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November 8, 2023

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Re. 155 Antibes Drive
2nd Submission of Zoning By-law Amendment
Planning Rationale Addendum Letter
File No. 21 234538 NNY 06 OZ

Mr. Rokos,

1. Introduction and Background

Urban Strategies Inc. has prepared this Planning Rationale Addendum in support of a resubmission of a Zoning By-law Amendment ("**ZBA**") application for the property at 155 Antibes Drive, in the City of Toronto (the "**Site**").

On November 5, 2021, Urban Strategies submitted a ZBA application, on behalf of the owner Tenblock (the "**Applicant**"), proposing an infill development on the 19,014 square metre (1.9 hectare) Site, which presently contains a 16-storey apartment building containing 259 rental dwelling units. The infill development, which would retain the existing building and rental units, would add two new towers of 32 and 34 storeys, 24 three-storey back-to-back townhouses, an on-site parkland and a multi-use path ("**MUP**") (altogether, the "**Original Submission**"). The ZBA application was deemed complete on April 27, 2022.

Since the filing of the Original Submission, the application has undergone full City and Agency review, with comments provided to the Applicant between August 2022 and May 2023. The Applicant has also held several meetings with City staff, existing tenants of 155 Antibes Drive (in addition to conducting a tenant survey), and the local community. The comments, consultation and engagement have informed the development of a refined development concept for the Site (the "**Revised Proposal**") which is discussed further in Sections 4 and 5 of this Addendum.

This Planning Rationale Addendum has been prepared in support of the Revised Proposal, and outlines revisions made to the Original Submission in response to the City's comments and from

tenant and community engagement undertaken to date. Supplementary policy analysis and justification is provided to confirm the appropriateness of the Revised Proposal from a land use planning and urban design perspective.

In summary, Urban Strategies maintains the opinion expressed in the original Planning Rationale, Urban Design Analysis & Block Context Study report, dated August 31, 2021, and finds that the Revised Proposal, as well as its implementing Zoning By-law Amendment, are consistent with the Provincial Policy Statement, conform to the Growth Plan and City of Toronto Official Plan, and have appropriate regard for applicable urban design guidelines.

2. Description of Original Submission (November 2021)

The Original Submission proposed to maintain the existing building and all existing rental units, while adding new infill housing on underutilized areas of the Site, including:

- Building A, a 34-storey tower (111.4 metres, including MPH) at the northeast corner of the Site, with a seven-storey podium, containing 389 dwelling units;
- Building B, a 32-storey tower 106.5 meters, including MPH) at the southeast corner of the Site, with a seven-storey podium, containing 352 dwelling units; and
- Buildings C and D, two blocks of three-storey back-to-back townhouses along the west side of the Site along Antibes Drive, containing a total of 24 units.

The Original Submission also proposed a 797.3 square metre on-site parkland dedication at the northwest corner of the Site, as well as an 8.4-metre-wide land dedication along the north edge of the Site, with an approximate area of 1,414 square metres, for a future MUP accommodating a pedestrian and cycling linkage between Bathurst Street and Antibes Drive. Site access was proposed to be accommodated from a new driveway connecting to Bathurst Street and Don Lake Gate, replacing the Site's existing access from Antibes Drive.

In total, in the Original Submission, the Site would have accommodated 1,024 residential dwelling units, including 741 new apartment units, 24 new townhouses, and 259 retained rental apartment units. With an overall gross floor area of 84,760 square metres (including the retained building) the overall development density would be 4.46 times the gross Site area.

3. Consultation Undertaken to Date

Tenblock has undertaken extensive consultations to date, with existing tenants of 155 Antibes, neighbouring landowners, City staff, the Ward Councillor and the broader community. A summary of consultations undertaken to date is described below.

