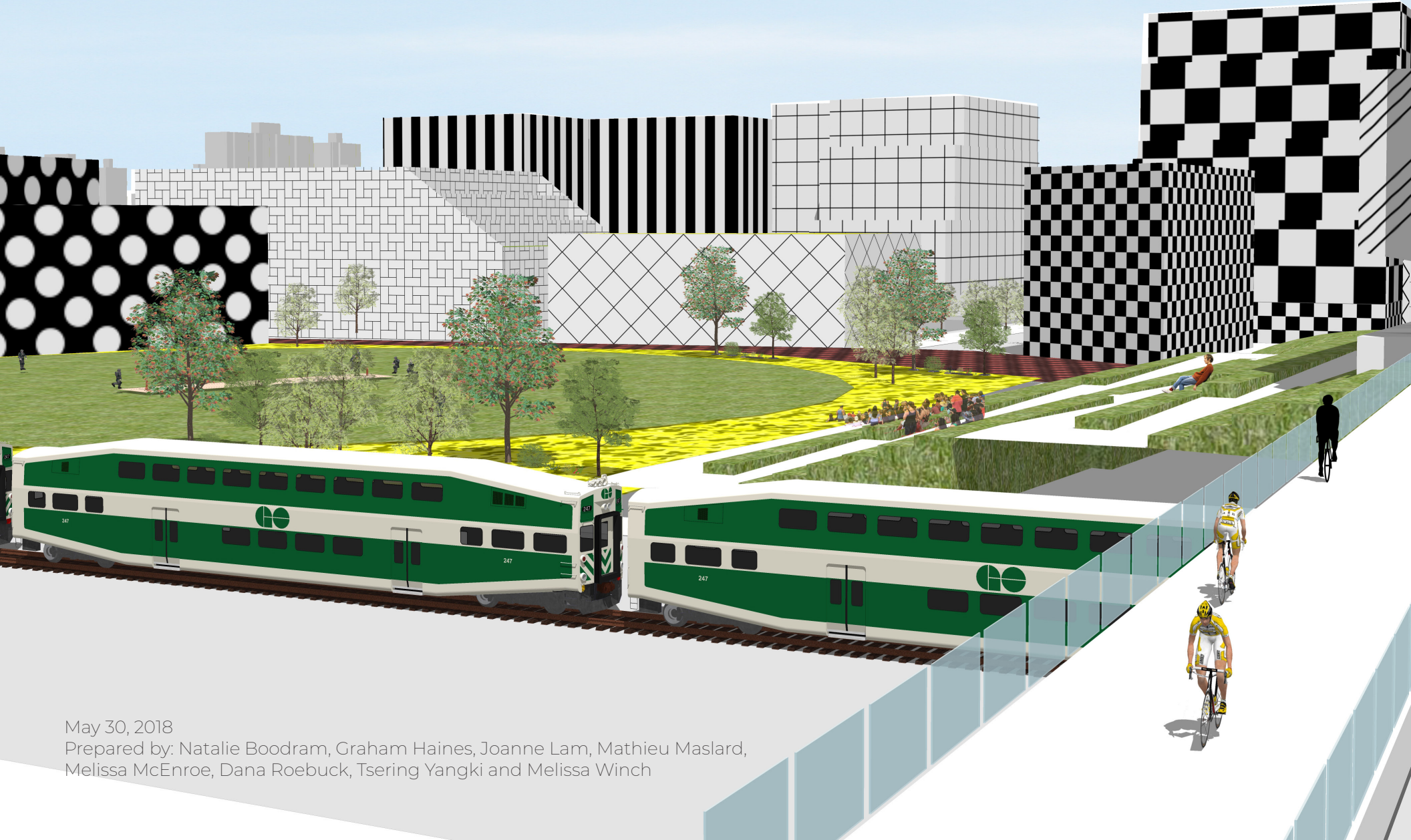


AHEAD OF THE CURVE

Planning for Community Benefits



May 30, 2018
Prepared by: Natalie Boodram, Graham Haines, Joanne Lam, Mathieu Maslard,
Melissa McEnroe, Dana Roebuck, Tsering Yangki and Melissa Winch

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Executive Summary

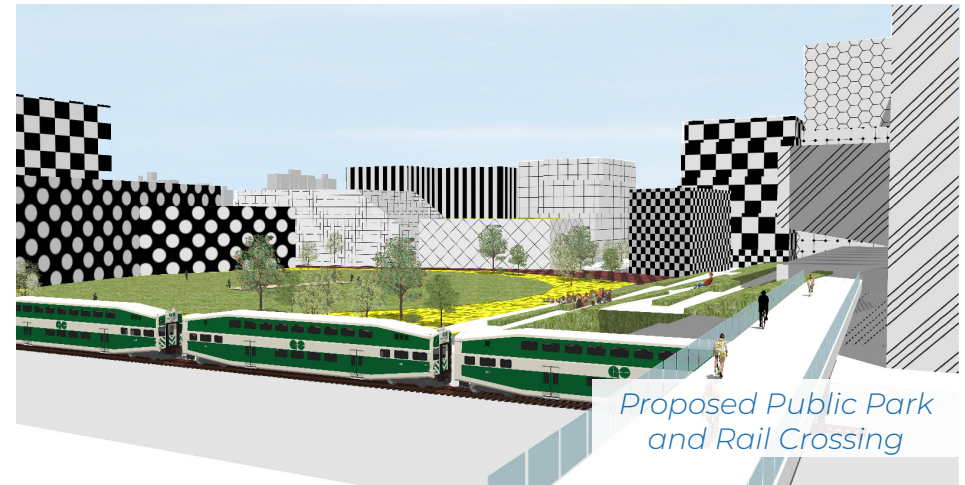
Ahead of the Curve uses the Shoppers World Danforth site in Toronto to explore how growth and development can be the catalyst for new community amenities and resources. Our work considers how recent changes to the planning process offer communities the opportunity to more proactively engage in the planning process, define the community benefits that should accompany growth, and realize these benefits through land value capture.

Our vision for the site draws inspiration from a community consultation exercise carried out by the project team and the Danforth Avenue Planning Study. The vision imagines a mixed-use and mixed-income community. The built-form is primarily mid-rise buildings with some high-rise buildings along Victoria Park. The new buildings will accommodate residential, commercial and office space. This will add needed housing and employment opportunities to the community. Alongside the new developments a number of community amenities are proposed:

- A maker space and cultural market in the Ford Factory building following a significant rehabilitation.
- A new community building with space for community groups and amenities.
- Affordable housing units distributed throughout the site;
- A new showcase public park;
- Well designed public realm, including a central pedestrian mews;
- A multi-use path along the rail corridor connected to Danforth GO.

- A new pedestrian and cycle bridge across the railway tracks.
- A new arts/cultural hub and public school.

Our vision is but one possible future for the site. However we hope that this vision provides inspiration and drives communities such as the East Danforth to get **Ahead of the Curve** and start proactively planning for growth.



1. Introduction

This report represents the synopsis of our response to a team assignment for the Urban Land Institute Toronto District's Urban Leadership Program (2017/2018). This program is an annual curriculum-based program designed to immerse mid-career professionals and create positive change in our city. Our group was assigned with creating a development concept for the Shoppers World site.

In carrying out the assignment our group identified that a development concept itself would be lacking—we are not community members, nor are we the landowner or a developer. Instead we viewed our work as an opportunity to help the local community consider their own vision for the site, and imagine how development could deliver positive outcomes for the local community.

In preparing this report and development concept we asked two key questions—questions that all communities facing pressure to intensify should ask:

- What community amenities are needed? How can these amenities be delivered alongside new growth?
- How do all stakeholders—the current landowner, future developer, current and future residents, and the City—benefit from the arrangement proposed?

Ultimately we hope our work can inspire the local community to **Get Ahead of the Curve** and more proactively plan for development.

1.1 Our Approach

The Shoppers World site at Danforth and Victoria Park offers an incredible development opportunity. Situated along one of Toronto's iconic avenues and proximate to a

subway stop, GO station stop, and major bus route, the site has significant potential to develop as a mixed-use, transit-oriented community.

Historically, the redevelopment of privately-owned sites, such as Shoppers World, has been driven by landowners and developers. However, recent changes to the planning process—(1) the replacement of the Ontario Municipal Board with new Local Planning Appeals Tribunals and (2) permitting the use of development permit systems—will allow the City and local communities more opportunity for input than before. Some concerns have been raised about the changes to the planning process, but we are optimistic that a better model for development can emerge.

Based on this optimism we are calling for a more proactive and collaborative approach to development planning. We believe such an approach benefits all stakeholders.

1.2 Getting Ahead of the Curve

Our call for a more proactive approach is in part driven by the fact that growth and development in Toronto is both legislatively required (as mandated by the Growth Plan) and necessary. Toronto's population is expected to grow from 3 million residents to 4 million over the next 25 years. This growth is already creating housing affordability challenges and these challenges will grow more acute unless we can deliver adequate new housing.

While Toronto's growth has created challenges for housing affordability it has also created a big opportunity: the land value of development sites has grown as a result of the economic success of the city. We believe that a more proactive and collaborative approach to planning will allow local communities and landowners to both benefit from this land value appreciation.

From the community perspective, a more proactive and collaborative approach will allow for better land value capture and the translation of land value into new community amenities.

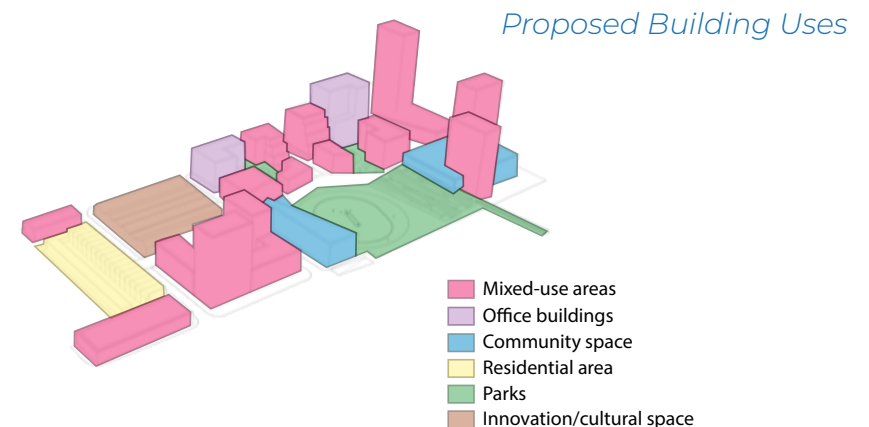
From a landowner perspective a more proactive and collaborative approach can decrease risk by creating certainty around what is permissible and by creating a simpler framework for development approval. It also creates more transparent land valuations for landowners.

Shoppers World Danforth offers an enticing opportunity to apply a more proactive and collaborative approach to planning. We understand that the current land lease on the site is in effect until 2029. This means there is ample opportunity to begin defining what the future of the site holds, and how it can contribute to a vibrant, growing community.

1.3 Plan Overview

Our vision prioritizes a built-form primarily of mid-rise buildings with some high-rise buildings along Victoria Park. The plan focuses on delivering high-value community amenities, building connectivity and continuity with the surrounding neighbourhood, and respecting the nearby built-forms. The new buildings will accommodate residential, commercial and office space, adding needed housing and employment opportunities to the community.

Alongside this increased density, we propose a number of community amenities including a new maker space and cultural market at the old Ford Factory, enhanced public realm throughout the site, a multi-use trail along the rail corridor connecting the site to the Danforth GO station, and a new arts/culture hub, public school and showcase public park.



2. Considerations

Understanding the local context was critical in forming our vision for the site. Most importantly we wanted to understand the priorities of local residents. To do this we carried out a community consultation exercise to understand the actual thoughts and desires of the local community. This consultation helped establish a number of principles we felt were important to respect in developing our vision.

In order to complement our community consultation we also viewed the ongoing Danforth Avenue planning study as a key input. This study has included significant consultation around the future of Danforth that helped inform our site design.

In developing our vision, we also considered the existing local conditions and looked for similar development opportunities that were already underway. This helped us understand what type of development might be expected at Shoppers World and how the existing landowners might view the potential of their site.

Finally we also viewed recent changes to the planning process as important. We believe that these changes create an opportunity for communities to more proactively and collaboratively engage in the planning process.

2.1 Community Consultation

Our consultation process involved one-on-one discussions, by phone and on site in the community, email surveys, and social media. Through this consultation several key themes emerged (detailed consultation notes are available in Appendix D):

- Most residents came to this neighbourhood for the affordability. It was a key factor in drawing them to the area, and one that continues to keep them here.
- The diversity of culture, income, and lived experiences is the biggest asset of the neighborhood. Many talk about feeling comfortable amongst their neighbours in a way that makes them feel authentic.
- New parks and gathering spaces are wanted. While there are some places to naturally mix and mingle they are further away from the community than they should be (e.g. over the railway tracks or a bus ride away). Some specific suggestions made by the community included a library, skating rink, and large green space.
- Suggestions for future retail focussed on opportunities for small businesses and entrepreneurs, a cultural marketplace, and cafes that offered places for people to stay and mingle.
- The current iteration of Shoppers World is utilized by many, but there is not a significant attachment to its physical context. People shop there for convenience rather than as a destination.

2.2 Danforth Avenue Planning Study

The City is currently undertaking a planning study on Danforth Avenue between Coxwell Avenue and Victoria Park Avenue. The study considers important issues such as built form, character features, and public realm. To date, more than ten stakeholder or public meetings have been held to gather important feedback on the study's direction.

A review of the available summaries of each meeting and relevant staff reports suggest the community finds the following matters important when considering planning for

the future in their neighbourhood:

- Maintain the walkable character of the area
- Dedicated and separated bike lanes to promote safe and active streets
- Emphasis on keeping smaller scale storefronts on the Danforth, recognizing the vitality of these businesses is key to the economic development of the area
- Beautify streets with planters, art, signage, etc. to enhance the public realm
- Add parks and green spaces to enhance the connections to the outdoors

2.3 Existing Conditions

Shoppers World Danforth is located on a 20-acre site on the southwest corner of Danforth Avenue and Victoria Park Avenue in the City of Toronto. The site contains an existing shopping mall building, a stand-alone retail building, and related surface parking. The surrounding land uses include: low-rise commercial and residential buildings; an active rail line along which the GO-lakeshore East line operates; high-rise buildings along Victoria Park to the northeast.

