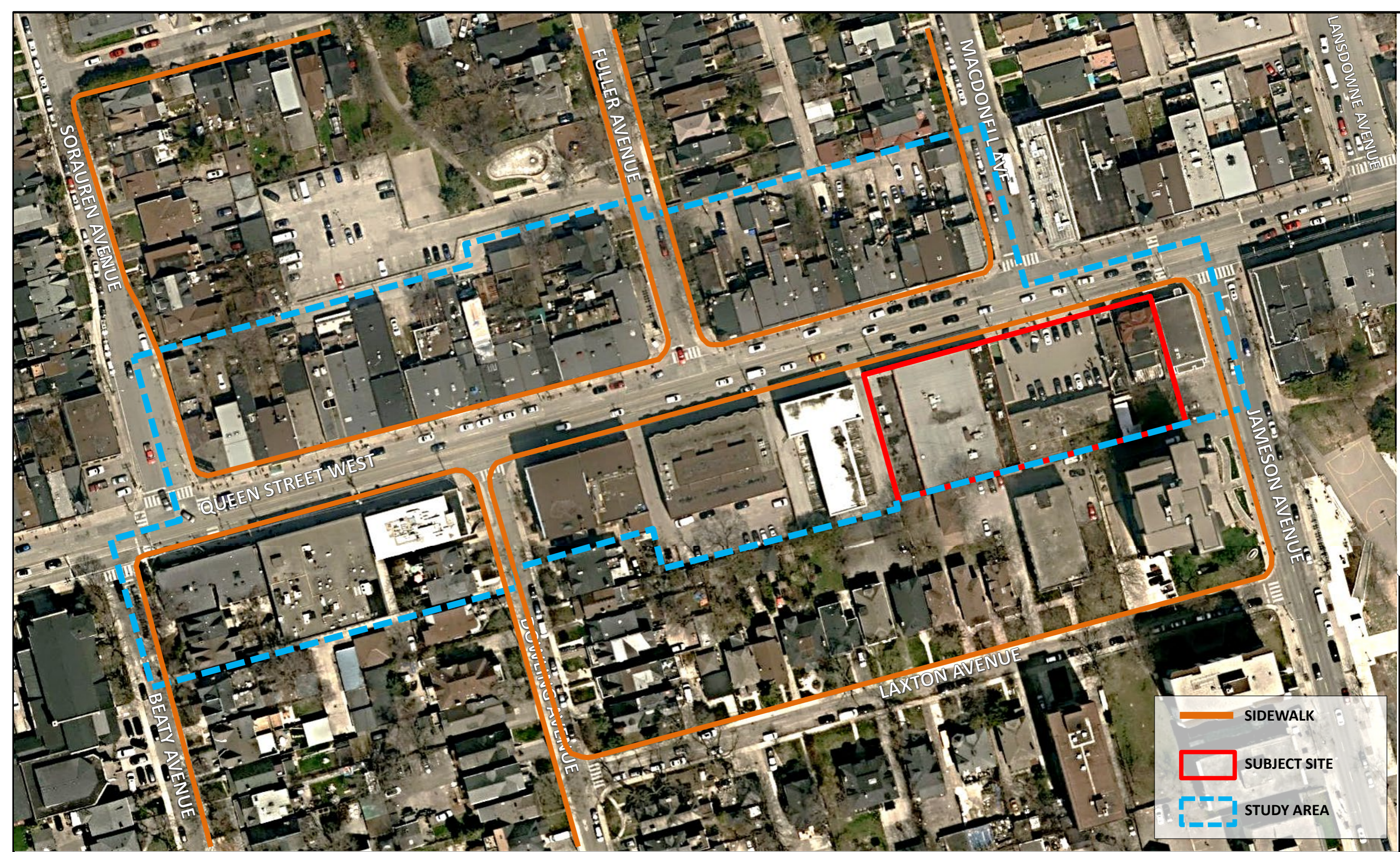


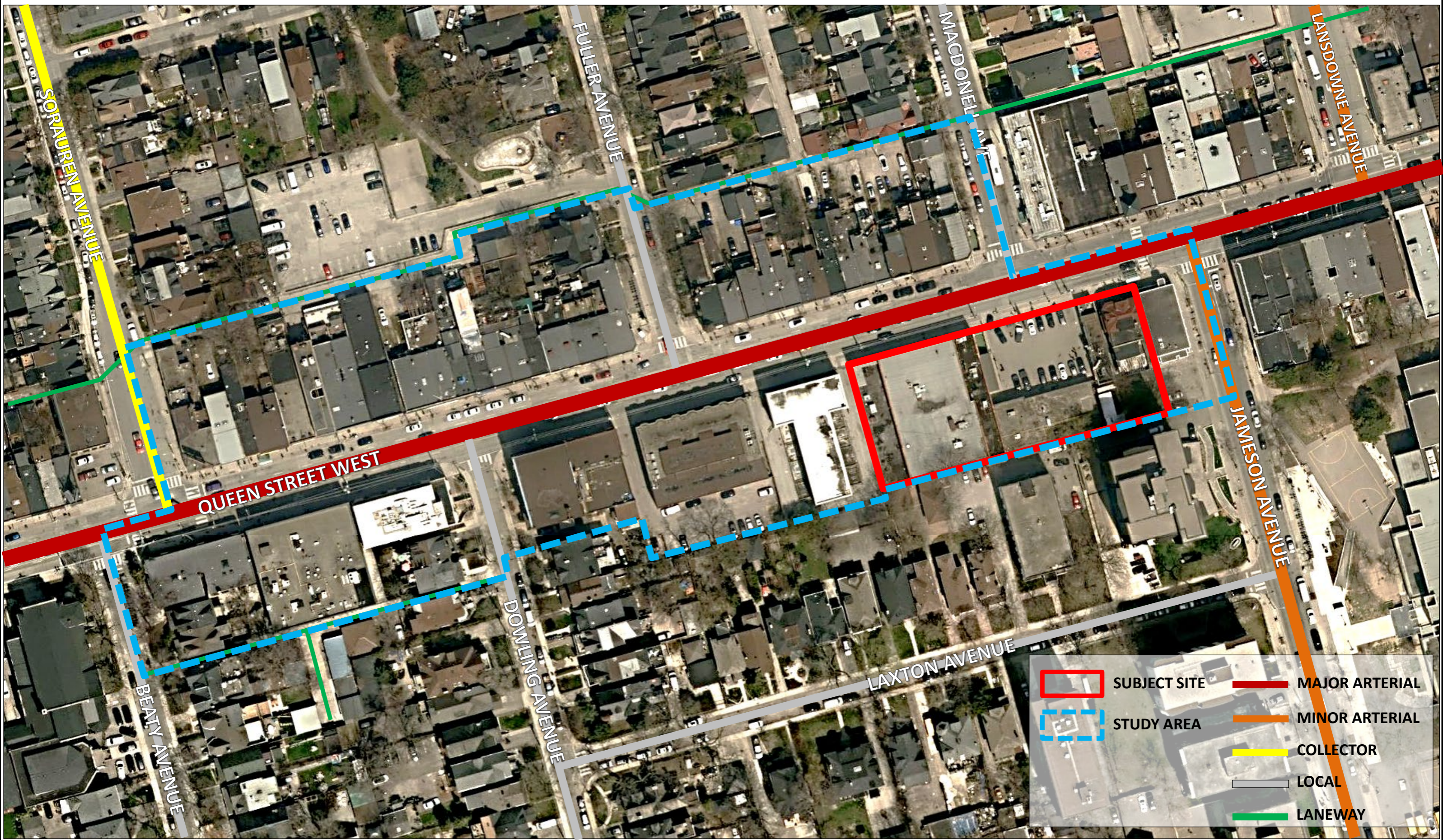
Figure 4

EXISTING AT-GRADE CIRCULATION - SIDEWALKS



GOLDBERG
GROUP

Source: map.toronto.ca=TorontoMaps_v2. 2022







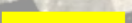


	SUBJECT SITE		MAJOR ARTERIAL
	STUDY AREA		MINOR ARTERIAL