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Date	Audience	Purpose/Subject Matter
May, 2020	City Staff	Initial engagement regarding infill development opportunities in the larger block
August 20, 2020	City Staff, owners of 5950 Bathurst and 25 Cedarcroft	Coordinated discussion regarding block planning opportunities and principles
September 17, 2020	City Staff, owners of 5950 Bathurst and 25 Cedarcroft	Coordinated discussion regarding block planning opportunities and principles
March 17, 2021	City Planning	Pre-Application Consultation meeting
June 29, 2021	Greatwise (owner of 5950 Bathurst)	Site coordination meeting with Greatwise
August 31, 2021	Councillor Pasternak	Forthcoming ZBA application for 155 Antibes
October, 2021	155 Antibes Tenants	Letter #1 to Tenants advising of forthcoming ZBA application
October 31, 2022	City Planning, Urban Design, Heritage Planning	Discuss City comments on Original Submission
December 6, 2022	Heritage Planning staff	Site visit to 155 Antibes Drive
January 30, 2023	Community Planning, Urban Design, Parks Planning	Site Plan workshop with City Staff
June 2023	155 Antibes Tenants	Letter #2 to Tenants informing about upcoming Community Consultation
July 4, 2023	Community Consultation	City Planning-hosted Community Meeting
July 14, 2023	155 Antibes Tenants	Letter #3 to Tenants for tenant survey
August 9, 2023	Community Planning & Urban Design staff	Development of Revised Proposal
August 30, 2023	Engineering & Construction Services staff	Development of Revised Proposal
September 18, 2023	Transportation Services staff	Development of Revised Proposal
September 27, 2023	Toronto Parking Authority	Discussion on Bikeshare stations on site
September 27, 2023	Community Planning & Urban Design staff	Development of Revised Proposal

In addition to the consultations and discussions listed above, the existing tenants at 155 Antibes were invited to participate in a survey from July to August 2023 in order to share their input and feedback on the Revised Proposal as it pertains to the planned renovations to the existing building. This feedback helped inform the design requirements for the interior and exterior upgrades to the existing building. In response to the feedback attained from City staff and residents, a variety of changes to the proposal were made and are discussed in section 4 below.

4. Description of Revised Proposal (November 2023)

The Revised Proposal, as reflected in the architectural plans by BDP Quadrangle and filed as part of this resubmission, incorporates direction provided to Tenblock from City staff, as well as through tenant and community engagement.

In response to the City's direction, the Revised Proposal revised to maintain access to the Site from a single driveway from Antibes Drive, wrapping around the north and east sides of the existing building. The driveway will service the existing and proposed buildings on the Site and will function like a woonerf (a pedestrian-friendly laneway), accommodating vehicular and servicing traffic, as well as cyclist and pedestrian mobility.

Along the east side of the Site, the Revised Proposal continues to include two tall building elements. Tower A (at the northeast corner) proposes a tower 34 storeys in height. Tower B (at the southeast corner) is reduced to 30 storeys in height. The podiums of Tower A and Tower B have been reduced in size and height from 7 storeys to 4-to-6-storey podiums. The reduced footprint of the podiums has also resulted in an expanded public realm at grade. The proposed floorplates for Tower A and Tower B are 775 square metres and 750 square metres, respectively and have been regularized to be two slender rectangular forms. Curves have been incorporated into the tower and podium corners to soften the massing and to increase real and perceived separation to the existing 16-storey building.

Towers A and B will contain 432 and 355 dwelling units, respectively. In response to comments from City staff requiring greater at-grade animation, the Revised Proposal incorporates a higher proportion of active uses at grade and help providing "eyes to the streets" in Tower A and Tower B, including newly-added retail spaces, indoor amenity areas, dual-frontage residential lobbies and other bicycle amenity areas. These new at grade uses also include outdoor patio spaces and a cycling hub, which will further activate Bathurst Street as well as the POPs space located on the eastern edge of the Site. These at grade improvements will provide new and existing residents with a variety of places to rest, socialize, and accomplish daily chores.

Along the west side of the Site, new development is no longer proposed. The previously proposed townhouse blocks have been removed. In place, a renewed open space has been integrated. This open space is a reimagined pastoral landscape design concept that promotes ecological resilience, improved pedestrian circulation, and provides a range of community-oriented active uses.

Along the north side of the Site, a new 8-storey mid-rise building (Building C) has been integrated. Building C will have a total of 105 dwelling units, including grade-related townhouse units facing onto the MUP and parkland dedication, which will support activation and casual overlook onto these new open spaces.

Consistent with what has been shared with City staff in recent workshops, the Revised Proposal includes a reduced net Site area that excludes the existing 16-storey building and the lands west of it, where the previously-proposed townhouse blocks have been eliminated. Minor alterations are proposed to the retained building and parking garage, including a new north entrance to the existing below-grade parking garage, a new east-facing lobby, a new enclosed loading/servicing

addition on the south side of the existing building, and modernized ground-floor indoor amenity space to serve the existing tenants.