The size and location of this site presents a significant development opportunity. Similar redevelopment of large commercial properties are occurring across Toronto, and



are critical to delivering new mixed-use, mixed-income neighbourhoods that help address the need for new housing and employment opportunities in the City.

Some active redevelopment projects that drew our attention were the Galleria Mall project at Dupont and Dufferin, redevelopment at Bloor and Dufferin, redevelopment at Bloor and Dundas, and the Golden Mile redevelopment along Eglinton East.

TCHC revitalization projects (e.g. Regent Park) also provided inspiration. Of note is their proactive and collaborative planning approach which has helped deliver significant community benefit. These projects had the advantage of public land to leverage. Nonetheless, emulating their success was a goal.

*Proposed Galleria Mall Redevelopment
Image via UrbanToronto via submission to Design Review Panel*



*Proposed Bloor and Dufferin Redevelopment,
Image via UrbanToronto courtesy of Capital and Metropia*



*Proposed Golden Mile Redevelopment
Image via UrbanToronto via submission to Design Review Panel*



*Proposed Bloor and Dundas Redevelopment,
Image via UrbanToronto, image by Hariri Pontarini Architects*

2.4 Opportunity for Proactive Planning

Recent changes to the planning process in Toronto offer an opportunity to pursue a more collaborative and proactive approach to planning as called for by our **Ahead of the Curve** proposal.

First, the Province of Ontario has eliminated the Ontario Municipal Board (OMB) and replaced it with a new Local Planning Appeals Tribunal (LPAT). This change was meant to re-empower communities to define what growth looks like in their neighbourhoods. There are concerns that this change could amplify the impacts of NIMBY-ism, but we are much more optimistic. We believe that the change from the OMB to the LPAT provides incentive for developers and community members to more closely work together to develop and advance solutions that are amenable and beneficial to both groups.

Second, the City of Toronto, via Official Plan Amendment 258, approved the use of Development Permit Systems (DPS). A DPS allows for a more comprehensive approach to neighbourhood and community planning by replacing the standard zoning by-law with a more comprehensive plan, that includes permissible heights and densities, expected community benefits (tied to final densities), public realm requirements, and creates a streamlined approval process. A DPS creates the opportunity to clearly define community benefits ahead of time. This is unlike the application of Section 37 benefits which occur on a site-by-site basis later in the planning process and lack a transparent calculation methodology and approach.

By better planning for a community's future ahead of time via a DPS we believe the City and communities can better capture land value via community benefits, and that land owners can benefit via a streamlined approval process.

3. Vision

Following our review of existing conditions and opportunities our vision is based on the following development principles:

- Design a neighbourhood built form that contains a mix of land uses so that residents have opportunities for living, careers, inspiration, innovation, and wellness;
- Design a neighbourhood that promotes an active lifestyle through enhanced pedestrian and cycling connections on site and leading off-site to the GO Rail Station, Victoria Park Subway Station, Danforth Avenue and Victoria Park Avenue;
- Uncover and preserve the innovation of the past “Old Ford Motor Plant Building” and transform this building into a “Maker Space” and cultural market fostering space for future innovation and technology.
- Promote public space for active and passive recreation that all residents and visitors can enjoy;
- Celebrate the culture and diversity through providing for community-focused public spaces and streetscapes;
- Create a neighbourhood with access to multiple transportation options and a variety of land uses and amenities within walking and cycling distance to reduce the reliance on automobiles;
- Provide ample green spaces, landscaped buffers, and permeable pavement to minimize surface water and run-off, and reduce the urban heat island effect.
- Provide mixed-tenure, mixed-income housing throughout the site by partnering with affordable housing operators (>30% affordable housing).

4. Proposed Concept

Ahead of the Curve is a proposal that plays with layers, hierarchy and porosity to maximize visual and physical connections in both 2D and 3D, with programming that enriches the city, the surrounding neighbourhood and the immediate community.

Starting with the green network layer, the layers of urban realm and multi modal transportation network are overlaid to offer continuity and capitalize on points of intersections. On the ground, the site is organized around a central public park and three east-west spines. The three spines are: Danforth Ave, a proposed pedestrian mews and a proposed East Toronto Rail Path. Connecting the three spines in the north south direction are extensions of the existing street grid and the new public park.

The public park serves as a focal point for the community, connecting the community to the south via the proposed rail bridge and the East Toronto Rail Path. The park is sufficiently large to host a cricket pitch for the city. The buildings are grouped so that smaller green spaces are created. These spaces help extend to the public realm.

The three spines are envisioned with different character. Along the north side, Danforth Ave will be activated with new retail shops, continuing the existing vibrant street frontage. Through the middle of the site, the pedestrian mews allows for large patios and street festivals. On the south side, the East Toronto Rail Path provides connectivity for pedestrians and cyclists. The path runs along side a new road that is fronted by workshops and artisanal maker spaces. The transition from one layer to the next is seamless.

Hierarchy and porosity are worked into the massing.

Generally, building heights rise from west to east to take advantage of the corner of Victoria Park and Danforth as a gateway that changes from an urban context to a more suburban one. As the pedestrian mews approach the east side, a large, covered urban space is created at the corner of Victoria Park and Danforth by lifting the building there. This provides an opportunity to create a signature building and a gateway to the community.

On the site, the built form takes into account the existing context, namely the houses to the west, the need for the grocery store's continued operation, and the heritage value of the Ford plant. Butting up against the existing houses will be stacked townhouses with laneway housing. This form allows for gentle density to be inserted adjacent to existing low-rise buildings. The Ford plant is being adaptively reused as a maker space and a cultural market. The grocery store will be rehoused in phase one before being demolished so the community's daily living is minimally impacted. A new arts/cultural hub is also planned, attracting people from all corners of the city to the new community.

Part of designing for porosity is the ability to create surprises, so unexpected views can present themselves. The built form has been carefully massed to cast minimal shadows on the park, while incorporating step backs and terracing to allow for maximum views of the site. Certain vistas such as crossing the bridge and walking along the pedestrian mews have been strategically composed. The school is proposed as an urban type, located on the second floor, and having direct access to the park via the outdoor amphitheater. This arrangement reveals a more nuanced boundary with the school, doing away with the typical chain link fence while still maintaining a defined edge, and gaining a new identity in the process.



1. Rehabilitated Ford Factory

2. Community Hub

3. Public Park and Ampitheatre

4. Pedestrian Mews

5. Pedestrian and Cycle Bridge

6. Public School and Community Arts Space

7. East-Toronto Rail Path

8. Stacked Townhouses and Laneway Homes

9. Live-work units

10. Mixed-use buildings

11. Office Buildings

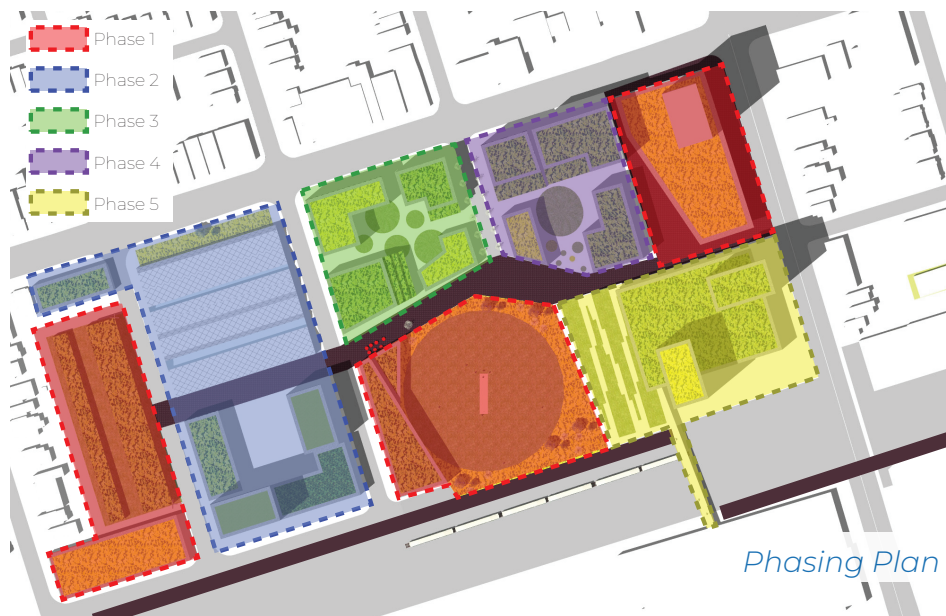
12. Retail Buildings

5. Project Phasing

A key component of the phasing plan is to ensure that the existing grocery store can be replaced before its structure is demolished. To accomplish this, the new grocery store will proceed in phase one and occupy space at the corner of Danforth and Victoria Park.

Phase one also delivers the new community park and community centre. This will help bring life and activity to the community throughout the development process. Likewise, delivery of the new maker space and cultural market at the Ford Factory is planned to be delivered in phase two to further promote an active and engaged community.

Phases three and four deliver new mixed-use buildings and two office buildings to the site alongside small public spaces. The final phase (5) will deliver a new school and arts/culture hub along side two residential towers.



5.1 Temporary Uses and Incremental Phasing

In addition to ensuring that phasing preserves key existing retail uses, we have also proposed an innovative approach to public engagement throughout the phasing and development of the project. We suggest a program of temporary and tactical urbanism interventions that enhance public engagement and refine and strengthen the proposed community and public spaces on site.

This approach leverages incremental and low-cost initiatives that tap into local knowledge. During the project's phasing, the site will become an experiment for new designs and programming ideas until the final designs are introduced to the site. The approach encourages community members to become involved in the planning process, establishing broad community vision and buy-in for the development.

A primary example of this approach would be the installation of a pop-up outreach centre to be placed either on the later phase lands or in the former Ford factory. At this centre the local community will be able to access information on the area and participate in engagement opportunities for new ideas and recommendations for community benefits of later phases.

Likewise, prior to demolition, existing retail sites can continue their use, or be transferred to the community for use as pop-up shops, arts centres, and community spaces.

A temporary community garden is also recommended. This garden will act as a way to engage people in the site. Neighbouring residents and future residents will be invited to use the garden which will remain until construction begins.

6. Project Economics

The proposed project is a multi-phased, mixed-use, mixed-income and multi-generational urban revival project. The project will develop a total of 2,213,031 square feet of residential, community, office and retail space. It will ultimately create a neighbourhood where you can live, work, play and shop. The Project is envisioned to be developed in multiple phases, ultimately yielding a neighbourhood that provides long-term community benefits alongside strong market economics that allow for a viable financial structure.

Overall the project yields 11% net margin over the 16 year period. It is to be noted that the cost and revenue assumptions are based on today's market rate and do not include inflation. The pro forma's projections are based on a freehold model and zoned land.

While the current land lease does not expire until 2029, for simplicity our pro forma and phasing plan assumes that development could proceed immediately. This helps provide a more relatable picture of the likely timeline required to develop the site. Pro forma details are available in Appendix C.

Project Economics Summary

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Total
Revenue	\$340,424,397	\$302,450,680	\$168,782,823	\$256,996,460	\$335,225,783	\$1,403,880,144
Land Costs	\$48,794,614	\$40,373,667	\$22,924,524	\$36,794,039	\$50,285,927	\$199,172,770
Soft Costs	\$82,869,247	\$85,930,945	\$49,828,742	\$74,389,313	\$106,141,460	\$399,159,706
Hard Costs	\$155,624,627	\$136,128,024	\$75,112,638	\$117,343,841	\$164,672,925	\$648,882,055
Total Costs	\$287,288,488	\$262,432,636	\$147,865,903	\$228,527,192	\$321,100,312	\$1,247,214,532
Net Revenue	\$53,135,909	\$40,018,043	\$20,916,920	\$28,469,268	\$14,125,472	\$156,665,612
Net Margin	16%	13%	12%	11%	4%	11%

6.1 Detailed Phasing

Phase 1 will bring four blocks totalling 542,162 square feet of space to market. This space is comprised of 38% retail space with the balance (62%) residential. The pre-development of this phase is projected to commence on June 1, 2019 and be completed by September 1, 2024.

Phase 2 will comprise of 4 Blocks, with 448,596 square feet being developed. This will comprise of 15% industrial/flex, 2% retail and 83% residential. Pre-development is projected to start on December 1, 2019 and be completed by December 1, 2027.

Phase 3 will comprise of 4 Blocks, with 254,716 square feet being developed. This will comprise of 24% Office, 7% retail and 69% residential. Pre-development is projected to start on June 1, 2020 and be completed by December 1, 2030.

Phase 4 will comprise of 4 Blocks, with 408,823 square feet being developed. This will comprise of 43% Office, 8% retail and 49% residential. Pre-development is projected to start on June 1, 2020 and be completed by December 1, 2033.

Phase 5 will be 1 large Block, with 558,732 square feet being developed. This will include residential space, the new arts/cultural centre and a new public school.

7. Conclusions and Recommendations

The Shoppers World Danforth site has a bright future. Seizing that future will require the City and local community to take a more proactive and collaborative approach to planning alongside landowners and developers. It will require a “Yes In My Back Yard” approach that invites conversation and collaboration amongst all stakeholders.

The proposed vision for the Shoppers World site is meant to explore one possible outcome that could result from such a proactive and collaborative approach to planning. It proposes densities in line with what can be expected at transit hubs, while delivering significant community benefits.

While we hope that our vision provides some inspiration, we also recognize that there is a significant opportunity for the City, community and landowner to come up with their own vision for this site, and to see that vision realized. The current land lease is in effect until 2029. This timeline presents the opportunity to develop and apply a Development Permit System in advance of development. Work on that front should start as soon as possible.

A DPS would allow landowners, developers and community members to all have a greater understanding of the site's future. Specifically, a DPS would help establish clear outcomes, including appropriate densities, design guidelines and community benefits.

Our hope for Shoppers World—and for comparable sites—is the creation of a clear and transparent trade-off of decreased risk and uncertainty in the planning and approval process in exchange for new community amenities delivered via land value capture.