			COLLECTOR
			LOCAL
			LANEWAY

Figure 5

EXISTING AT-GRADE CIRCULATION - ROADS



Source: City of Toronto. Road Classification System. 2018

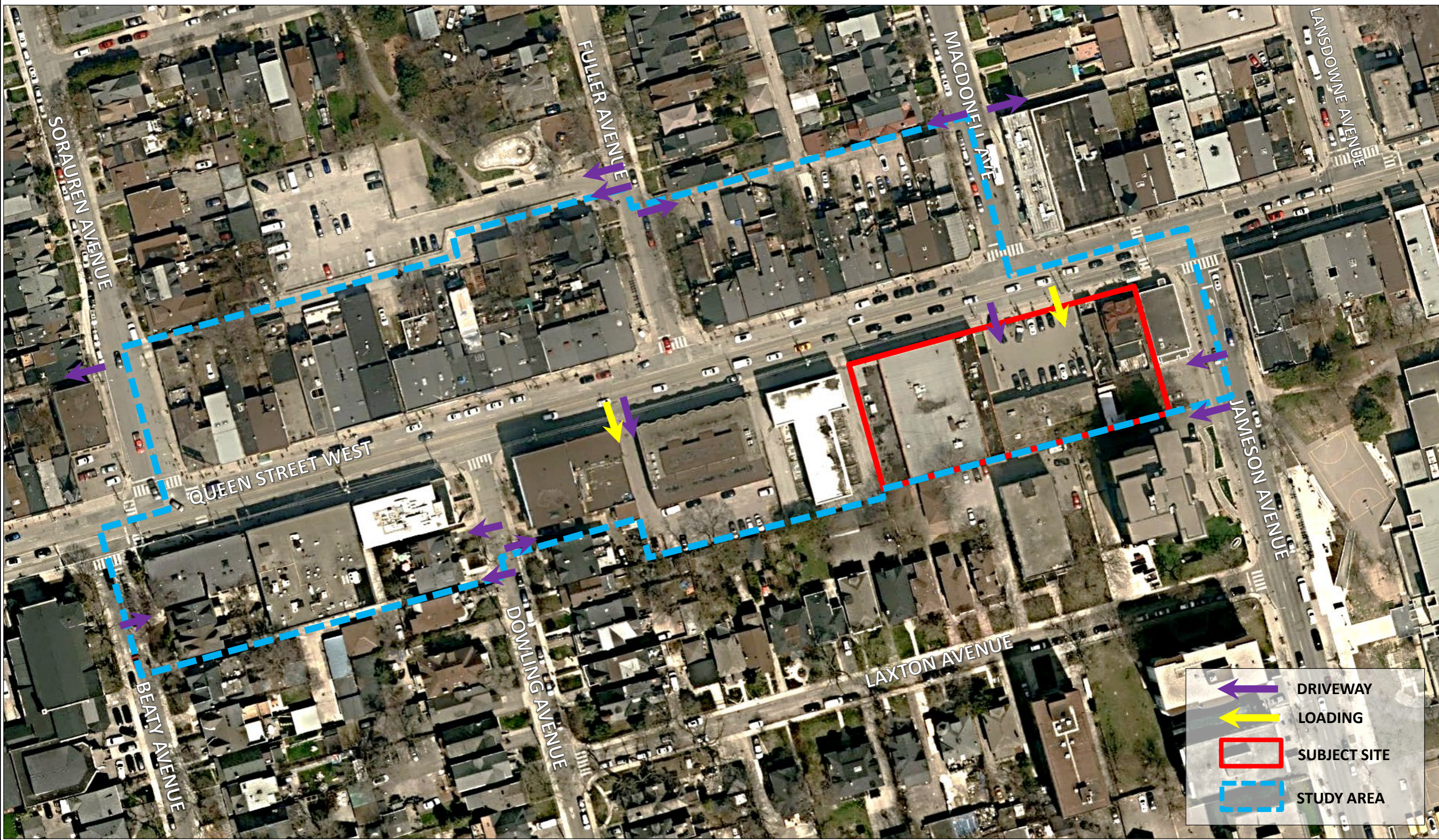


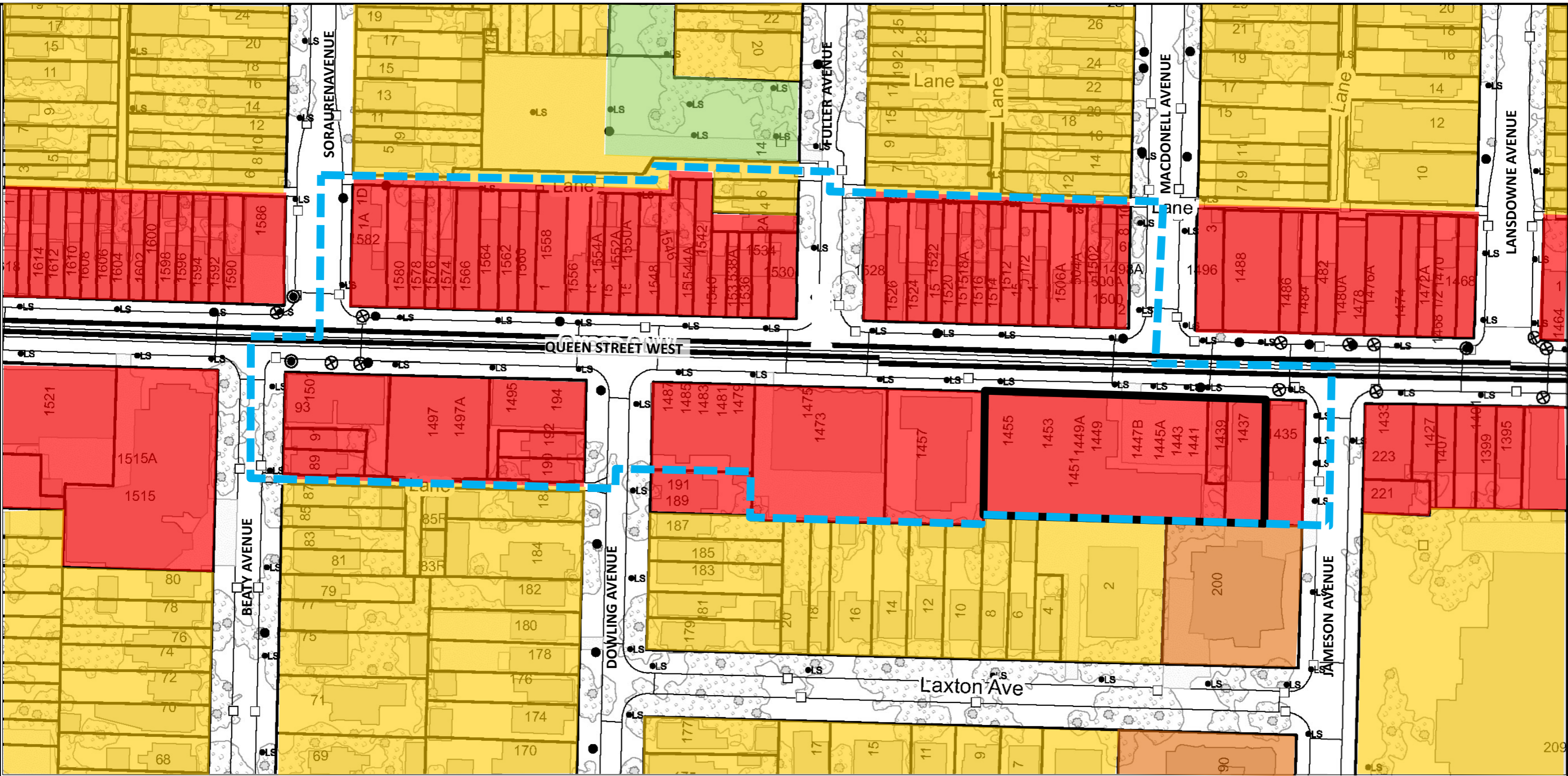
Figure 6

EXISTING AT-GRADE CIRCULATION – DRIVEWAYS AND LOADING ACCESS