As a result of the reduced net Site area, the parkland dedication requirement is reduced to 569 square metres. The parkland dedication will be provided at the northwest corner of the Site, with good frontage and exposure along Antibes Drive and the MUP, as well as good sunlight access. The size and configuration of the proposed park supports programming flexibility and can accommodate a mix of soft and hard landscaped areas as well as active and passive recreational functions. In discussion with City staff, Tenblock has also refined the proposed land dedication toward the MUP, which will be achieved in combination with lands to be dedicated from the adjoining development sites at 5950 Bathurst Street and 25 Cedarcroft Boulevard.

The table below provides a statistical comparison of the Original Submission and Revised Proposal to help demonstrate how the proposal has evolved.

(new development—excluding the existing building)	Original Submission (December 2021)	Revised Proposal (October 2023)
Gross Site Area	19,014 sqm	19,011 sqm (per updated survey)
Net Site Area (excluding Existing Building and Site)	15,947 sqm	12,357sqm
Total New GFA	57,403 sqm	58,019 sqm
Residential GFA	57,403 sqm	56,924 sqm
Retail GFA	0	873 sqm
Height (metres including MPH)	Tower A: 111.4 m Tower B: 106.5 m Townhouses: 11.9 m	Tower A: 113.1 m Tower B:101.3 m Mid-Rise C: 33.3 m
Height (storeys)	Tower A: 34 Tower B: 32 Townhouses: 3	Tower A: 34 Tower B: 30 Mid-Rise C: 8
# New Resi Units	Tower A: 389 Tower B: 352 Townhouses: 24 TOTAL: 765	Tower A: 432 Tower B: 355 Mid-Rise C: 105 TOTAL: 892
Indoor Amenity	1,775 sqm (2.32/unit)	1,337 (1.5/unit)
Outdoor Amenity	1,199 sqm (1.57/unit)	1,782 sqm (2.0/unit)
Total Amenity	2,974 sqm (3.89/unit)	3,119 sqm (3.5/unit)
Tower Floorplate	Tower A: 750 sqm Tower B: 750 sqm	Tower A: 775 sqm Tower B: 750 sqm
Gross Density (FSI)	4.46 (*incl. existing building*)	4.46 (*incl. existing building*)
Parkland Dedication	797.3 sqm	598 sqm
MUP Dedication	1,413 sqm	987 sqm

Car Parking (*incl. partially retained existing garage*)	875 spaces	804
Bicycle Parking	781 spaces	923

5. Summary of Key Changes

This section highlights specific aspects of the Revised Proposal that have been revised in response to input from City staff, as well as through engagement with existing tenants and the local community.

5.1 Revised Site Access & Circulation

The driveway access previously proposed from Don Lake Gate and Bathurst Street has been removed with vehicular access into and out of the Site being consolidated and maintained from Antibes Drive at the northwest corner. The single driveway will service both the existing and proposed buildings and is designed as a woonerf where cars and pedestrians can safely coexist in a vibrant setting that is well-integrated with the surrounding landscape and building frontages. Several vehicle lay-bys are proposed for pick-up and drop-off.

The Revised Proposal conforms with policy 4.2.2.e and 4.2.3.g of the Official Plan, which states that within Apartment Neighbourhoods, ramps and other servicing areas should be designed and located to minimize impacts on residents. The Revised Proposal reduces the number of underground garage ramps from three to two: one new entrance to the retained parking garage on the west side of the existing building, and one entrance to the new garage integrated into the Tower A podium. A new enclosed Type G loading space and garbage/servicing area is proposed for the existing building at the south end of the Site, which aligns with the City's design guidelines encouraging the internalization of these building components. Type G loading spaces are also provided in the bases of Tower A and Tower B, and a smaller moving area is provided in the base of Building C.

The revised approach to site access and circulation will provide efficient access to the buildings on the Site in a pedestrian-friendly format, and in a manner that accommodates fire access and servicing vehicles.

5.2 Elimination of Townhouses and Addition of Mid-Rise Building

The 3-storey townhouses that were included in the Original Submission have been removed from the Revised Proposal. The removal of the townhouses from the plan preserves the existing spatial openness and views of the west side of the existing building from Antibes Drive. Moreover, removing the townhouses also maintains generous amount of landscaped open space that will be

further enhanced by the removal of the existing U-shaped driveway and surface visitor parking west of the existing building.