There is a fine balance to strike, asking for too many community benefits is likely to stifle development—something Toronto cannot afford given its growing affordability challenges. However, a proactive and positive planning approach can help find a positive outcome: financial incentive for the landowner and developer to build and new amenities for residents.

7.1 Recommendations

The proposed recommendations apply not just to Shoppers World but to all sites that will face the need to intensify:

- Start planning now!
- Articulate clear community priorities including new amenities, affordability criteria and public realm elements.
- Establish appropriate trade-offs between density and community benefits.
- Establish a clear planning and approvals process to help de-risk and incentivize the development process.



Proposed Pedestrian Mews

Appendix A: Planning Justification

Consistency with the Provincial Policy Statement (2014), Conformity with the Provincial Growth Plan (2017), and Conformity with the City of Toronto Official Plan (2015)

The site concept is consistent with the Provincial Policy Statement (PPS) (2014). It contributes to healthy, liveable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (PPS, Section 1.1.1). The Site concept also provides for land use patterns within settlement areas that is based on densities and mix of land uses which efficiently uses land and resources, supports active transportation, and is transit-supportive (PPS, Section 1.1.3.2 a.). The Site concept provides a range of uses and opportunities for intensification and redevelopment (PPS, Section 1.1.3.2 b.) and is based on appropriate development standards that facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety (PPS, Section 1.1.3.4). It also promotes economic development and competitiveness by encouraging compact, mixed-use development opportunities that incorporates compatible employment uses supporting liveable and resilient communities (PPS, Section 1.3.1). The site concept will also provide for housing (Section 1.4.3), public spaces, recreation, parks, trails, and open space (PPS, Section 1.5.1), and long-term economic prosperity (PPS, Section 1.7.1) that are consistent with the PPS.

The site concept is consistent with the Provincial Growth Plan for the Greater Golden Horseshoe “Places to Grow” (2017). The site concept supports the achievement of complete communities that feature a diverse mix of land

uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. It aims to improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes, and provides for a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. The site provides convenient access to a range of transportation options and the convenient use of active transportation, and an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities. Furthermore, the site concept provides for high quality compact built form, an attractive and vibrant public realm (Growth Plan, Section 2.2.1). Providing higher residential and non-residential densities, the site concept recognizes that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. The site concept will contribute to the City of Toronto’s target to provide 200 residents and jobs combined per hectare for Major Transit Station Areas (served by Victoria Park Subway Station and Main-Danforth GO Train Station), should the site be included in this area for study. (Growth Plan, Section 2.2.4). The site concept will also provide for economic development and competitiveness (Growth Plan, Section 2.2.5) and housing (Growth Plan, Section 2.2.6) that are consistent with the Provincial Growth Plan.

The site is designated as “Mixed Use Areas” in the City of Toronto Official Plan (June 2015 Office Consolidation). The designation permits a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities (Toronto Official Plan, Map 21 Land Use Plan, Section 4.5.1).

The site concept is intended and has been designed to meet the development criteria, as set out in Section 4.5.2 of the Toronto Official Plan.

- a) 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;
- b) provide for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown, the Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas [underlined for emphasis], creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) provide an attractive, comfortable and safe pedestrian environment;
- g) have access to schools, parks, community centres, libraries, and childcare;
- h) take advantage of nearby transit services;

i) provide good site access and circulation and an adequate supply of parking for residents and visitors;

j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and

k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

As such, the site concept is consistent with the City of Toronto Official Plan.

As noted above, the site is consistent and conforms to the Provincial Policy Statement (2014), Provincial Growth Plan (2017), and City of Toronto Official Plan (2015).

Appendix B: Current Planning Status Memo

Document attached

memo

Urban Leadership Program 2017/ 2018

To: Shoppers World 2 Team
From: Natalie Boodram
Date: May 29, 2018
Re: Current Planning Status – Shoppers World Danforth for the ULI Urban Leadership Program

The following provides a review of the current planning status of the site, including applicable Provincial Policy, Toronto Official Plan, and Toronto Zoning By-law, as well as a description of the site and surrounding land uses.

1.0 Description of Site and Surrounding Land Uses

Shoppers World Danforth is located on a 20-acre site on the southwest corner of Danforth Avenue and Victoria Park Avenue in the City of Toronto. It is located approximately one (1) kilometre east from the intersection of Main and Danforth. The site is generally flat.

The site contains an existing shopping mall building, a standalone retail building, and related surface parking. Most of the mall building is situated on the western half of the site with the front of the building close to the street (Danforth Avenue). The remainder of the mall building runs along the rear portion of the property. Major tenants include Lowe's Home Improvement, LA Fitness, CIBC, Shoppers Drugmart, and Staples. The standalone building is situated on the immediate corner of Danforth Avenue and Victoria Park Avenue, containing a Burger King and retail businesses.

A surface parking area is located towards the middle of the site with frontage on to Danforth Avenue and Victoria Park Avenue. Additional surface parking areas are located along the west and south edges of the site. There are two Driveway entrances from Danforth Avenue at the west end of the site and at Thyra Avenue. There is one driveway entrance from Victoria Park Avenue at Wakehood Street.

Surrounding land uses are described as follows:

North: From west to east, Danforth Avenue contains predominantly two-storey commercial buildings fronting along on the north side of the street and commercial plazas nearest to Victoria Park Avenue.

South: Metrolinx owns and operates a rail corridor that abuts the rear portion of the site. This rail corridor is GO Transit's Lakeshore East line.

West: From north to south, a one-storey commercial building with frontage on to Danforth Avenue, one and two storey single-detached units and two-storey semi-detached units on Lutrell Avenue, and a one-storey building backing on to the rail corridor.

East: From north to south, Victoria Park Avenue contains a one-storey commercial plaza with frontage on to Danforth Avenue on the east side of the street, followed by a row of four semi-detached residential units, two residential bungalows, a medical office building, two two-storey single detached units, and one residential bungalow nearest to the rail corridor.

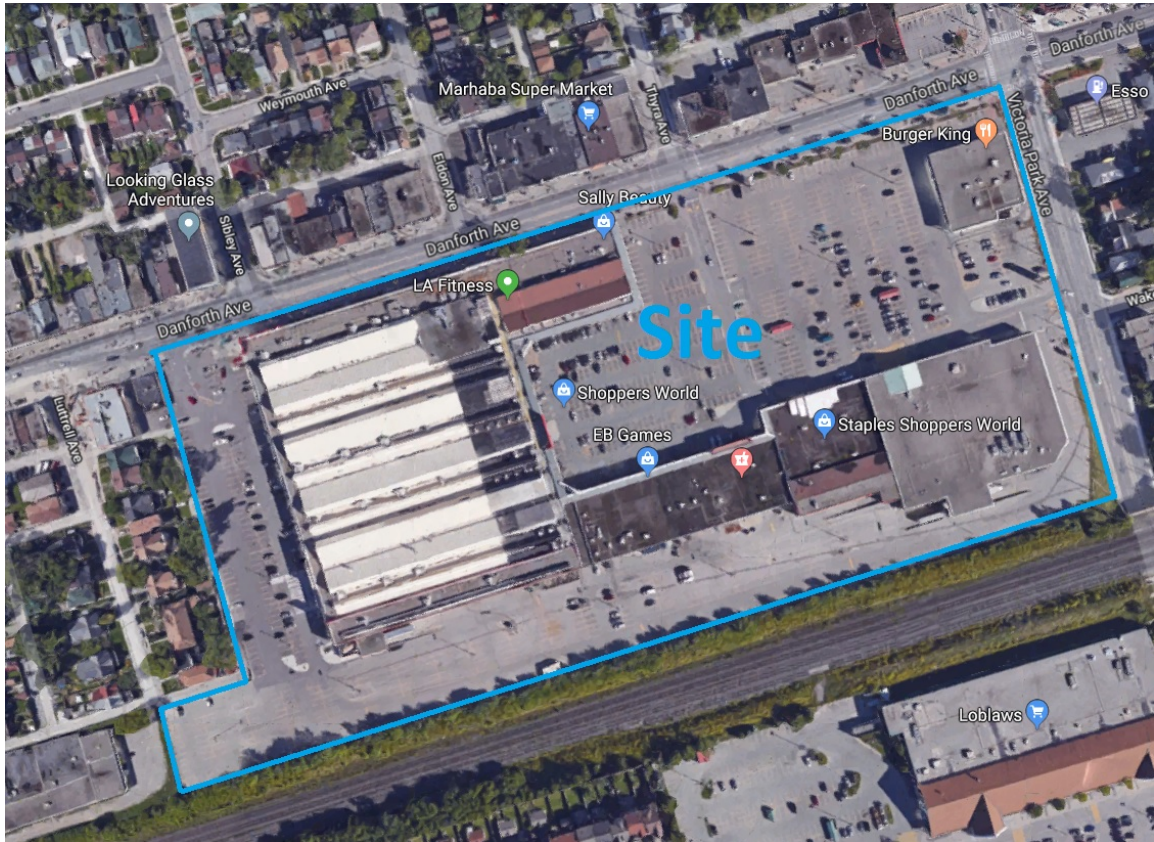


Figure 1 – Site and Surrounding Land Uses

2.0 Provincial Policy

The Provincial Policy Statement (2014) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The Provincial Growth Plan for the Greater Golden Horseshoe “Places to Grow” is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life in this area.

The Regional Transportation Plan contains the Province’s policy direction on the transportation network in the Greater Golden Horseshoe Area.

The Regional Transportation Plan “The Big Move” (2008) guides the work underway to transform the transportation network in the Greater Toronto and Hamilton Area (the GTHA). A Draft 2041 Regional Transportation Plan (review of the Regional Transportation Plan “The Big Move”) is underway and is expected to be completed in 2018/2019.

These Provincial policy documents apply to the site as it is situated within the context of the City of Toronto.

2.1 Provincial Policy Statement (2014)

The Provincial Policy Statement provides the following direction that is most relevant to redeveloping the site.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

- 1.1.1 Healthy, liveable and safe communities are sustained by:
 - b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

- e. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

Settlement Areas

- 1.1.3.2 Land use patterns within settlement areas shall be based on:
 - a. densities and a mix of land uses which: 1. efficiently use land and resources; and 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; 3. minimize negative impacts to air quality and climate change, and promote energy efficiency; 4. support active transportation; 5. transit-supportive, where transit is planned, exists or may be developed; and 6. are freight-supportive; and
 - b. a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Employment

- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
 - c. encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities

Housing

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:
 - b. permitting and facilitating: 1.all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and 2.all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
 - d. 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 areas where it exists or is to be developed; and
 - e. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Public Spaces, Recreation, Parks, Trails and Open Space

- 1.5.1 Healthy, active communities should be promoted by:
 - a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

Long-Term Economic Prosperity

- 1.7.1 Long-term economic prosperity should be supported by:
 - a. promoting opportunities for economic development and community investment-readiness;
 - c. maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
 - d. encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;
 - i. promoting energy conservation and providing opportunities for development of *renewable energy systems* and *alternative energy systems*, including district energy;

Energy Conservation, Air Quality and Climate Change

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:
 - a. promote compact form and a structure of nodes and corridors;

- e. improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f. promote design and orientation which: 1.maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and 2.maximizes opportunities for the use of renewable energy systems and alternative energy systems;

2.2 Provincial Growth Plan for the Greater Golden Horseshoe “Places to Grow”

The site is located within the Built Up Area within the City of Toronto.

Managing Growth (Section 2.2.1)

- 4. Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
 - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
 - c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - d) expand convenient access to: i.a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii.public service facilities, co-located and integrated in community hubs; iii.an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv.healthy, local, and affordable food options, including through urban agriculture;
 - e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;
 - f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
 - g) integrate green infrastructure and low impact development.

Transit Corridors and Station Areas (Section 2.2.4)

- 3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:
 - a) 200 residents and jobs combined per hectare for those that are served by subways;
 - c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.
- 8. All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:
 - a) connections to local and regional transit services to support transit service integration;
 - b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.
- 9. Within all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;
 - b) fostering collaboration between public and private sectors, such as joint development projects;
 - c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.
- 10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Employment (Section 2.2.5)

- 1. Economic development and competitiveness in the GGH will be promoted by:
 - a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
 - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
 - c) planning to better connect areas with high employment densities to transit; and
 - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Housing (Section 2.2.6)

- 3. To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.3 Regional Transportation Plan “The Big Move” (2008)

Strategy #7 Build Communities That Area Pedestrian, Cycling and Transit-Supportive

- 7.11 In new residential, commercial and employment developments in municipalities where transit service is planned or available, all homes and businesses shall be within walking distance of a transit stop with frequent service. Transit stop signage shall be erected as soon as roads are constructed so that prospective businesses and homeowners are aware of where transit service will be provided.
- 7.17 All transit corridors in the regional rapid transportation network shall be assessed for their potential for higher density mixed-use development and for their suitability as intensification corridors as defined in the Growth Plan for the Greater Golden Horseshoe. Generally, all regional rapid transit corridors that are not on controlled-access expressways or outside of settlement areas should be identified as intensification corridors, except where this would conflict with other provincial policy.
- 7.19 Design standards and streetscape guidelines, enforceable through the site plan process, should be prepared for those transit corridors that are identified as intensification corridors. These should address landscaping, street furniture, integrating transit facilities (shelters and waiting areas), signage and lighting.

2.4 Draft 2041 Regional Transportation Plan

Strategy 4: Integrate Land Use and Transportation

- Realize the provincial Growth Plan vision for intensification and complete communities and meet Growth Plan intensification targets for Major Transit Station Areas and Urban Growth Centres.
- Attract new employment, a key driver of transit ridership, by investing in transit to create the conditions needed to induce new office developments nearby.
- Locate new regionally significant services and public institutions near frequent transit services.
- Advance Mobility Hub development by strengthening the partnerships required through the land use planning process and the transit project development process.
- Where and how transit stations are developed is key to establishing an integrated transportation system in the GTHA. In our polycentric region, transit stations link up people with jobs, schools, work and amenities. Achieving enough density around stations is necessary to ensure that there is significant two-way ridership on RER.
- Integrated station development, where stations are integrated with commercial, residential or office uses, is ultimately the most desirable approach for station development or redevelopment.
- Planning and development around transit stations needs to involve provincial and municipal stakeholders, along with transit agencies and the private sector.
- Making walking and cycling safe and accessible is a cornerstone of developing a complete community and achieving the intensification goals of the Growth Plan.