**GOLDBERG
GROUP**

Source: map.toronto.ca=TorontoMaps_v2. 2022



LAND USE DESIGNATIONS

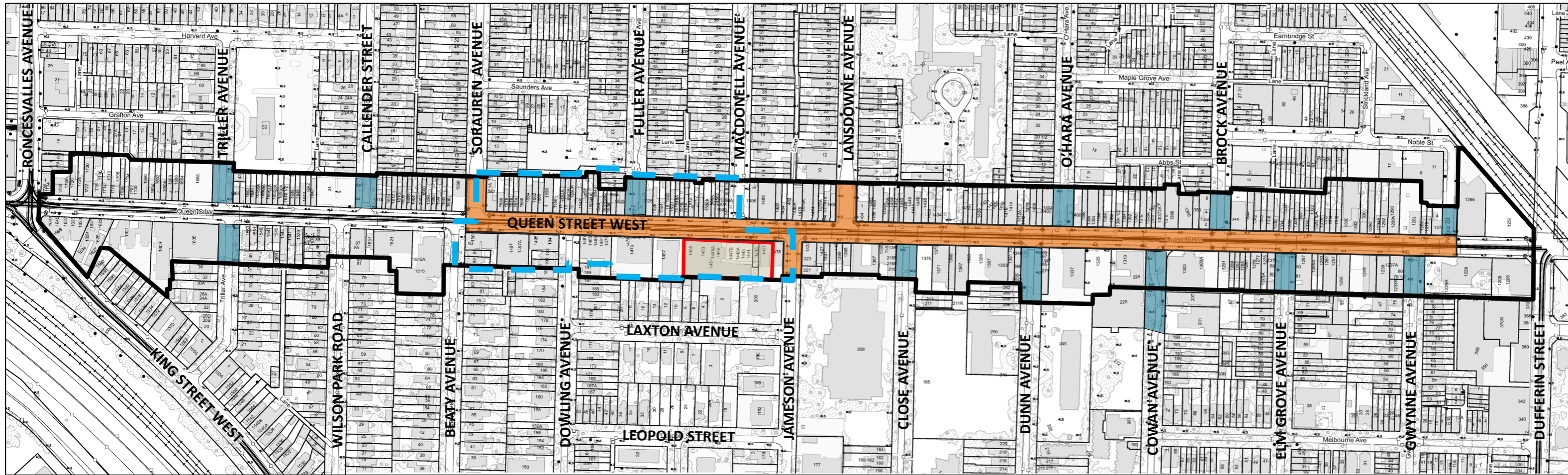
- NEIGHBOURHOODS
- MIXED USE AREAS
- APARTMENT NEIGHBOURHOODS
- PARKS
- SUBJECT SITE
- STUDY AREA

Figure 7

CITY OF TORONTO OFFICIAL PLAN LAND USE PLAN – MAP 18



Source: City of Toronto. Geospatial Competency Centre. March 2021



- STUDY BOUNDARY
- FOCUS AREA
- BOULEVARD SPACE
- SUBJECT SITE
- BLOCK CONTEXT PLAN STUDY AREA



Figure 8

OFFICIAL PLAN AMENDMENT No. 445 – PARKDALE MAIN STREET





HERITAGE REGISTER ADDRESS POINTS

-  LISTED
-  DESIGNATED UNDER PART IV OF THE HERITAGE ACT

HERITAGE CONSERVATION DISTRICTS

-  PARKDALE MAIN STREETS HERITAGE CONSERVATION DISTRICT
-  SUBJECT SITE
-  STUDY AREA

Figure 9

HERITAGE DESIGNATED BUILDINGS



Source: City of Toronto. Geospatial Competency Centre. March 2021 City of Toronto. Heritage Register. 2022