Instead, the Revised Proposal incorporates a new 8-storey residential mid-rise building situated along the northern edge of the Site, referred to as Building C. This building, which contains 105 residential units, accommodates grade-related and apartment dwelling units in a more-intimate residential format with good access to the proposed park and open space contributions. Elevator access is provided to the new underground garage shared with Tower A and Tower B.

Building C's unique shape results in an appropriate fit and built form relationship to both the existing 155 Antibes apartment building, as well as the proposed developments to the north at 5950 Bathurst Street and 25 Cedarcroft Boulevard. Balconies are predominantly inset within the architectural envelope, with limited projecting balconies along the north building face overlooking the MUP.

5.4 Parks, Public Realm and Open Space

The Revised Proposal conforms with policies 3.1.1.18 and 4.2.3.e of the Official Plan. The Revised Proposal continues to accommodate a range of improved public and private open spaces that are designed to connect and extend existing open spaces and be designed in conjunction with open space contributions proposed on adjoining lands. These spaces are also strategically located throughout the Site to maximize their utility and benefit to the Site and larger community by providing a comfortable environment for users of all ages and abilities to enjoy.

A 598 square metre parkland dedication is proposed at the northwest corner of the Site, with frontage along Antibes Drive and the proposed MUP. The parkland area exceeds the full parkland obligation for the net developable Site area (5%) and a minimum 5.0 metre development setback is provided for Building C along the eastern edge of the park. The size and configuration of the park supports a range of active and passive recreational opportunities, and the ability for hard and soft landscaped surfaces.

A land dedication along the north edge of the Site continues to be proposed for the purpose of a MUP in tandem with lands proposed to be conveyed on the adjacent properties at 5950 Bathurst and 25 Cedarcroft. The Revised Proposal accommodates a continuous 4.6 to 6.1 metre-wide land dedication amounting to approximately 987 m^2, which is sufficient to accommodate a primarily trail configuration per the City's Multi-Use Trail Design Guidelines. An additional private development setback of ~2.3 metres from the north building face of Tower A and Building C to the new proposed property line is proposed, which would contain private landscaping such as residential stoops/steps, gardens, and other planting areas.

The Revised Proposal also incorporates a POPS along Bathurst Street between Tower A and Tower B. The POPS is envisioned as being an urban plaza and a cycling transit hub for the community, accommodating seating, new trees, and other planting beds. To encourage and support cycling as an alternative mode of transportation, Bikeshare stations (45 docking stations), visitor bike parking spaces for a variety of bicycles, bicycle maintenance and water-bottle filling station, and e-bike charging stations are proposed. Active at-grade uses in the adjacent building podiums include indoor amenity spaces and retail spaces with outdoor patios facing the POPS and maintain sightlines over the POPS and to promote a steady stream of pedestrian activity.

Overall the quantity and quality of the proposed public and private open spaces will support a high-quality residential mixed-use environment and the achievement of a complete community. The precise design of the parkland area will be determined through a future City-led process with additional public consultation.

5.4 Landscape Plan Refinements

For the Revised Proposal, the Applicant has engaged landscape architect SvN Architects + Planners to develop a new approach to the landscaped spaces throughout the Site. The submitted landscape plans reflect a pastoral landscape design concept to promote ecological resilience, improve pedestrian circulation, and provide community-oriented active uses.

A mix of soft landscaping treatments are incorporated throughout the Site to promote biodiversity and environmental sustainability, which are key considerations for *Apartment Neighbourhoods* infill projects as outlined in the Official Plan. Community-oriented active uses are also proposed, including children's play areas, resting areas with seating and community gardens. With the reorganization and consolidation of density from the townhouses shown in the original submission to the mid-rise building within the Revised Proposal, the existing trees along the western portion of Don Lake Gate will now be retained.

The Revised Proposal conforms with policy 3.1.1.14 and 4.2.3.j. of the Official Plan, as pedestrian pathways and the overall landscaped open space network have been re-designed to provide direct and safe walking routes between the adjacent public streets, the proposed internal driveway, and around the existing and proposed buildings for both existing and future residents. Along the north edge of the Site, the landscape design seeks to frame the building edges and to provide for seamless integration with the parkland and MUP.