3.0 City of Toronto Official Plan (June 2015 Office Consolidation)

The site is designated as “Mixed Use Areas” in the City of Toronto Official Plan (June 2015 Office Consolidation). The designation permits a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities (Map 21 Land Use Plan, Section 4.5.1).

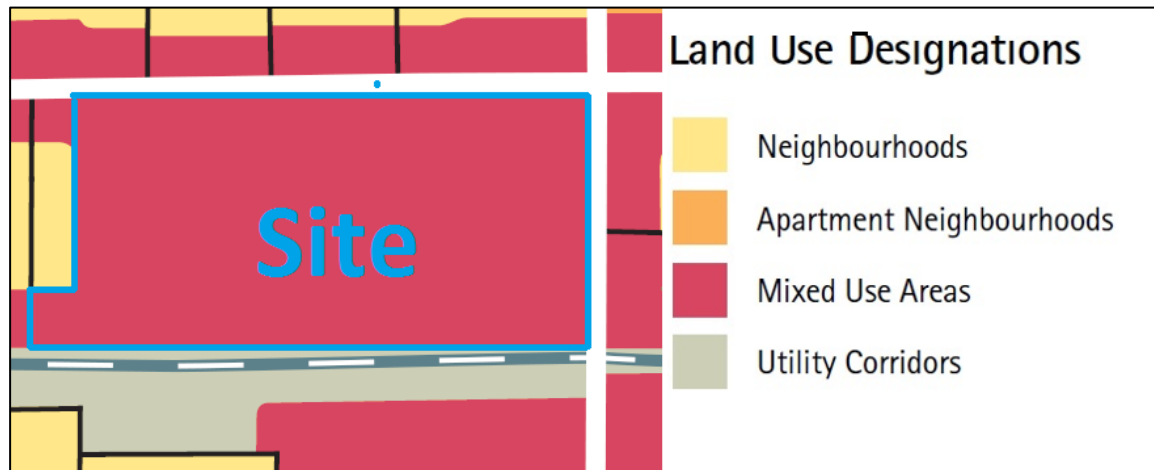


Figure 2 – Site Location on Map 21 Land Use Plan of Toronto Official Plan (June 2015 Office Consolidation)

The Official Plan sets out the following development criteria for lands within the Mixed Use Area designation:

- a) 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;
- b) provide for new jobs and homes for Toronto’s growing population on underutilized lands in the Downtown, the Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) provide an attractive, comfortable and safe pedestrian environment;
- g) have access to schools, parks, community centres, libraries, and childcare;
- h) take advantage of nearby transit services;
- i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

(Section 4.5.2)

Large scale, stand-alone retail stores and/or “power centres” are not permitted in Mixed Use Areas within the Central Waterfront, and Downtown, and are permitted only through a zoning by-law amendment in other Mixed Use Areas. Where permitted new large scale, stand-alone retail stores and/or “power centres” will ensure that:

- a) sufficient transportation capacity is available to accommodate the additional traffic generated by the development, resulting in an acceptable volume of traffic on adjacent and nearby streets; and
- b) the function and amenity of the area for businesses and residents and the economic health of nearby shopping districts are not adversely affected.

(Section 4.5.3)

Existing large scale, stand-alone retail stores and/or “power centres” legally established prior to the approval date of this Official Plan in Mixed Use Areas are permitted (Section 4.5.4).

The road right-of-way designation of Danforth Avenue and Victoria Park Avenue is 20 metres or less, as these roads are not listed on Schedule 1 (Existing Minor Streets With Right-of-Way Widths Greater Than 20 Metres). Danforth Avenue has a right-of-way of 27 metres (Danforth Avenue Planning Study, City of Toronto, March 2017). The exact road rights-of-way of Victoria Park Avenue will need to be confirmed, along with any additional required takings along Danforth Avenue and Victoria Park Avenue.

3.1 City of Toronto Development Permit System

The City of Toronto has permission to enact a Development Permit System in accordance with Ontario Regulation 608/06: Development Permits. City of Toronto By-law No. 726-2014 enacts Amendment No. 258 to the Official Plan for the City of Toronto with respect to the policies for the implementation of a development permit system. The entire City of Toronto is identified as a development permit area. However, development permit by-laws will only be prepared for those areas within the City identified by Council, following at least one community meeting in the affected area, in addition to any requirements under the *Planning Act*.

Official Plan Section 5.2.3.2 states the objective of the Development Permit System is to provide for an alternative land use regulatory framework that implements the Official Plan and the following goals outlined in Section 5.2.3.1:

- a) implement the vision, principles and policies of the Official Plan;
- b) engage the community in the creation of the planned vision subject areas;
- c) establish a comprehensive planning framework that facilitates and shapes development appropriate for subject areas; and
- d) secure predictable outcomes by ensuring that all approved development is consistent with the planned vision and the comprehensive planning framework for subject areas.

For the site, we recommend that a development permit by-law be prepared and adopted by Council to address the following matters as outlined in Sections 5.2.3.5, 5.2.3.6, and 5.2.3.7:

5. Development permit by-laws will set out permissible uses and development standards with specified minimum or maximum limits.
6. Development permit by-laws may include criteria for determining whether a proposed use or development of land may be permitted.
7. The types of criteria included in a development permit by-law may evaluate the use and development of land in terms of:
 - a. the built environment, such as, patterns of streets and blocks, the mix and location of land uses, the public realm, built form, and heritage resources;
 - b. the human environment, such as, housing, community and recreation services and facilities, parks and open spaces;
 - c. protection, restoration and enhancement of the natural environment;
 - d. Toronto's economic health, competitiveness and cultural capital;
 - e. transportation and municipal infrastructure and servicing; and
 - f. the appropriate phasing of development to address the criteria set out above.

We recognize that for a development permit by-law to be prepared, and subsequently adopted by Council, an application for an Official Plan Amendment will need to be submitted and approved in accordance with Sections 5.2.3.8 to 5.2.3.14. We also recognize that a development permit by-law may require conditions. In light of our focus on community benefits for the proposed development concept for the site, we further recommend the provision of community benefits in accordance with Sections 5.2.3.17 to 5.2.3.19, as follows:

17. A development permit by-law may include a requirement for the provision of community benefits, or cash contribution in lieu thereof, proportionate to and in exchange for, the height or density that is sought.
18. The community benefits provided in accordance with Policy 15 may include conditions for the provision of the following:
 - a) the conservation of heritage resources that are designated and/or listed on the City of Toronto Inventory of Heritage Properties;
 - b) fully furnished and equipped non-profit child care facilities, including start-up funding;
 - c) public art;
 - d) other non-profit arts, cultural, community or institutional facilities;
 - e) parkland, and/or park improvements;
 - f) public access to ravines and valleys;

- g) streetscape improvements on the public boulevard in proximity to but not abutting the site;
- h) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, cash-in-lieu of affordable rental units or land;
- i) local improvements to transit facilities including rapid and surface transit and pedestrian connections to transit facilities;
- j) land for other municipal purposes;
- k) substantial contributions to the urban forest on public lands; and
- l) other local improvements identified through Community Improvement Plans, Secondary Plans, Avenue Studies, Development permit by-laws, environmental strategies, sustainable energy strategies, the capital budget, community service and facility strategies, or other implementation plans or studies.

19. The development permit by-law may establish a minimum size of development for the purposes of requiring community benefits or cash contribution in lieu thereof.

3.2 Section 37 Community Benefits

Official Plan Section 5.1.1 states Zoning by-laws, pursuant to Section 37 of the *Planning Act*, may be enacted to permit more height and/or density for a use than is otherwise permitted by the Zoning By-law for that use in return for the provision of community benefits in the form of capital facilities to be set out in the Zoning By-law together with the related increase in height and/or density. While it is recommended that a Development Permit By-law be pursued and adopted, we interpret that the following policies of the Official Plan can be made applicable to the Development Permit By-law in a similar manner to Sections 5.2.3.17 to 5.2.3.19 of the Official Plan (implementing Community Benefits in a Development Permit By-law), as outlined in Section 3.1 of this memo.

We recommend following the following principles as outlined in Section 5.1.1.1:

- a) the capital facilities must bear a reasonable planning relationship to the increase in the height and/or density of a proposed development including, at a minimum, having an appropriate geographic relationship to the development and addressing planning issues associated with the development;
- b) the development must constitute good planning, be consistent with the objectives and policies of this Plan, and comply with the built form policies and all applicable neighbourhood protection policies; and
- c) the use of Section 37 must be contingent upon adequate infrastructure to support the development.

We highlight the following policy in Section 5.1.1.6 to assist in implementing the development concept on the site:

Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under the provisions of the *Planning Act* or the *Development Charges Act* or other statute, including:

- a) the conservation of heritage resources that are designated and/or listed on the City of Toronto Inventory of Heritage Properties;
- b) fully furnished and equipped non-profit child care facilities, including start-up funding;
- c) public art;
- d) other non-profit arts, cultural, community or institutional facilities;
- e) parkland, and/or park improvements;
- f) public access to ravines and valleys;
- g) streetscape improvements on the public boulevard not abutting the site;
- h) rental housing to replace demolished rental housing, or preservation of existing rental housing;
- i) purpose built rental housing with mid-range or affordable rents, land for affordable housing, affordable ownership housing, or, at the discretion of the owner, cash-in-lieu of affordable rental or ownership units or land;
- j) rented residential condominium unit or units, provided the units:
 - i. are contributed by a share capital corporation;
 - ii. are owned and operated, in accordance with City guidelines, by a not-for-profit housing corporation satisfactory to the City;
 - iii. comprise permanent rented residential units with permanent affordable rents;
 - iv. are not replacing demolished rental housing under policies 3.2.1.6 or 3.2.1.7 of the Official Plan;
 - v. are not otherwise required to be provided by a Secondary Plan, or any other policy of this Plan, including policy 3.2.1.9 of the Official Plan; and
 - vi. are subject to one or more agreements with the City securing i)-v) to the satisfaction of the City.

- k) local improvements to transit facilities including rapid and surface transit and pedestrian connections to transit facilities;
- l) land for other municipal purposes;
- m) other local improvements identified through Community Improvement Plans, Secondary Plans, Avenue Studies, environmental strategies, sustainable energy strategies, such as deep lake water cooling, the capital budget, community service and facility strategies, or other implementation plans or studies.

4.0 City of Toronto Zoning By-law

City of Toronto Zoning By-law 569-2013 applies to the portion of the site that contains the mall building, standalone retail building, the front parking lot area, and the west parking lot area (Portion "A"). The south parking area and a sliver of the back end of the mall building containing the Metro store (Portion "B") are subject to Former City of Toronto By-law No. 438-86.

Should the development permit by-law as recommended in Section 3.1 of this memo not be pursued or adopted for the site, the following zoning provisions will apply and to implement the development concept, a site-specific zoning by-law amendment will be necessary.

4.1 City of Toronto Zoning By-law 569-2013 (Office Consolidation – December 1, 2017)

Portion "A" is zoned as Commercial Residential (CR 2.7 (c2.7; r1.0) SS2 (x1163)) on the Zoning By-law Map in City of Toronto Zoning By-law 569-2013.

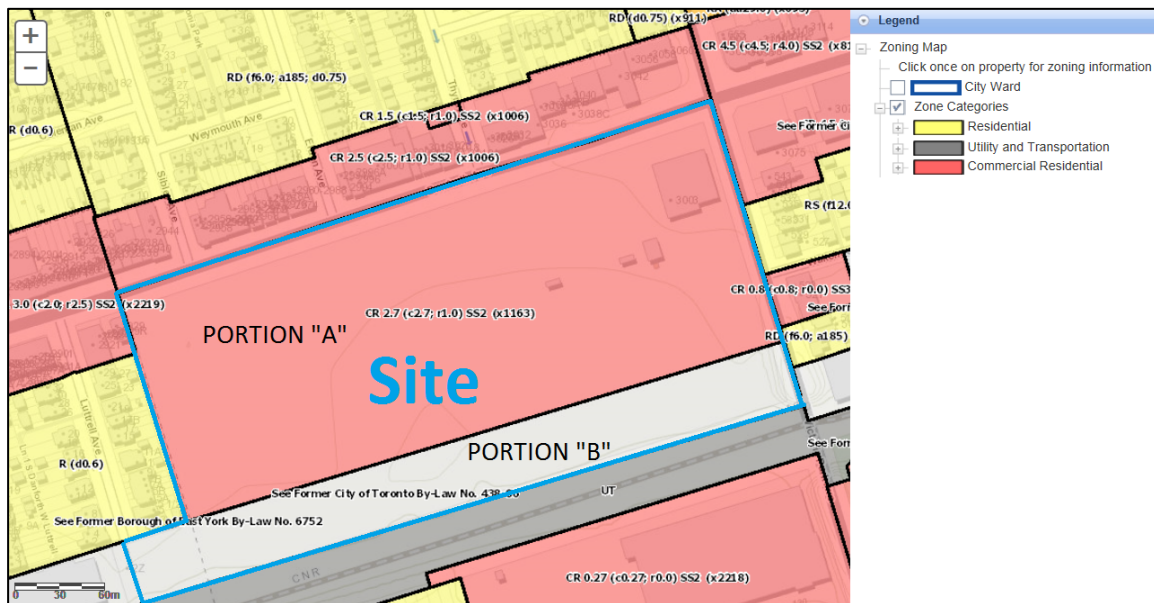


Figure 2 – Zoning By-law Map as it applies to the Site

4.1.1 Commercial Residential (CR) Zone Regulations

The Commercial Residential (CR) Zone category permits uses associated with the Mixed Use designation in the Official Plan. This zone category includes a range of commercial, residential and institutional uses, as well as parks (Section 1.40.40(2)).

The purpose of the CR zone is to provide areas for a broad range of uses, including retail, service commercial, office and residential uses, often in mixed-use buildings. The CR zone has development standard sets which set out specific requirements, such as permitted maximum height for a building, required minimum and permitted maximum building setbacks, and angular planes, based on the different physical contexts found in the downtown, "main-streets" and suburban areas (Section 1.40.40(3)).