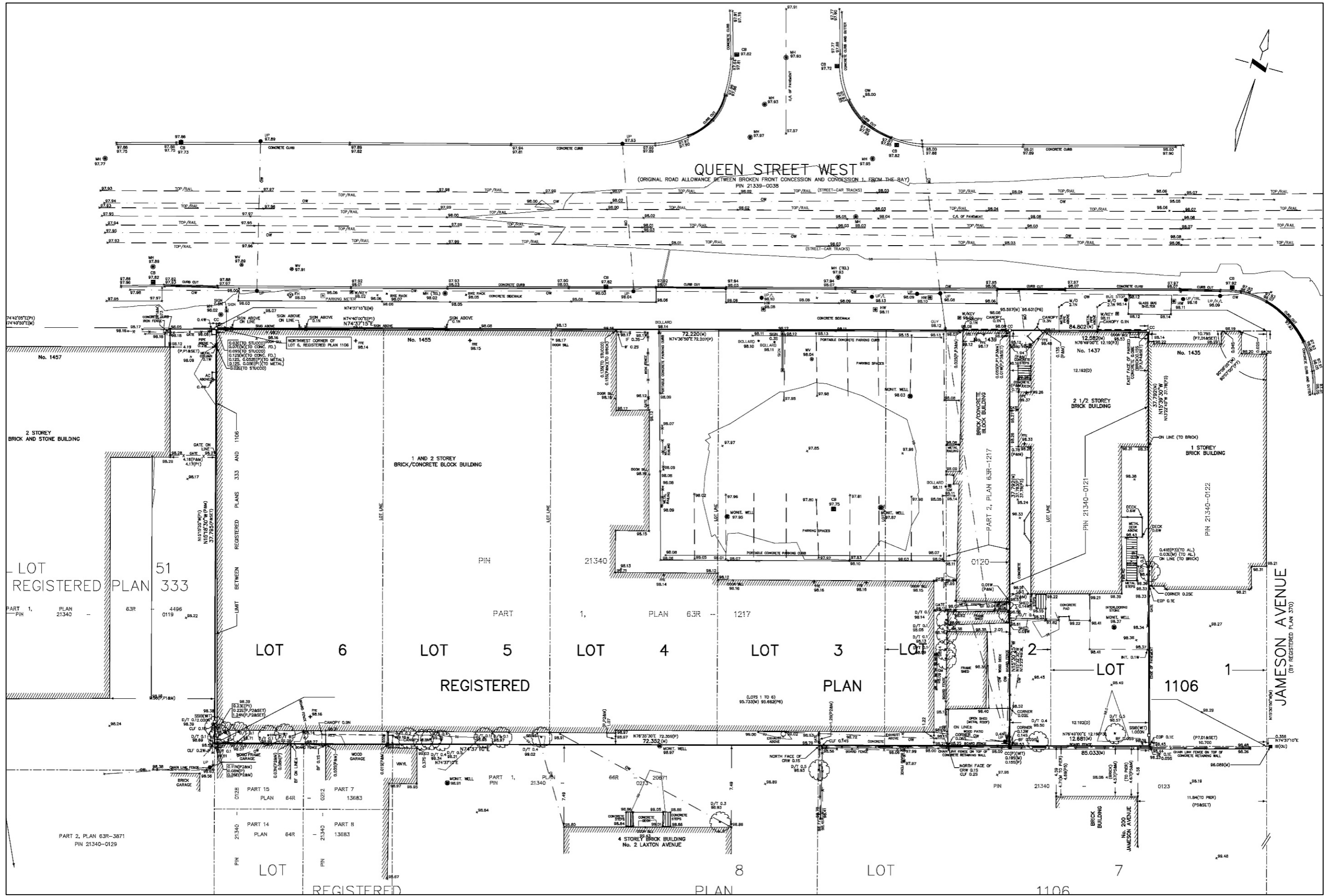


Figure 10

SURVEY



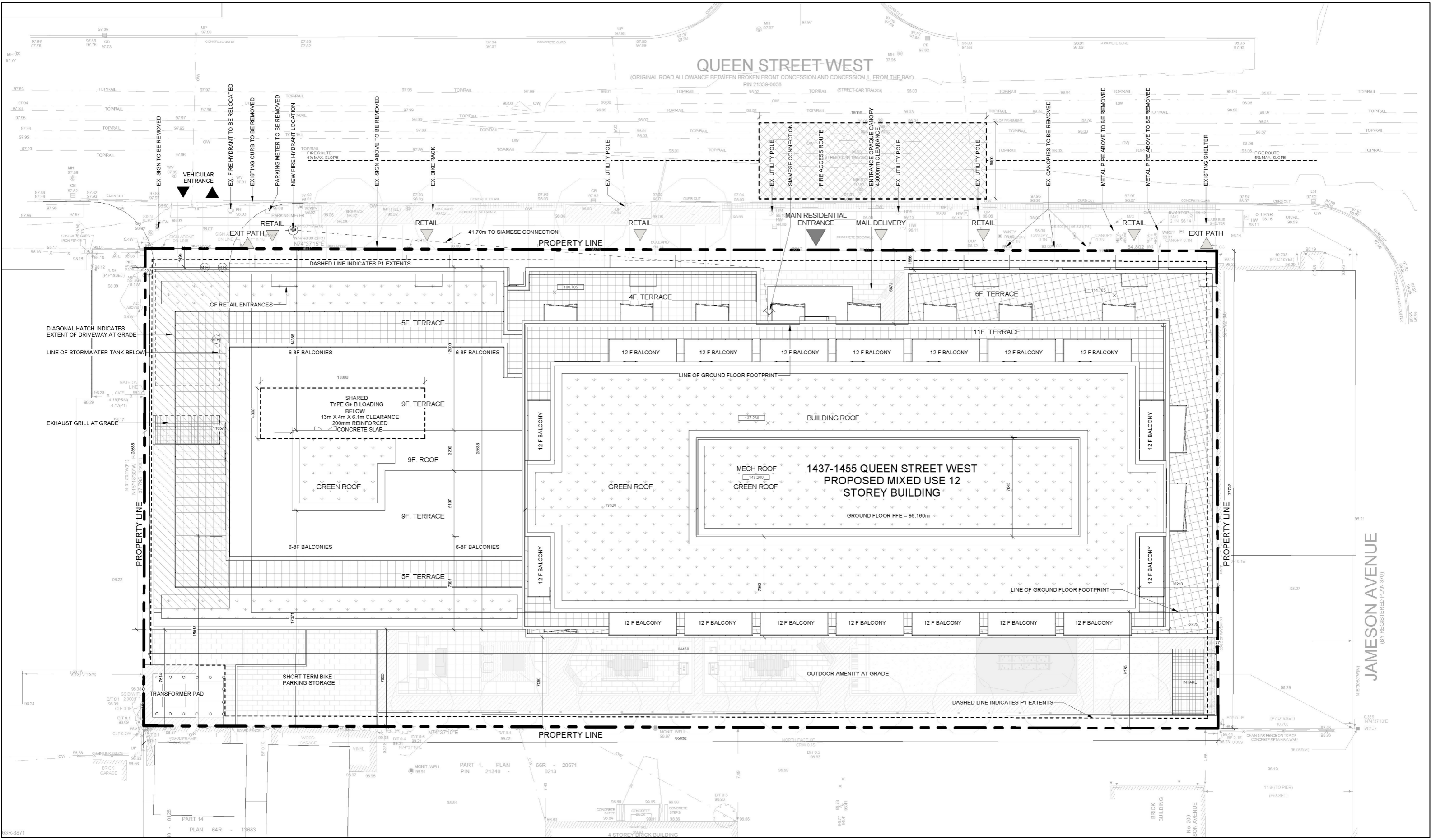


Figure 11

SITE PLAN



JAMESON AVENUE
(BY REGISTERED PLAN 370)