5.5 Built Form & Massing

In response to City staff input, numerous revisions have been made in respect of the built form and massing of the proposed new buildings. The overall heights of Tower A and Tower B are 34 and 30 storeys respectively. The height of the proposed towers are generally in keeping with the

existing and planned context, which include buildings within the high 20-storey range that have existed for several decades as well as approved building heights of up to 29-storeys. The floorplate sizes of Tower A and Tower B are 775m^2 and 750m^2 respectively, which are justified by the tower separation distances and orientation of the proposed towers in relation to the existing building on site as well as to the new development at 5950 Bathurst Street. The tower orientation and shape has also been designed to respect the heritage elements of the existing 16-storey building while having a design that is complementary to the surrounding context.

Tower B is offset from the existing building to have a corner-to-corner relationship with no direct facing condition. A small portion of Tower B is +/- 22 metres from the corner of the existing apartment building; however, this condition is limited to the corner units in 10 floors only (level 7 to 16) and the Tower B corner has been curved in this location to improve perceived separation. As the revised Tower B orientation removes direct overlook to the existing building, this very limited zone of reduced tower separation is appropriate and does not give rise to undue light, view or privacy impacts.

The podiums have been reduced from a continuous 7-storey podium as initially proposed, to a tiered 4-to-6-storey podium that steps down to maximize spatial openness to the east elevation of the retained building. These revised podiums heights are in keeping with the existing and emerging street wall massing along Bathurst Street. Resident outdoor amenity space is accommodated on the podium rooftop.

Building C, as described in Section 5.3 above, is a modestly-scaled 8-storey residential mid-rise that introduces a transitional scale between the existing apartment building, proposed Tower A and Tower B, and the proposed 29-storey infill development to the north at 25 Cedarcroft. The separation distance between the existing building and Building C is 15.0 metres to the inner face where there are inset balconies. Building C has also been massed to provide a 20m separation distance above the 6th floor to the proposed development at 25 Cedarcroft. Given the limited extent of windows on the north elevation of the existing building, which minimizes the potential for overlook and loss of sunlight and sky views, the proposed building separation is appropriate.

Overall, the built form and massing revisions reflected in the Revised Proposal represent an improvement over the Original Submission with respect to:

- Reinforcing a more pedestrian-scaled built form throughout the public realm;
- Reducing overall lot coverage (by replacing two former townhouse blocks with one consolidated mid-rise building);
- Maximizing spatial openness along the east side of the existing building to preserve sunlight and sky views for its existing residents; and
- Reducing net new shadow impacts, when compared with the new development massing previously-proposed in the Original Submission.

5.6 Density and Units

The Revised Proposal has a density of 4.46 and a total unit count of 892. This change in unit count is primarily from introducing the mid-rise building in order to replace the townhouses and is also a result of efficiently re-organizing the interior spaces by shifting mechanical systems, and changing internal dimensions to provide units that are more appropriately designed to meet current market conditions. Overall, this allows a greater variety of unit type sizes to accommodate diverse needs of different households with minimal changes in built form to Towers A & B and with more open space being provided for the community.

5.7 Cycling Network Integration

The Revised Proposal reflects the City's approved Cycling Network Plan, which includes cycle tracks along Bathurst Street. A southbound cycle track has been incorporated into the boulevard design, which will consist of a strip of street trees immediately adjacent to the Bathurst roadway (TBC), a relocated southbound TTC bus station, the cycle track, a 2.1-metre pedestrian clearway, and an additional 3.0-metre landscaped boulevards.

Tenblock is passionate about development that supports the City's growing network of cycling infrastructure and provides innovative and high-quality cycling amenities for existing and future residents. To this end, the Revised Proposal incorporates conveniently located secure bicycle storage rooms in the base of the existing building with a dedicated bike ramp, Tower A and Tower B, and a retail space proposed as a bike café at grade, servicing sales and repair for bicycles and also selling drinks and light snacks, integrated into the base of Tower A at the northeast corner of the Site, with frontage along Bathurst and the MUP for easy access. Additional indoor secured bike storage space with maintenance stations provided on the P1 level.

5.8 Amenity Space Provision

The Revised Proposal incorporates private indoor and outdoor amenity space for existing tenants of 155 Antibes as well as new residents in Tower A, Tower B and Building C. For the existing building, newly-renovated indoor amenity space will be provided on the lower ground floor level with direct access to outdoor terrace. The programming of the space will be designed in consideration of feedback received from existing tenants.