The following use restriction on Commercial Residential Lots without Street Frontage applies to the lot:

If a lot in the Commercial Residential Zone category does not front on a street and has its only vehicle access from a lane or private right-of-way that abuts a lot in the Residential Zone category or Residential Zone category, the lot may only be used for required parking spaces (Section 40.5.1.20).

4.1.2 Zoning Requirements Summary

Section 40.5.1.10 provides guidance to interpret the zone label. Commercial Residential (CR 2.7 (c2.7; r1.0) SS2 (x1163)) means:

- The permitted maximum floor space index for commercial uses on a lot is 2.7 x;
- The permitted maximum floor space index for residential uses on a lot is 1.0 x;
- The Development Standard Set that applies to the lot is 2; and
- Exception 1163 applies to the site.

A list of permitted uses are provided in Section 4.1.9 of this memo.

The parking requirement will be calculated once the list of proposed uses are known.

The following is a summary of the development standards that currently apply to the site:

- Lot frontage – 9.0 metres (See section 4.1.10 of this memo)
- Lot coverage – not applicable (See section 4.1.10 of this memo)
- Maximum front yard setback (Danforth Avenue) – 3.0 metres (See Section 4.1.16 of this memo)
- Side yard setback (west) – where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane, otherwise no building setback is required (See Section 4.1.16 of this memo)
- Flankage yard setback (Victoria Park Avenue) – 0.0 metres (See Section 4.1.16 of this memo)
- Rear Yard setback (Rail Corridor R.O.W.) – A setback for 30 metres applies from the rail R.O.W. to any residential uses; 7.5 metres from all other uses (See Section 4.1.16 of this memo)
- Maximum Height – 10.5 metres (See Section 4.1.12 of this memo)
- Maximum Number of Storeys – 3 (See Section 4.1.12 of this memo)
- Minimum Height (front portion along Danforth Avenue; subject to appeal) – 10.5 metres (See Section 4.1.12 of this memo)
- Minimum Number of Storeys (front portion along Danforth Avenue; subject to appeal) – 3 (See Section 4.1.12 of this memo)
- Maximum Commercial Floor Area – 2.7x (See Section 4.1.13 of this memo)
- Maximum Residential Floor Area – 1.0x (See Section 4.1.13 of this memo)
- Required Angular Plane –
 - 45% starting at a height of 7.5 metres from the rear lot line since the site abuts a lot within the Residential Zone category (See Section 4.1.16 of this memo) (See Section 4.1.16 of this memo)
 - 45% measured at a line parallel to and at a height above a lot line that abuts a street and is not a rear lot line, equal to 80% of the width of the street right-of-way on which the lot fronts
- Minimum landscape strip width – 1.5 metres where a CR zone abuts a Residential Zone category – west lot line (see Section 4.1.18 of this memo)

Front Lot Line is defined as “the lot line or contiguous lines dividing a lot from a street”. Rear Lot Line is defined as “square or rectangular lot, the lot line opposite the front lot line”. Street is defined as “means a public right-of-way for general traffic circulation”. As such, either the property line along Danforth Avenue or Victoria Park Avenue can be considered the Front Lot Line. If a Site-Specific Zoning By-law is needed instead of a Development Permit By-law as recommended (see Section 3.1), then we will need to define a street property line as the Front Lot Line. For the purposes of this zoning review, Danforth Avenue property line will be defined as the Front Lot Line.

Additional railway development standards will need to be confirmed to address matters such as noise wall or berm; crash wall or area.

The following sections provide additional zoning requirements applicable to the site.

4.1.3 Height Regulations

Section 40.5.40.10 provides guidance for determining height in Commercial Residential Zones. Height requirements for buildings and structures on the site are provided in Section 4.1.12 of this memo.

- Height of buildings – the distance between the average elevation of the ground along the front lot line, or in the case of a corner lot the average elevation of the ground along all lot lines that abut a street, and the elevation of the highest point of the building (Section 40.5.40.10(1));

- Height of structures – the distance between average grade and the elevation of the highest point of the structure (Section 40.5.40.10(2));
- The following structures on the roof of a building may exceed the permitted maximum height for that building by 5.0 metres: (A) antennae; (B) flagpoles; and (C) satellite dishes (Section 40.5.40.10(3));
- Equipment and structures located on the roof of a building may exceed the permitted maximum height for that building by 5.0 metres, subject to regulation 40.5.40.10(5):
 - (A) equipment used for the functional operation of the building, such as electrical, utility, mechanical and ventilation equipment;
 - (B) structures or parts of the building used for the functional operation of the building, such as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, vents, and water supply facilities; and
 - (C) structures that enclose, screen or cover the equipment, structures and parts of a building listed in (A) and (B) above (Section 40.5.40.10(4) – Subject to Appeal);
- Equipment, structures or parts of a building exceeding the permitted maximum height for a building, as permitted by regulation 40.5.40.10(4), must comply with the following:
 - (A) the total area of all equipment, structures, or parts of a building may cover no more than 30% of the area of the roof, measured horizontally; and
 - (B) if any equipment, structures, or parts of a building are located within 6.0 metres of a lot line abutting a street, their total horizontal dimension, measured parallel to the street, may not exceed 20% of the width of the building's main walls facing that street (Section 40.5.40.10(5) – Subject to Appeal);
- Unenclosed structures providing safety or wind protection to rooftop amenity space may exceed the permitted maximum height for that building by 3.0 metres, if the structures are no closer than 2.0 metres from the interior face of any main wall (Section 40.5.40.10(6) – Subject to Appeal); and
- A parapet wall for a green roof may exceed the permitted maximum height for a building by 2.0 metres (Section 40.5.40.10(7) – Subject to Appeal).

4.1.4 Floor Area Regulations

The following provides guidance on calculating floor area. Section 4.1.13 of this memo provides the floor area requirements applicable to the site.

The gross floor area of a non-residential building is reduced by the area in the building used for: (A) parking, loading and bicycle parking below-ground; (B) required loading spaces at the ground level and required bicycle parking spaces at or above-ground; (C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement; (D) shower and change facilities required by this By-law for required bicycle parking spaces; (E) elevator shafts; (F) mechanical penthouse; and (G) exit stairwells in the building (Section 40.5.40.40(1)).

The floor space index for a non-residential building is the result of the gross floor area minus the areas listed in regulation 40.5.40.40(1) divided by the area of the lot (Section 40.5.40.40(2)).

The gross floor area of a mixed use building is reduced by the area in the building used for: (A) parking, loading and bicycle parking below-ground; (B) required loading spaces at the ground level and required bicycle parking spaces at or above-ground; (C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement; (D) shower and change facilities required by this By-law for required bicycle parking spaces; (E) amenity space required by this By-law; (F) elevator shafts; (G) garbage shafts; (H) mechanical penthouse; and (I) exit stairwells in the building (Section 40.5.40.40(3)).

The floor space index for a mixed use building is the result of the gross floor area minus the areas listed in regulation 40.5.40.40(3) divided by the area of the lot (Section 40.5.40.40(4)).

The gross floor area of an apartment building is reduced by the area in the building used for: (A) parking, loading and bicycle parking below-ground; (B) required loading spaces at the ground level and required bicycle parking spaces at or above-ground; (C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement; (D) shower and change facilities required by this By-law for required bicycle parking spaces; (E) amenity space required by this By-law; (F) elevator shafts; (G) garbage shafts; (H) mechanical penthouse; and (I) exit stairwells in the building (Section 40.5.40.40(5)).

The floor space index for an apartment building is the result of the gross floor area minus the areas listed in regulation 40.5.40.40(5) divided by the area of the lot (Section 40.5.40.40(6)).

The gross floor area of a townhouse includes floor area in an attic above the main walls of the building, if it: (A) is accessed by means of a permanent stair case or mechanical elevating device; or (B) has a vertical clearance of more than 1.4 metres between the ceiling joists below and the roof rafters, and at least 80% of the area has a vertical clearance of more than 2.0 metres and an area of at least 10.0 square metres (Section 40.5.40.40(7)).

If the floor area meets the conditions in regulation 40.5.40.40(7), and the area or a portion of the area is used for housing or maintaining mechanical equipment for the townhouse and does not exceed 20.0 square metres, the floor area or portion thereof is not included in the gross floor area of the townhouse (Section 40.5.40.40(8)).

The gross floor area of a townhouse may be reduced by: (A) the floor area of the basement, unless the established grade is higher than the average elevation of the ground along the rear main wall of the residential building by 2.5 metres or more, in which case the gross floor area of the building may be reduced by 50% of the floor area of the basement; (B) the area of a void in a floor if there is a vertical clearance of more than 4.5 metres between the top of the floor below the void and the ceiling directly above it, to a maximum of 10% of the permitted maximum gross floor area for the building; and (C) the area of required parking spaces in the building (Section 40.5.40.40(9)).

The floor space index for a townhouse building is the result of the gross floor area, plus the area of an attic described in regulation 40.5.40.40(7) and subject to regulation 40.5.40.40(8) minus the areas listed in regulation 40.5.40.40(9), divided by the area of the lot (Section 40.5.40.40(10)).

4.1.5 Permitted Encroachments – Regulations

A canopy, awning or similar structure, with or without structural support, may encroach into a required minimum building setback that abuts a street, if no part of the canopy, awning or similar structure is located more than 5.0 metres above the elevation of the ground directly below it (Section 40.5.40.60(1)).

4.1.6 Setbacks – Regulations

A building or structure in the Commercial Residential Zone category may be: (A) no closer than 3.0 metres from the original centreline of a lane if the lot abutting the other side of the lane is not in the Residential Zone category or Open Space Zone category; and (B) no closer than 3.5 metres from the original centreline of a lane if the lot abutting the other side of the lane is in the Residential Zone category or Open Space Zone category (Section 40.5.40.70)

4.1.7 Energy Regulations

A device producing renewable energy or cogeneration energy on a lot may not be located in a front yard or a side yard that abuts a street (Section 40.5.75.1(1)).

A photovoltaic solar energy device or a thermal solar energy device that is:

- On a building; (i) must comply with the required minimum building setbacks for a building on the lot; and (ii) no part of the device may be higher than 2.0 metres above the permitted maximum height for the building; and
- Ground mounted, must comply with the requirements for a building or structure on the lot. (Section 40.5.75.1(2)).

A wind energy device must comply with the required minimum building setbacks for a building on the lot (Section 40.5.75.1(3)).

No part of a wind energy device may exceed the permitted maximum height for a building as follows: (A) on a lot that abuts a lot in the Residential Zone category or Residential Apartment Zone category, by 3.0 metres; (B) the permitted maximum height of a building is less than 25.0 metres, by 3.0 metres; and (C) in all other cases, by 5.0 metres (Section 40.5.75.1(4)).

Any above-ground part of a geo-energy device must comply with the requirements for a building or structure on the lot (Section 40.5.75.1(5)).

A cogeneration energy device must be located inside a permitted building (Section 40.5.75.1(6)).

4.1.8 Parking Regulations

A parking space required by this By-law for a use in the Commercial Residential Zone category must be available for the use for which it is required (Section 40.5.80.1(1)).

A parking space must be on the same lot as the use for which the parking space is required (Section 40.5.80.10(1)).

4.1.9 Permitted Uses

4.1.9.1 Commercial Uses

Permitted uses under the letter "c" in the zone label are: Ambulance Depot Art Gallery Artist Studio Automated Banking Machine Community Centre Courts of Law Education Use Financial Institution Fire Hall Library Massage Therapy Medical Office Museum Office Park Passenger Terminal Performing Arts Studio Personal Service Shop Pet Services Police Station Post-Secondary School Production Studio Religious Education Use Retail Store Software Development and Processing Veterinary Hospital Wellness Centre (Section 40.10.20.10(1)(A)).

Permitted commercial uses with conditions include: Amusement Arcade (23, 47); Cabaret (1); Club (1); Cogeneration Energy (56); Custom Workshop (16); Day Nursery (27) Drive Through Facility (37); Eating Establishment (1,33); Entertainment Place of Assembly (1, 46); Funeral Home (24); Hotel (4); Laboratory (15); Nightclub (2); Outdoor Patio (21); Outdoor Sales or Display (20) Place of Assembly (1, 29); Place of Worship (40); Private School (28); Public Parking (7,8,9,10,11); Public School (28); Public Utility (54,57); Recreation Use (1, 46); Renewable Energy (56); Retail Service (17); Service Shop (6); Sports Place of Assembly (46) Take-out Eating Establishment (1); Transportation Use (55); Vehicle Dealership (26); Vehicle Fuel Station (13,38); Vehicle Service Shop (13,39); and Vehicle Washing Establishment (25).

The specific condition(s) will be reviewed should the conditional permitted commercial use be contemplated on the site.

4.1.9.2 Residential Uses

Permitted uses under the letter "r" in the zone label are: Dwelling Unit in a permitted building type in Clause 40.10.20.40; Hospice Care Home; Nursing Home; Religious Residence; Residential Care Home; Respite Care Facility; Retirement Home; and Student Residence (Section 40.10.20.10(1)(B)).

The following building types for dwelling units are permitted (Clause 40.10.20.40 subject to appeal):

- (A) Apartment Building on a lot that has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(A)(ii) that is greater than 0.0;
- (B) Mixed Use Building on a lot that has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(A)(ii) that is greater than 0.0; and
- (C) Townhouse: (i) on a lot that has a zone label with an "r" value referred to in regulation 40.5.1.10(3)(A)(ii) that is greater than 0.0; and (ii) on a lot that is not located in Policy Area 3 (PA3) or Policy Area 4 (PA4) on the Policy Overlay Map.

Permitted residential uses with conditions include: Crisis Care Shelter (43); Group Home (30); Home Occupation (45); Municipal Shelter (31); Private Home Daycare (44); Rooming House (48) Secondary Suite (58); Seniors Community House (42); and Tourist Home (22).

The specific condition(s) will be reviewed should the conditional permitted residential use be contemplated on the site.

4.1.10 Lot Requirements

If two or more lots are developed together, the requirements in this By-law apply collectively to the parts of the lots within the CR zone (Section 40.10.30.1(1)).

The required minimum lot frontage is 9.0 metres (Section 40.10.30.20).