33R-3871

PLAN 64R - 13683

PART 1, PLAN
PIN 21340

66R - 20671
0213

4 STOREY BRICK BUILDING

No. 200
SON AVENUE

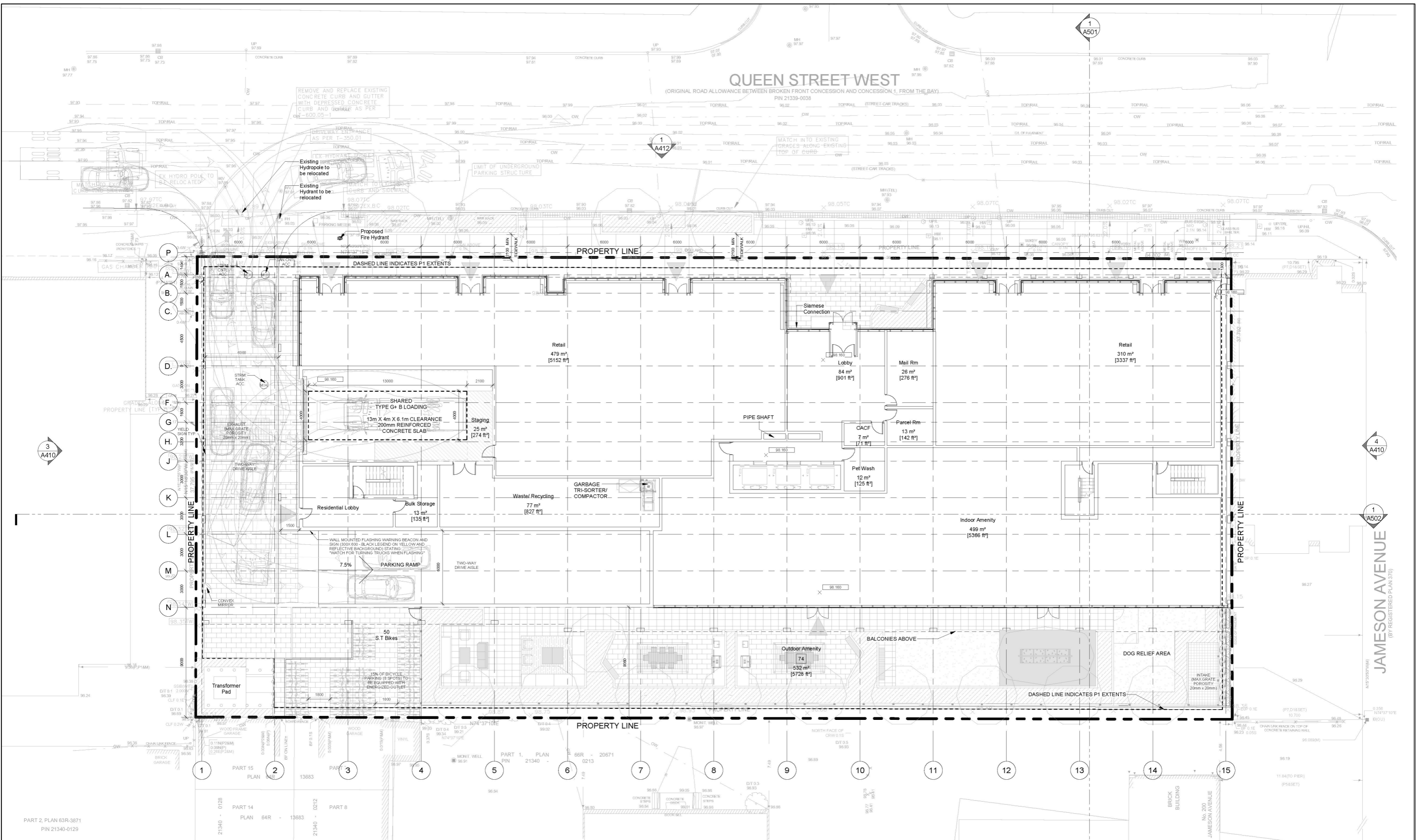


Figure 12

GROUND FLOOR PLAN