Amenity space for the proposed new residential units is provided a minimum rate of 1.5 square metres of indoor amenity space per unit, and 2.0 square metres of outdoor amenity space per unit, for a total provision of at least 3.5 square metres of amenity space per unit. These rates are to be achieved based on the total, overall number of all new dwelling units; minor reductions in amenity space rates in individual buildings will be permitted provided that the shortfall is compensated for

in other buildings at full build-out. Outdoor amenities such as the landscaped rest area "Grove" between the existing building and the proposed buildings as well as the potential pet play and relief area are proposed accessible to all residents in the development.

The proposed amenity space rates are appropriate to meet the needs of residents for communal recreation space. A variety of different uses will be programmed in the amenity spaces. As the project continues to evolve through the site plan control process, the Applicant will accommodate an appropriate proportion of amenity space geared toward children and youth, as well as pet-friendly amenities, to achieve the intent of the Growing Up Guidelines and Pet-Friendly Guidelines.

In preparing this Planning Rationale Addendum, Urban Strategies collected numerous precedents of other development approvals for infill apartment buildings in reasonably similar contexts where the City has agreed to secure alternative amenity space requirements in site-specific zoning by-law amendments. These include:

Site	By-law #	Min. Indoor	Min. Outdoor
25 St. Dennis Drive	325-2022 (OMB)	1.31 sqm/unit	1.30 sqm/unit
1200, 1210 & 1220 Sheppard Ave. E.	218-2022 (OMB)	1.5 sqm/unit	1.5 sqm/unit
Parkway Forest (Don Mills & Sheppard)	342-2015 (OMB)	1.5 sqm/unit	1.5 sqm/unit
1-3 Concorde Gate and 10-12 Concorde Place	OLT-22-002185	1.5 sqm/unit	0.8-2.0 sqm/unit (varies)

5.9 Sustainable Design Considerations

The Revised Proposal proposes exploring a geothermal heating and cooling system within both Tower A & B and Building C. The inclusion of this system will significantly increase the overall energy efficiency of the proposed development to meet TGS version 4 tier 1 or higher, as well as decreases the footprint and the amount of required mechanical equipment and servicing areas located on the mechanical penthouse of the proposed buildings. This provides a great opportunity to allow re-purposing the area saved to include residential and amenity spaces without increasing the overall massing and height of the Proposed Development. Additional sustainable design measures such as intensive green roof systems, rainwater collection, electric boilers, and other systems will be explored at the Site Plan Approval phase.

5.10 Evolving Block Context

Since the Original Submission was made to the City in December 2021, the owner of 25 Cedarcroft Boulevard has come forward with a proposal for a 29-storey infill residential building south of the existing 13-storey apartment building, which would be retained. The new 29-storey building would contain 259 dwelling units.

Parking and servicing access to both the retained 13-storey building and the new 29-storey building would continue to be accommodated by a driveway off Cedarcroft Boulevard extending along the eastern edge of the property. The owner proposes a new pick-up and drop-off (PUDO) loop to serve the new 29-storey building, which would extend from Antibes Drive. We note that the driveway to this proposed PUDO loop would extend through a portion of the current 155 Antibes property that is proposed to be conveyed to the City towards the MUP.

The proposed 29-storey building includes a 2.7-metre-wide land conveyance along the south edge of 25 Cedarcroft towards the MUP. The 3-6-storey building podium is setback 3.8 metres from the northerly edge of the expanded MUP. The south edge of the tower element is setback 7.8 metres from the northerly edge of the expanded MUP. The proposed setbacks for the 29-storey building result in a 15-metre separation distance between the podium element and Building C, which is an appropriate separation distance for mid-rise building elements. We note that this building separation is not equally shared between the two properties, with more of the separation being borne on the 155 Antibes side.

A revised Block Context Plan diagram has been prepared to illustrate the relationship between the developments proposed on 155 Antibes Drive, 25 Cedarcroft Boulevard, and 5950 Bathurst Street, with building separation distances identified. Overall, the three developments work together to enhance the quality and quantity of public open space throughout the block, and to allow new north-south and east-west connections through the block to mitigate the existing limited pedestrian porosity. The built form relationships between the various existing and proposed building elements have appropriate regard for the applicable urban design guidelines and will not give rise to any undue adverse impacts.

Figure 1 - Block Context Plan

6. Planning Policy Framework Updates

Since the time of the submission of the Original Proposal in December 2021, there have been various legislative and policy changes enacted that are supportive of the planning merits of the Revised Proposal generally, and in the case of the proposed parking provision specifically.