If a lot is in an area with a numerical value on the Lot Coverage Overlay Map, that numerical value is the permitted maximum lot coverage, as a percentage of the lot area; and if a lot is not in an area with a numerical value on the Lot Coverage Overlay Map, no lot coverage applies (Section 40.10.30.40 (1)). The site is not in an area with a numerical value on the Lot Coverage Overlay Map so no lot coverage applies.

4.1.11 Principal Buildings Requirements

If a lot in the CR zone has a mixed use building, all residential use portions of the building must be located above non-residential use portions (Section 40.10.40.1(1) subject to appeal).

If a lot in the CR zone has a mixed use building, all residential use portions of the building must be located above non-residential use portions of a building, other than:

- Residential lobby access; and
- On a corner lot, dwelling units may be located in the first storey of a building if: (i) the dwelling units have direct access to a street which is not a major street on the Policy Areas Overlay Map; and (ii) the dwelling units are located to the rear of the non-residential uses on the first storey.

(Section 40.10.40.1(1)) [By-law: 607-2015 Under Appeal]

For any non-residential use in the CR zone, excluding a place of worship, the floor level of the first storey must:

- (A) be within 0.2 metres of the ground measured at the lot line abutting the street directly opposite each pedestrian entrance; and
- (B) have a pedestrian access, other than service entrances, which, if not level with the public sidewalk closest to the entrance, is accessed by a ramp which rises no more than 0.04 metres vertically for every 1.0 metre horizontally.

(Section 40.10.40.1(2) is subject to appeal)

A building with a dwelling unit may not be located so that another building is between any main wall of the building and the street on which the building fronts (Section 40.10.40.1(3) is subject to appeal).

No building may be used as a hotel if another building is located between it and the street on which the hotel fronts (Section 40.10.40.1(4) is subject to appeal).

A building or an addition which is not attached above-ground to the original part of a building, is not permitted if:

- (A) It has dwelling units, rooms or suites in a hotel, and is in the rear of another building or the original part of the same building; or
- (B) It is in front of a building, or the original part of the same building, has dwelling units, rooms or suites in a hotel, to produce the condition of a building having dwelling units, rooms or suites, in the rear of another building.

(Section 40.10.40.1(5) is subject to appeal)

Pedestrian access for a lot which abuts a lot in the Residential Zone category or Residential Apartment Zone category, or is separated from a lot in the Residential Zone category or Residential Apartment Zone category by a lane or a street:

- (A) may not be within 12.0 metres of a lot in the Residential Zone category or Residential Apartment Zone category, other than: (i) a service entrance; (ii) an entrance to a residential use; or (iii) an entrance or exit required by Federal or Provincial regulations; and
- (B) is not required to comply with the requirements of regulation (A) above if: (i) the lot is located in the CR zone subject to Development Standard Set 1 (SS1) south of Bloor Street West or Bloor Street East; or (ii) the building on the lot is a place of worship. [By-law: 580-2017]

(Section 40.10.40.1(6) is subject to appeal)

4.1.12 Height Requirements

The required minimum height of the first storey, is measured between the floor of the first storey and the ceiling of the first storey, is 4.5 metres (Section 40.10.40.10(5) is subject to appeal).

In the CR zone subject to Development Standard Set 2 (SS2), the maximum height of a building or structure on a lot is:

- (A) the numerical value, in metres, following the letters "HT" on the Height Overlay Map; or
- (B) 14.0 metres, if there is no numerical value following the letters "HT" on the Height Overlay Map.

(Section 40.10.40.10(2))

The Height Overlay Map indicates HT 10.5, ST 3 on the site. Therefore, the maximum height is 10.5 metres.

The permitted maximum number of storeys in a building on a lot in the CR zone is: (A) the numerical value following the letters "ST" on the Height Overlay Map; and (B) if the lot is in an area with no numerical value following the letters "ST" on the Height Overlay Map, the number of storeys is not limited by this regulation. Section 40.10.40.10(6) [By-law: 1353-2015]

The Height Overlay Map indicates HT 10.5, ST 3 on the site. Therefore, the maximum number of storeys is 3.

- (B) the letter "c" refers to the floor space index and the numerical value is the permitted maximum floor space index for non-residential uses on the lot; and
- (C) the letter "r" refers to the floor space index and the numerical value is the permitted maximum floor space index for residential uses on the lot.

The commercial floor space index is 2.7x.

The residential floor space index is 1.0 x.

(Section 40.10.40.40(1))

4.1.14 Decks, Platforms and Amenities - Requirements

A building with 20 or more dwelling units must provide amenity space at a minimum rate of 4.0 square metres for each dwelling unit, of which:

- (A) at least 2.0 square metres for each dwelling unit is indoor amenity space;" [By-law: 1353-2015]
 - (B) at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space; and
 - (C) no more than 25% of the outdoor component may be a green roof.
- (Section 40.10.40.50(1))

4.1.15 Permitted Encroachments

The following encroachments are permitted subject to the requirements in Section 40.10.40.60:

- Decks, porches and balconies; canopies and awnings; exterior stairs, access ramp and elevating device; exterior main wall surface; architectural features; window projections; and equipment.

Permitted encroachments may not penetrate into an angular plane required by this By-law.

4.1.16 Setbacks and Angular Plane Requirements

The following building setbacks in Section 40.10.40.70(2) for Development Standard Set 2 are subject to appeal.

In the CR zone subject to Development Standard Set 2 (SS2), a building or structure is subject to the following:

- (A) at least 75% of the main wall of the building facing a front lot line must be at or between the front lot line and a maximum of 3.0 metres from the front lot line;
- (B) the building must be set back:
 - (i) at least 7.5 metres from the rear lot line; or
 - (ii) where the rear lot line abuts a lane, at least 7.5 metres from the lot line of the lot abutting the lane on the opposite side of the lane; and
 - (on the site, a setback for 30 metres applies from the rail R.O.W. to any residential uses)
- (C) where the main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane, otherwise no building setback is required;
- (D) where the main wall of a building does not have windows or openings, the main wall must be set back at least 3.0 metres from a side lot line that abuts a lot in the Residential Zone category or Residential Apartment Zone category, otherwise no building setback is required;
- (E) if a lot abuts a lot in the O, ON or OR zone or the Residential Zone category or Residential Apartment Zone category, every building on the lot in the CR Zone may not penetrate a 45 degree angular plane projected:
 - (i) over a shallow lot, along the entire required rear yard setback, starting at a height of 10.5 metres above the average elevation of the ground along the rear lot line; and
 - (ii) over a deep lot, along the entire required rear yard setback, starting at a height of 7.5 metres above the average elevation of the ground along the rear lot line; and
- (E) if a lot abuts a lot in the O, ON or OR zone or the Residential Zone category or Residential Apartment Zone category, or if a lot is separated from a lot in the O, ON or OR zone or the Residential Zone category or Residential Apartment Zone category by a lane, no building or structure on the lot in the CR zone may penetrate a 45 degree angular plane projected:
 - (i) over a shallow lot, along the entire required rear yard setback, starting at a height of 10.5 metres above the average elevation of the ground along the rear lot line; and
 - (ii) over a deep lot, along the entire required rear yard setback, starting at a height of 7.5 metres above the average elevation of the ground along the rear lot line; and [By-law: 607-2015 Under Appeal]

- (F) for the purpose of regulation 40.10.40.70(2)(E):
 - (i) a shallow lot is a lot with a lot depth less than or equal to that which is prescribed in column B corresponding to the width of the street right-of-way on which the lot has frontage in column A; and
 - (ii) a deep lot is a lot with a lot depth greater than that which is prescribed in column B corresponding to the width of the street right-of-way on which the lot fronts in column A:

Width of street right-of-way (column A)	Lot depth (column B)
20 metres	32.6 metres
23 metres	36.2 metres
27 metres	41.0 metres
30 metres	44.6 metres
33 metres	48.2 metres
36 metres	51.8 metres

- (iii) the specified height above the required rear yard setback at which the angular plane is measured, must be taken from the average elevation of the ground along the rear lot line; and
- (iv) where a lot fronts on a street right-of-way that is not listed in column A, the next lowest width of street right-of-way in column A applies;
- (G) the building may not penetrate a 45 degrees angular plane, measured at a line parallel to and at a height above a lot line that abuts a street and is not a rear lot line, equal to 80% of the width of the street right-of-way on which the lot fronts;
- (H) if a lot has two or more lot lines that abut a street, then the lot line abutting the street with the widest street right-of-way is the lot line to which regulation 40.10.40.70(2)(G) applies; and
- (I) a place of worship is exempt from regulation (A) above.

4.1.17 Separation Requirements

Subject to Development Standard Set 2 (SS2), the portion of a building which has a height equal to or less than the width of the right-of-way of the street it abuts must comply with the following:

- (A) where a main wall of the building has windows and a line projected at a right angle from that main wall intercepts another main wall with windows on the same lot, the required minimum above-ground distance between the main walls is 11.0 metres; and
- (B) where a main wall of the building has windows facing another main wall on the same lot which does not have windows and a line projected at a right angle from one of these main walls intercepts the other main wall, the required minimum above-ground distance between the main walls is 5.5 metres.
(Section 40.10.40.80)

4.1.18 Yard Requirements

Subject to Development Standard Set 2 (SS2), no landscaping is required unless regulation 40.10.50.10(3) applies (40.10.50.10(1)).

If a lot in the CR zone abuts a lot in the Residential Zone category or Residential Apartment Zone category, a minimum 1.5 metre wide strip of land used only for soft landscaping must be provided along the part of the lot line abutting the lot in the Residential Zone category or Residential Apartment Zone category (Section 40.10.50.10(3)).

4.1.19 Parking Requirements

A surface parking space may not be located in the front yard (40.10.80.10(1)).

A parking space that is not in a building or structure must be set back at least 0.5 metres from a lot line (Section 40.10.80.20(1)).

On a corner lot in the CR zone subject to Development Standard Set 2 (SS2), a parking space must be set back at least 7.5 metres from a lot in the Residential Zone category, Residential Apartment Zone category or Open Space zone category (Section 40.10.80.20(2)).

Chapter 200 Parking Space Regulations will be reviewed when the proposed uses are determined.

4.1.20 Loading Requirements

In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space, referred to in regulation 220.5.1.10(8) (Section 40.10.90.1(1)).

In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading space required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space, referred to in regulation 220.5.1.10(8), is provided for the non-residential uses in the same building (Section 40.10.90.1(2)).

Further loading space requirements are provided in Section 40.10.90 in the Zoning By-law.

Chapter 220 Loading Space Regulations will be reviewed when the proposed uses are determined.

4.1.21 Exception 1163

The site is subject to Exception 1163 in the Toronto Zoning By-law 569-2013. This exception is under appeal.

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) Dwelling units are only permitted above the first floor.
- (A) In a mixed use building, dwelling units are only permitted above the first storey. [By-law: 607-2015 Under Appeal] Prevailing By-laws and Prevailing Sections: (None Apply)
Section 900.11 (1163)

4.2 Former City of Toronto By-law No. 438-86

Should the development permit by-law, as recommended in Section 3.1 of this memo not be pursued or adopted for the site, a site-specific Zoning By-law Amendment to implement new development on the site will delete the portion (Portion "B") of the lands that are currently subject to Former City of Toronto By-law No. 438-86 from it and add it to the area subject to City of Toronto Zoning By-law 569-2013. A site-specific Zoning By-law can bring the entire site into the Commercial Residential Zone Category with the appropriate site-specific zoning standards permitting the new development. As such, the existing permissions of the Former City of Toronto By-law No. 438-86 on the rear portion of the site will become obsolete. However, it is our preference that a development permit by-law be prepared and adopted for this site to permit the development concept.

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Appendix C: Pro Forma

Document attached

Shoppers World Team 2
 Toronto, Ontario
 Model Inputs

Building Statistics	Project Total	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6	Block 7	Block 8	Block 9	Block 10	Block 11	Block 12	Block 13	Block 14	Block 15	Block 16	Block 17
Building Reference		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Building Name		Block 1	Block 2	Block 3	Block 4	Block 5	Block 6	Block 7	Block 8	Block 9	Block 10	Block 11	Block 12	Block 13	Block 14	Block 15	Block 16	Block 17
Phase		1	1	1	1	2	2	2	2	3	3	3	3	4	4	4	4	5
Product Type		Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market	Market
Condo GCA	1,255,469 sq. ft.	Community	Stacked/TH	Live/work	Arts/Res	Retail/Res	Industrial/flex	Mid/high rise	Mid/high rise	Class B office/retail	Mid rise/retail	Mid rise/retail	Mid rise/retail	Mid rise/retail	Mid rise/retail	Mid rise/retail	Mid rise/retail	Retail/School/Res
Stacks GCA	182,082 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	192,136 sq. ft.	22,346 sq. ft.	0 sq. ft.	168,111 sq. ft.	180,704 sq. ft.	0 sq. ft.	61,613 sq. ft.	87,252 sq. ft.	27,383 sq. ft.	107,628 sq. ft.	0 sq. ft.	0 sq. ft.	54,767 sq. ft.	353,530 sq. ft.
Employment GCA	276,208 sq. ft.	71,048 sq. ft.	100,190 sq. ft.	43,615 sq. ft.	135,173 sq. ft.	0 sq. ft.	69,987 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.
Office GCA	389,232 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	59,686 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	175,644 sq. ft.	0 sq. ft.	153,902 sq. ft.
Retail GCA	110,039 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	7,449 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	11,937 sq. ft.	6,846 sq. ft.	0 sq. ft.	0 sq. ft.	9,784 sq. ft.	15,877 sq. ft.	0 sq. ft.	6,846 sq. ft.	51,301 sq. ft.
Total GCA	2,213,031 sq. ft.	71,048 sq. ft.	100,190 sq. ft.	43,615 sq. ft.	327,309 sq. ft.	29,794 sq. ft.	69,987 sq. ft.	168,111 sq. ft.	180,704 sq. ft.	71,623 sq. ft.	68,458 sq. ft.	87,252 sq. ft.	27,383 sq. ft.	117,413 sq. ft.	191,521 sq. ft.	38,276 sq. ft.	61,613 sq. ft.	558,733 sq. ft.
GZA (95%)	2,102,379 sq. ft.	67,496 sq. ft.	95,181 sq. ft.	41,435 sq. ft.	310,943 sq. ft.	28,305 sq. ft.	66,488 sq. ft.	159,705 sq. ft.	171,669 sq. ft.	68,042 sq. ft.	65,035 sq. ft.	82,890 sq. ft.	26,014 sq. ft.	111,542 sq. ft.	181,945 sq. ft.	36,363 sq. ft.	58,532 sq. ft.	530,796 sq. ft.
% of GZA	100.0%	3.2%	4.5%	2.0%	14.8%	1.3%	3.2%	7.6%	8.2%	3.2%	3.1%	3.9%	1.2%	5.3%	8.7%	1.7%	2.8%	25.2%
Condo Efficiency		85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Stacks Efficiency		95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%
Employment Efficiency		75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%
Office Efficiency		90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%
Retail Efficiency		95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%	95.0%
Condo SGFA (83% Efficiency)	1,067,149 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	163,315 sq. ft.	18,994 sq. ft.	0 sq. ft.	142,894 sq. ft.	153,599 sq. ft.	0 sq. ft.	52,371 sq. ft.	74,164 sq. ft.	23,276 sq. ft.	91,484 sq. ft.	0 sq. ft.	0 sq. ft.	46,552 sq. ft.	300,500 sq. ft.
Stacks SGFA (100% Efficiency)	172,978 sq. ft.	0 sq. ft.	95,181 sq. ft.	41,435 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	36,363 sq. ft.	0 sq. ft.
Employment SGFA (70% Efficiency)	207,156 sq. ft.	53,286 sq. ft.	0 sq. ft.	0 sq. ft.	101,380 sq. ft.	0 sq. ft.	52,490 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.
Office SGFA (90% Efficiency)	350,309 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	53,717 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	158,080 sq. ft.	0 sq. ft.	0 sq. ft.	138,512 sq. ft.
Retail SGFA (95% Efficiency)	104,537 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	7,076 sq. ft.	0 sq. ft.	0 sq. ft.	0 sq. ft.	11,340 sq. ft.	6,504 sq. ft.	0 sq. ft.	0 sq. ft.	9,295 sq. ft.	15,083 sq. ft.	0 sq. ft.	6,504 sq. ft.	48,736 sq. ft.
Total SGFA	1,902,129 sq. ft.	53,286 sq. ft.	95,181 sq. ft.	41,435 sq. ft.	264,695 sq. ft.	26,070 sq. ft.	52,490 sq. ft.	142,894 sq. ft.	153,599 sq. ft.	65,058 sq. ft.	58,874 sq. ft.	74,164 sq. ft.	23,276 sq. ft.	100,779 sq. ft.	173,163 sq. ft.	36,363 sq. ft.	53,055 sq. ft.	487,748 sq. ft.
# of Saleable Residential Units (650 avg)	1908	-	146	64	251	29	-	220	236	-	81	114	36	141	-	56	72	462
# of Rental Replacement Units	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total # of Units	1908	0	146	64	251	29	0	220	236	0	81	114	36	141	0	56	72	462
# of Residential Parking Stalls (0.6/unit)	1145	-	88	38	151	18	-	132	142	-	48	68	21	84	-	34	43	277
% of Saleable Parking Stalls	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Underground Parking GFA	457,893 sq. ft.	0 sq. ft.	35,144 sq. ft.	15,299 sq. ft.	60,301 sq. ft.	7,013 sq. ft.	0 sq. ft.	52,761 sq. ft.	56,713 sq. ft.	0 sq. ft.	19,337 sq. ft.	27,384 sq. ft.	8,594 sq. ft.	33,779 sq. ft.	0 sq. ft.	13,426 sq. ft.	17,188 sq. ft.	110,954 sq. ft.
% of Saleable Lockers		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Saleable Lockers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Building Timelines																		
Land Close	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18	1-Jun-18
Pre-Development - Start Date	1-Jun-19	1-Jun-19	1-Jun-19	1-Jun-19	1-Jun-19	1-Jun-19	1-Jun-19	1-Jun-19	1-Jun-19	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20
Pre-Development - Duration	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months
Marketing - Start Date	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-20	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-22	1-Jun-22	1-Jun-22	1-Jun-22	1-Jun-22	1-Jun-22	1-Jun-22	1-Jun-22	1-Jun-22
Marketing - Duration	3 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months	12 Months
Construction - Start Date (incl. Demo)	1-Sep-20	1-Sep-20	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21	1-Jun-21
Construction - Duration	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months	24 Months
First Occupancy - Start Date	1-Sep-22	1-Sep-22	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23	1-Jun-23
First Occupancy - Duration	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months	3 Months
Project Completion Date	1-Dec-22	1-Dec-22	1-Sep-23	1-Dec-23	1-Sep-24	1-Sep-24	1-Jun-25	1-Sep-26	1-Dec-27	1-Dec-28	1-Dec-29	1-Jun-30	1-Dec-30	1-Jun-31	1-Dec-32	1-Jun-33	1-Dec-33	1-Jun-34
		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Project Revenue																		
Revenue Inputs																		
Sales Revenue PSF - Condo	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900
Sales Revenue PSF - Stacks	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900	\$900
Commercial Rental Rate	\$25	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30	\$30
Office Rental Rate	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25	\$25
Retail Rental Rate	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15	\$15
Storage Cap-Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Office Cap-Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Retail Cap-Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Vacancy and Structural Allowance																		
Parking Revenue Per Stall	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Locker Revenue Per Unit	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500
Purchasers' Deposit Required	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Pre-Sales Target	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%
Revenue Totals																		
Residential Revenue (900 psf)	\$923,804,482	-	\$68,529,960	\$30,951,612	\$121,996,512	\$14,188,504	-	\$106,741,819	\$114,738,227	-	\$39,120,895	\$55,400,765	\$17,387,064	\$68,338,551	-	\$27,162,869	\$34,774,129	\$224,473,575
Purchasers' Deposits	\$192,309,199	\$0	\$17,132,490	\$6,339,487	\$24,987,237	\$2,906,079	\$0	\$21,862,782	\$23,500,601	\$0	\$8,012,713	\$11,347,145	\$3,561,206	\$5,563,479	\$0	\$1,122,412	\$13,997,053	\$45,976,515
Parking Revenue (\$40,000/stall)	\$45,789,279	\$3,514,357	\$1,529,891	\$6,030,103	\$7,013,316	-	\$5,276,086	\$5,671,337	-	\$1,933,686	\$2,738,376	\$859,416	\$3,377,871	\$1,718,832	\$11,09			

Shoppers World Team 2
 Toronto, Ontario
 Model Inputs

Building Statistics	Project Total	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6	Block 7	Block 8	Block 9	Block 10	Block 11	Block 12	Block 13	Block 14	Block 15	Block 16	Block 17
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Soft Costs

Soft Cost Inputs

Sof Costs Res (\$125 psf)	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf	\$125.00 psf
Soft Costs Storage (\$30 psf)	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf	\$30.00 psf
Soft Cost Commercial (\$110 psf)	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf
Development Charges & Fees	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf	\$110.00 psf
Sales & Marketing Costs	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit	\$41,776 per unit
Sales Commission & Marketing Fee (4% + 1.25% of Net Revenue)	0.00%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%	5.25%
Soft Cost Contingency (3% of Soft Costs)	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%

Soft Cost Totals

Sof Costs Res (\$125 psf)	\$179,693,844	-	\$12,523,750	\$5,451,915	\$24,016,953	\$2,793,233	-	\$21,013,824	\$22,588,044	-	\$7,701,570	\$10,906,521	\$3,422,920	\$13,453,530	-	\$4,784,554	\$6,845,840	\$44,191,191
Soft Costs Storage (\$30 psf)	\$8,286,250	\$2,131,451	-	-	\$4,055,192	-	\$2,099,606	-	-	-	-	-	-	-	-	-	-	-
Soft Cost Commercial (\$110 psf)	\$54,919,888	-	-	-	-	\$819,348	-	-	\$7,878,530	-	\$753,042	-	-	\$1,076,283	\$21,067,313	-	\$753,042	\$22,572,329
Development Charges & Fees	\$79,703,872	-	\$6,117,324	\$2,663,031	\$10,496,398	\$1,220,758	-	\$9,163,907	\$9,871,906	-	\$3,365,904	\$4,766,599	\$1,495,957	\$5,879,747	-	\$2,337,053	\$2,991,914	\$19,313,373
Sales & Marketing Costs	\$1,907,887	\$146,431.54	\$63,745.47	\$63,745.47	\$251,254.27	\$29,221.51	\$0.00	\$219,836.93	\$236,305.69	\$0.00	\$114,098.99	\$35,809.01	\$140,744.62	\$0.00	\$55,942.47	\$71,618.02	\$42,307.85	\$42,307.85
Sales Commission & Marketing Fee (4% + 1.25% of Net Revenue)	\$67,424,910	\$0	\$4,306,448	\$1,874,709	\$7,389,210	\$960,702	\$0	\$6,465,248	\$6,949,583	\$1,516,020	\$2,462,634	\$3,355,571	\$1,053,118	\$4,272,290	\$5,375,442	\$1,645,229	\$2,199,354	\$17,599,354
Soft Cost Contingency (3% of Soft Costs)	\$7,286,999	\$63,944	\$375,713	\$163,557	\$842,164	\$108,377	\$62,988	\$630,415	\$677,641	\$236,356	\$253,638	\$327,196	\$102,688	\$435,894	\$632,019	\$143,537	\$227,966	\$2,002,906
Total Soft Costs	\$399,223,650	\$2,131,451	\$23,469,666	\$10,216,958	\$47,051,172	\$5,931,639	\$2,162,595	\$37,513,231	\$40,323,480	\$9,630,906	\$14,617,358	\$19,469,966	\$6,110,491	\$25,258,489	\$27,074,774	\$8,966,314	\$13,089,735	\$106,141,460

Hard Costs

Hard Cost Inputs

Hard Costs Res (\$290 psf)	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf	\$290.00 psf
Hard Cost Employment (\$230 psf)	\$210.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf	\$230.00 psf
Hard Cost Commercial (\$240 psf)	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf	\$240.00 psf
Construction Management Fee (3.5% of Hard Costs)	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
Hard Costs Contingency (5% of Hard Costs)	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%

Hard Cost Totals

Hard Costs Res (\$290 psf)	\$416,889,718	-	\$29,055,100	\$12,648,443	\$55,719,330	\$6,480,299	-	\$48,752,071	\$52,404,262	-	\$17,867,642	\$25,303,129	\$7,941,174	\$31,212,190	-	\$11,100,165	\$15,882,349	\$102,523,564
Hard Cost Employment (\$230 psf)	\$62,106,946	\$14,920,160	-	-	\$31,089,804	-	\$16,096,982	-	-	-	-	-	-	-	-	-	-	-
Hard Cost Commercial (\$240 psf)	\$119,108,980	-	-	-	-	\$1,787,669	-	-	\$16,473,290	-	\$1,643,002	-	-	\$2,348,254	\$45,965,047	-	\$1,643,002	\$49,248,718
Construction Management Fee (3.5% of Hard Costs)	\$20,871,129	\$522,206	\$1,016,929	\$442,695	\$3,038,320	\$226,810	\$563,394	\$1,706,322	\$1,834,149	\$576,665	\$682,873	\$885,610	\$277,941	\$1,174,616	\$1,608,777	\$388,506	\$613,387	\$5,312,030
Hard Costs Contingency (5% of Hard Costs)	\$29,905,282	\$746,008	\$1,452,755	\$632,422	\$4,340,457	\$413,398	\$804,849	\$2,437,604	\$2,620,213	\$823,665	\$975,532	\$1,265,156	\$397,059	\$1,678,022	\$2,298,252	\$555,008	\$876,268	\$7,588,614
Total Hard Construction Costs	\$648,882,055	\$16,188,373	\$31,524,784	\$13,723,560	\$94,187,910	\$8,908,177	\$17,465,226	\$52,895,997	\$66,858,624	\$17,873,520	\$21,169,049	\$27,453,895	\$8,616,174	\$36,413,081	\$49,872,076	\$12,043,679	\$19,015,005	\$164,672,925

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Appendix D: Consultation Notes

Document attached

1) What do you like about your neighborhood?

I like how walkable it is - I can walk to the subway, other public transit, grocery, coffee shop, parks, library - all within 15 minutes or shorter (library being the furthest!). I love how diverse it is - culturally diverse, socio-economic diversity. I love that it has trees. I love that it has different kinds of parks - smaller parks like Stanley Grizzle and Coleman, and also Taylor Creek Park to the north, Dentonia Park to the east. I love that I can walk to a range of stores - practical stores like small grocers, larger grocers (like Sobeys), Canadian Tire (which is horrendous but practical). My kids also go to a great school - Secord - which they can walk to and from. I love that the vibe is very easy going, unpretentious. We are also a hop-skip-and-a-jump from the beaches.

I really like the walkability, the proximity to the downtown core, access to both the subway and GO transit, my neighbours, close access to the beach, my local park. These are pretty much the stand out points.

Shopping, TTC stations, location between both. 3 grocery stores are within walking distance. TTC stop 5 minutes from my home. Condo life includes not knowing neighbours ,but the larger neighbourhood is nice;

It's a good stable neighborhood; when developers knock down community resources instead of parking lots, people get very angry at choices and how its prioritized to make that decision. There is often no sensitivity to whats being changed and why. I likes being able to walk to everything and is close to dr, meeting friends, shopping which all happen here on a basic level- could be improved..

I like its affordability, diversity of incomes and ethnicities, proximity to public transit, public services such as the community recreation centre and library, and to small and large retail businesses providing services I use (health store, groceries, Canadian Tire, cafes at Woodbine and Danforth, Value Village, bank, etc.) There are also some good places to eat – Bistro Camino and the newly-opened Beach Hill BBQ. I also am very appreciative of living close to Taylor Massey Creek park, where I cross-country ski in winter and cycle/walk in summer. It's a jewel and combines the best of both worlds – urban and natural.