Bill 23 – More Homes Built Faster Act, 2022

At the Provincial level, the Government of Ontario has passed legislation intended to support its *Housing Supply Action Plan*, which includes a housing pledge for Toronto to add 285,000 new residential units by 2031. Bill 23, the *More Homes Built Faster Act, 2022* received Royal Assent on November 28, 2022 and amends the *Planning Act*, *Development Charges Act*, and other statutes with the aim of stimulating the construction of new housing. Key impacts of Bill 23 include:

- Increased flexibility for parkland dedication, including reduced statutory parkland dedication rates and the permission for encumbered land to satisfy parkland requirements;
- Amending how Community Benefits Charges (4% of the value of the development site at the date of the first building permit application) are calculated and secured, with exemptions for affordable units;
- Introducing development charge discounts for purpose-built rental housing, and exemptions for affordable units;
- Expanded as-of-right development rights for smaller-scale residential development;
- Reducing the scope of matters that can be addressed through Site Plan Control.

The changes introduced under Bill 23 underscore the urgency of facilitating approvals for new housing while enabling a more-flexible approach to securing parkland and other community infrastructure to support development and promote complete communities.

Bill 97, Helping Homebuyers, Protecting Tenants Act, 2023

More recently, the Government of Ontario enacted Bill 97, the *Helping Homebuyers, Protecting Tenants Act, 2023* which received Royal Assent on June 8, 2023. Like Bill 23, Bill 97 is an omnibus bill that amends seven Provincial statutes, and represents the next step in the implementation of the *Housing Supply Action Plan*. Notably, Bill 97 allows the Minister of Municipal Affairs & Housing to create regulations to facilitate the implementation and transition of a policy statement. In this vein, the Province has released a draft *Provincial Planning Statement* (PPS 2023) which would repeal and replace the existing Growth Plan and *Provincial Policy.* The PPS 2023 is still in draft, with commenting open until August 4, 2023. All planning decisions made in Ontario must be consistent with the PPS that is in effect on the day of the decision. As the PPS 2023 is in draft form, the PPS 2020 and 2019 Growth Plan remain in effect.

City of Toronto By-law 89-2022

Toronto City Council has also taken action to reduce vehicle parking requirements to advance the Official Plan objectives of reducing automobile dependency and supporting active modes of transportation. On February 3, 2022, Council adopted By-law 89-2022, which amends By-law 569-2013 to update parking standards for automobiles across the City of Toronto. The effect of By-law 89-2022 is to remove minimum resident and retail parking requirements, and to significantly reduce visitor parking requirements for new developments on a general city-wide basis, and particularly for areas well-served by transit and active transportation infrastructure.

The Site is identified as being within a Parking Zone B, as per the parking zone overlay in By-law 89-2022. Lands in a Parking Zone B, which are within 100 metres of frequent surface transit, have less-strict parking rate requirements compared to lands not inside a parking zone overlay.

Although the Applicant's ZBA application was submitted prior to the approval of By-law 89-2022, the new Citywide parking standards reflect Council's commitment to reduce automobile dependency and to promote public transit and active transportation options. The Revised Proposal accommodates a supply of parking that is within the required minimum and maximum rates under By-law 89-2022, which is intended to satisfy expected demand arising from the development while supporting other mobility options.

7. Conclusion and Next Steps

In our opinion, the Revised Proposal, as well as the updated draft implementing Zoning By-law Amendments included in this resubmission, are consistent with the Provincial Policy Statement, conform to the Growth Plan and City of Toronto Official Plan, and have appropriate regard for the applicable urban design guidelines. More specifically, the Revised Proposal meets the evaluative and development criteria for new development in *Apartment Neighbourhoods*, and will rejuvenate an underutilized property with additional housing having direct access to frequent surface transit, the future Bathurst bike lanes, and a full range of services and amenities.

We are grateful for Staff's comments and willingness to engage with the Applicant over the last two years, which have shaped the Revised Proposal forming the basis of this resubmission. It is the Applicant's hope that this resubmission will address Staff's outstanding comments and concerns to an extent that allows for a positive Final Report to be brought forward to North York Community Council in February 2024.

Please do not hesitate to contact us if you have any additional questions or concerns.

Sincerely,

URBAN STRATEGIES INC.

Christine Fang-Denissov, Partner
M. Arch., MCIP, RPP, MRAIC
URBAN STRATEGIES INC.