- the sense of community on my street is amazing, we look out for each other and I feel very safe. It is also convenient for work (20mins on subway). From a lifestyle perspective I find it is close enough to neighbourhoods that have amenities I look for, but I'm not living amongst it (e.g.: movie theaters in the beach; walking paths in taylor creek; restaurants and shops on Danforth/Leslieville_

so walkable- dont need a car. Fortunate to have TTC and go train station within minutes. Especially important with city gridlock.

We love our neighbours, and the direction our community has taken over the past five or six years. We love that many new young families have come into the neighbourhood, (we have since had a child) so we really like the accessibility to child care and local schools. Other advantages include:

- proximity to shopping
- proximity to The Beaches
- proximity to the subway
- proximity to the highway
- proximity to several large parks

It took a while but we now understand how many advantages our location affords us.

I like the access to the river valley and other green spaces (Maryland Park, Dentonia Park). Quick walkable access to the subway and Go Train is also great. I like the back alleys and the mix of different housing types, and houses and apartment buildings. We love Dentonia Park Tennis Club

lots of commercial and social activities in a concentrated space (within walking distance) i.e restaurants, grocers, mosques, community services, etc

I like most the geographical location of my neighborhood and some facilities like TTC, school, park,community center, grocery stores, and Mosque

2) Why do you live in this neighbourhood? What attracted you here, or what keeps you here?

We moved to the neighbourhood over 10 years ago because it was the only place we could afford to buy a house that was on the subway line and that was still a walkable community. West end of the City, or further west along Danforth was too expensive for us, and any further east and the neighbourhoods are much less walkable. This walkability is a large part of what keeps us here - and all my notes above! My husband also now works right downtown and can easily access GO Transit (less than 10 mins from our house) which takes him right downtown. And frankly, I cannot say enough about how unpretentious the neighbourhood is and how refreshing that is.

In 2011 we were living in a condo in the west end but wanted to move to a home. Everything west (High Park and the Junction) seemed way too expensive. This house happen to come up and it was in our budget so we bought it. We've been very fortunate because we love the neighbourhood and we've since had three kids. We continue to live in the neighbourhood for the reasons listed above. We're getting a little short on space, but I'd prefer a walkable neighbourhood to a bigger home.

Downsized, moved to midtown and it was too yuppy. Costs were too high. No shopping by walking, had to take subway everywhere. Shopping was high end (loblaws vs no frills). Had roots here, came back. Got involved in Danforth east community association (treasurer).there is a boundary line issue- he lives in scarborough bc east side vic park. Route to park is not very direct. Needs more bus stops on denton with shelters.

I came because down scaled; lived near pape- wanted recognizable part of city- comfort - small scale.

I chose this neighbourhood because of the affordability of my home. I did not have this area in mind when I was house-hunting and had never heard of my street before my real estate agent brought me here. I was looking for a home in the east end, but not in this specific neighbourhood. I bought a condo townhome here in mid-2009.

Ha! I moved here because I could afford it and it was close to some good friends (who have since moved out of the city). What keeps me there is my neighbours, and lack of ability to upsize due to crazy real estate. I have looked at leaving for other places nearby, but I think I've hit the jackpot on neighbours and don't want to risk it!

Moved to the area in 2002 mainly for affordability, daughter could attend a school close by. Stays because the neighbourhood is diverse, income wise and culture wise.

To be honest this wasn't our first, second or even third choice when it came to choosing where to live. We liked the house. It was under valued at the time and we really were looking for a sound investment. The neighbourhood was completely secondary. When we moved in, the strip of Danforth from Woodbine to Vic Park was still a little rough. The curb appeal to many of the homes was sub par and it took a bit of time to discover some of the areas advantages. To be frank we probably would have moved by now, if the cost of buying a home in Toronto had not risen so dramatically. We are now planning to renovate, to turn our existing home into one that is going to be more suitable.

We were attracted by affordability, subway access, and proximity to the city, and we stayed and renovated partly because we weren't able to move (we would have preferred to live in a neighbourhood that was more walkable, with a more inviting high street (the Danforth where we are is full of big box stores and is quite unwelcoming for pedestrians). We have built good relationships with our neighbours, and that also keeps us here.

parents and family, and walkable amenities

Because I can enjoy and practice my culture, language, and religion. Own community people and culture

3) If you had a chance to make changes to your neighbourhood, what would you do? Anything you would add? Or take away? Or would it stay the same?

So much I would keep the same - the diversity, the access to practical things, good parks/beach, good school, access to transit, very walk-able. I wish there were more diversity of stores along the Danforth, particularly east of us, east of Dawes. Many stores are not very helpful to us - multiple carpet stores, or junk stores, for example. Also, some of the stores are person-scale - like the storefronts on the north side of Danforth, east of Barrington. But there are stretches that are completely un-pedestrian-oriented... the Canadian Tire is terrible. Further east

closer to Shoppers World (and at Shoppers World) is not pedestrian-oriented, and does not encourage shopping at local stores.

I would be really nice to have a nice bar where I wasn't worried about overt illegal activity - just one! It would be nice to have more small industry or offices (workplaces) other than retail to keep the neighbourhood vibrant and keep employment local (and keep good quality employment local!). I am thinking of small industry like coffee roasters or breweries - there are some industrial spaces north of the tracks east of Dawes where industry like this would be perfect. There is currently an ice cream factory there - which is awesome! They also have a storefront on Danforth east of Dawes.

The Danforth itself is also very wide east of Main, and cars/drivers feel they have the liberty to drive very fast. The Danforth is begging for bike lanes. This would not only improve access and safety for bikes, but also help the street feel more narrow and encourage more pedestrian traffic... The new streetscape (trees, new sidewalks, etc) make a huge difference. But the wide road and fast traffic do not encourage walkability - and make the main drag feel overwhelming and uninviting...

While there are some good parks, it would be nice to have a few more. I can imagine the pocket south of Danforth east of Dawes could use a small park. Our pocket north of Danforth between Main and Dawes has 2 schools and Coleman Park - and east of Dawes there is Dentonia and Maryland. But it is a dense little pocket, with the highrises that line Taylor Creek - and so the parks are heavily overused.

Cultural spaces and infrastructure are also needed - there is a dearth. I can see if Shoppers World were to ever be re-developed, including cultural spaces in any redevelopment there would be crucial. This would provide local employment, but also cultural outlets for newcomers, young people and seniors (and the rest of us!!). Garden and arts spaces in particular. The Silver Mill on South Dawes and Areej Art Gallery on Danforth (east of Barrington) are great for the 'hood - and it would be great to have more given the density, and how many people are in highrises without access to their own green spaces. We need a Crow's Nest, or a space like the National Ballet (on Esplanade)... I envision a collaboration with Artscape...

And of course, affordable daycare is always needed...

I HATE the massive bridge on Main Street where the GO train passes below. It's so big. It feels dangerous to walk on. Of course the other option is to walk through the GO train station, but that's time consuming and an inconvenience.

Route to park is not very direct. Needs more bus stops on denton with shelters- not convenient just as a pole.

Could use a significant park in this area- there isnt one close enough. Stevenson is too far. Need for children's space here- there are not enough playgrounds. A park within yelling distance for parents to call kids home is ideal.

I would love more green space. This neighbourhood is VERY heavy on concrete and it looks like it will become increasingly so with the additional density that is planned for here. I would make the TTC subway station bigger as well as the adjacent roadway, so that there was less traffic congestion at Main and Danforth. I would give the local elementary public school the addition it has so badly needed for a decade or more. I would reduce the number of cheap bars on the Danforth strip and remove the "spa" on Danforth which I am concerned is a cover for exploitation of women caught in the sex trade. It would be nice to reduce the level of drug trafficking and usage (I have encountered this on my townhome property and in the local park, even on the street) but that is a thorny problem that is difficult to tackle. I don't want people to go away, just those activities.

More restaurant/bars would be nice. I'd like a more convenient coffee shop. A dry cleaner (what I would do for one closer!). I might also look for ways to meet more neighbours off my street - I don't have children so I don't seem to have the same connections that others have.

safety is a concern. Symptomatic of political system that has failed us- the gap between rich and poor is a problem. Cleanliness is a problem in the city is a problem. Presence of police or community leaders would help- it really should be a combination of both. More eyes on the street. Diversity should stay the same- its a great asset. We once had a neighbourhood watch group- it might be neat to see that again.

We certainly love the neighbourhood feel of the community. And we are excited to see the gentrification of the Danforth. My father is an expert on urban development on the West Coast so my wife and I understand the importance of being able to bring people from different socioeconomic backgrounds into our community. But we think it's important to do so carefully, so that a balance can be struck. We also love the close proximity to the local Bangladeshi community. It's adds a wonderful flavour to the neighbourhood. We enjoy partaking in many of their cultural fairs and activities during the summer months.

get rid of the big box stores! add more trees to the Danforth between Main and Victoria Park and add more trees to the side streets, too. we need some welcoming cafes and places to walk to on the Danforth east of Woodbine.

prevent congestion by banning roadside parking on danforth avenue - instead utilize private-public parking lots to full capacity - increase frequency of certain local buses as well - improve infrastructure such as crumbling roads such as dawes road and aging buildings and stores near victoria park station - improve infrastructure within public parks such as dentonia park soccer fields, basketball courts and club house

First I will ensure affordable housing for all. I will build more rental houses, and extend the road system.

4) Is there anything missing in your neighbourhood that you would like to one day see? (ie more schools, a park, skating rink etc)

A skating rink would be awesome! And the suggestions I mentioned above. With all the new developments going in around Main and Danforth, I can imagine it will be a major strain on TDSB resources - Secord is already bursting at the seams!

An entrance to the GO train station from Stephenson park.

Used to be a café in the shops there; was a real hangout. Would love to see that again. Would love to see a multi cultural farmers market (not just a standard market like deca does) especially in the summer/ food coop would be nice around the clock. Need a new library closer within walking distance- two are near but they need two buses to get there.

The railway tracks divide the community; needs to be a solution to bring it together. Affordable housing (rental and ownership) - we need more. The school is overcrowded- maybe expansion needed.

There are three schools within my immediate vicinity so there's enough – but Secord definitely needs expanded capacity for all the kids there and to come with the coming additional housing developments. I just want to see expanded infrastructure to match the additional residents who will be coming to the neighbourhood with the additional development. Happy to see the people, worried that there won't be infrastructure to support them.

Actually from a public amenities perspective the area is pretty good on parks. I think the schools are overcrowded and there is probably a need to find more community activities for youth and seniors, but it's not as bad as other areas of the city.

We need to figure out what the community needs and offer it- want to do a needs based analysis and be smart about it to respond to the needs now and in the future.

We would like to see the gentrification of the local businesses continue. Right now there are a lot of businesses that cater towards a more blue collar clientele (which is fine). A lot of the criminal activity that existed when we first moved in has gone away, but it might be nice to see a few more restaurants, pubs and bars that are a bit more family friendly take hold along the Danforth. One thing that is missing right now is a strong presence of young new families along the Danforth especially in the evening.

A library closer to main and danforth, or main and Dawes, would be great. something we could walk to. more cafes. making the streets more attractive and pedestrian/bike friendly in this area.

Nope

It is good a neighborhood.

5) Do you like the Shoppers World site as it is today? Do you shop there regularly?

Kinda. it is very practical - there is a grocery store there, a bank machine, kids clothes, pharmacy... A dollar store! I find I might go there once a month because it is very practical and has useful stores. But I hate going there. I drive there - I never walk. The parking lot is terrible and not oriented to pedestrians at all (because, of course, it's for cars! And when it was built originally there was no conceptualizing how cars and people might co-exist...) Also, because there are no people-scaled stores on the side of Shoppers World that faces Danforth (south side of Danforth, east of the Lowes) it feels overwhelming to walk there - and so I don't walk there. The new trees along there will be bigger one day, so perhaps those will help it to feel less oppressive.

I shopped regularly at Shoppers World when Target was there, now I go occasionally.

SW feels very 20th century approach; needs to be more integrated. Site is prime for intensification; residential above shopping/ mini Scarborough town centre.

Although it's big box stores (that often destroy a closeness of the community and isolates people), I shop there on regular basis; its part of the neighbourhood. I like the shops- its a great mix of retailers and they should stay, its just in a bad context. If we had to get rid of it or leave as its, it should stay as is. The shops are too important/ keep the format like the Canadian tire format. Visioning from brown Storey gave a lot of examples of how it should be. A good example is leslie and lakeshore (candian tire design)- there are two floors of retail, parking is under main building) that is an excellent model that combines driving and walking.

I like that the walking traffic at shoppers world is bangladeshi, many dont drive. Those that do often live in scarborough but come to that area for bagledshi shops-. It makes it a lively area

It's fine, though a little rundown. My dentist is there. I go to Staples frequently, shop at Lowe's sometimes, the health store, the mobile phone store, Pet Valu and the Metro (not regularly though).

It is functional. I would say it lacks greenspace and an area to rest while shopping. I will stop by for specific needs - lowes, Shoppers, Metro. I don't find it an inviting space and I try to minimize my time there. Would be great to see a pop up market in the under utilized parking lot. the majority of people going there walk/bike and it is not set up for that.

Not there every week; not a regular. Want sto support smaller local businesses (like leslieville). Wants to support individual entrepreneurs- would be willing to pay a bit more than a big box. Coffee shops along for sure- places to gather and cafes.

Yes, we shop there all the time. It's incredibly convenient. Metro is not our first choice for groceries. We usually shop around the corner at Loblaws, but for someplace quick to grab something -- it's fine! Love Lowes - very convenient. We also shop at Staples, Shopper's Drug Mart, The Dollar Store, and The Wine Rack. We're also members at the gym. But it might be nice to see the entire mall updated aesthetically to something that is more current, and reflective of the growing number of families in the area.

I hate shoppers world. really. the parking lot is really dangerous for pedestrians, but there are lots of people who go there on foot, and there are no safe pathways for them to use to walk through the parking lot. I go there probably once a month, to go to Lowes or the Shoppers, sometimes Staples, but I

try to avoid it. I try to avoid the entire stretch of Danforth between Main and Vic Park: it is ugly and uninviting for people on foot or bicycle. I would love to see the city invest in creating a more walkable (less car-oriented) neighbourhood. The residential streets are great, but the Danforth could use a lot of improvement.

<No answer>

Yes. Very often.