



Business Case:

770 Don Mills Road Elementary School

Business Case for a new JK-8 elementary school in a mixed-use development, in partnership with the City of Toronto

Toronto District School Board

September 16, 2024

2024-25 Capital Priorities Program

Business Case – Written Component

School Board	12 - Toronto DSB				
Project Name	New JK-8 Growth School				
Project scope and Description	New 564 Pupil Place Elementary School				
Substantial Completion Date	July 1, 2030		Expected occupancy date	September 1, 2030	
Project Category	Accommodation Pressure		Project Type	New School	
Pupil Places	564	Child Care space	-	Child Care room	-
Child care	No	CMSM / DSSAB Name and number:	City of Toronto - CMSM (211)		
Municipality	Toronto		Site	Site identified only	
Project Ranking	1		Panel	Elementary	
Cost (Including site)	\$54,432,516		Cost (Excluding site)	\$46,432,516	
Ministry contribution	\$54,432,516		Board contribution	TBD	
Is Site EDC Eligible	No		Joint-Use School	None	
Board Contact	<i>Daniel Castaldo, (416), 428-1857, daniel.castaldo@tdsb.on.ca</i>				
Key Facts	<p><i>A new 564 pupil place urban format (podium) JK-8 elementary school to accommodate significant enrolment growth in a high-density and high-needs neighbourhood.</i></p> <p><i>The rapid intensification in the area is due to the introduction of higher order transit lines, the Eglinton Crosstown LRT, and the Ontario Line. This density and future population growth must be served by critical community infrastructure like new schools. Local schools are overenrolled, students are accommodated in multiple portables and/or aging port-a-packs, and in some cases redirected outside of the neighbourhood to schools with available space. A new school is required to accommodate the projected student population within this community.</i></p> <p><i>This is the Board's only opportunity to secure funding that demonstrates a commitment to the school being included within the mixed-use development. If the project is not supported/funded during this round of Capital Priorities, then the opportunity is lost as CreateTO plans to take the property to market in the Spring of 2025. No other opportunities for new school capacity exists within the area.</i></p>				

770 Don Mills Road – Key Considerations

<p>Opportunity</p>	<p>A fully integrated public school in a mixed-use development on publicly owned lands, developed in partnership with the local municipality.</p> <p>An opportunity to work collaboratively to shape an innovative urban school model that could be replicated in dense urban areas across the province.</p> <p>Supports the Province in developing best practices and guiding principles to share with other school boards faced with intensification and dense urban environments.</p>
<p>Extraordinary</p>	<p>Not a standard greenfield school, but rather a new model and method for providing new school capacity, in partnership with another public entity.</p> <p>This project is exceptionally unique and should be reviewed through a different lens than a traditional school build.</p> <p>There are elements of the project that will require ongoing collaboration, coordination and cooperation between the Ministry of Education, City of Toronto and the TDSB.</p>
<p>Growth</p>	<p>The Don Mills Road and Eglinton Avenue East area is experiencing a tremendous amount of density and population growth. The area will be served by higher order transit like the Crosstown LRT and the Ontario Line.</p> <p>The area is intensifying at a rapid rate to align with provincial policies and direction supporting higher densities and population growth surrounding higher order transit. This rapid growth must be aligned with the provision of critical community infrastructure like new schools.</p>
<p>School Space</p>	<p>Elementary schools in the Flemingdon Park area do not have sufficient space available to accommodate these students and are situated on constrained sites with limited ability for portables or future expansion. Schools in the area have extremely large student populations relative to other elementary schools across the TDSB.</p>
<p>Timeline</p>	<p>The landowner, City of Toronto, led by CreateTO, has established the timeline for this project. The TDSB, as a potential partner in the project, is required to adhere to the timeline that has been set. Time is critical; the Board must be able to commit to the project by April 2025 when the project is brought to market to secure a development partner.</p> <p>If the project is not supported now, the opportunity to work collaboratively on this groundbreaking initiative is gone. There is not another opportunity for a new school in this rapidly growing community.</p>

1.0 Rationale for Need

Part A: Project Rationale

The new elementary school proposed to be constructed as part of a mixed-use development at 770 Don Mills Road is required to address current and projected accommodation pressures in the Flemington Park neighborhood, situated near the intersection of Don Mills Road and Eglinton Avenue East. A location map is included as Appendix A. This community is projected to be one of the fastest growing across the Board, and new elementary school capacity is critical to ensure that students and families have access to an elementary school within their community.

This is the first time a request for a new elementary school at 770 Don Mill Road has been submitted for consideration through the Capital Priorities Program. Ministry staff were advised of the need for this school at a session on Urban Format Schools held in December 2022. The project was also included as part of the Long-Term Growth Needs template requested by the Ministry as part of the 2023 Capital Priorities process.

This project has been ranked as the TDSB's top priority because of timing. The future school will be a component of a joint development on City lands which means the timelines are not within the control of the TDSB. CreateTO is planning to bring the project to the market through a Request for Proposals (RFP) process in early 2025. CreateTO requires funding confirmation from the TDSB that the school will be included within the project prior to issuing the RFP. The 2024 Capital Priorities process will be the TDSB's only opportunity to secure funding for this project prior to the issuance of the RFP.

Urban Format School – Description of the Project at 770 Don Mills Road

The future elementary school at 770 Don Mills Road will be part of a mixed-use development. The development site at 770 Don Mills Road is owned by the City of Toronto and is part of the Housing Now Initiative to invest in City-owned lands for the development of affordable housing within transit-oriented communities.

The site is located at the southwest corner of Don Mills Road and Eglinton Avenue East and forms part of the Ontario Science Centre north parking lot. The site will benefit from future access to the Eglinton Crosstown LRT and the Ontario Line. The Toronto Lands Corporation (TLC), on behalf of the TDSB, has been in discussion with the CreateTO – the City of Toronto's real estate organization - to explore opportunities for a new elementary school to be delivered as part of the city-owned site at 770 Don Mills Road.

The proposed development concept is for two buildings, including three towers up to 48 stories, with approximately 1,254 residential units. A minimum of 33 percent (418 units) will be provided as new affordable rental through the Housing Now Initiative. In addition to the TDSB elementary school, the proposed development will also include a non-profit childcare center (separate from the school in

City-owned space), new parkland, and retail space. Schematic Diagrams are contained in Appendix B. A landscape plan can be found in Appendix C.

The school is planned for a capacity of 564 pupil places, which aligns with the future growth needs of the neighbourhood. The size of the school is planned to be approximately 63,600 ft² of a stratified non-condominium space, along with a 35,000 ft² outdoor yard to support the schools outdoor programming requirements.

The outdoor yard will be used exclusively by the TDSB during school hours with community use after school hours and on non-school days. The yard will be included as part of the Purchase and Sale Agreement for the future podium school.

The school will be situated within the podium of a residential building occupying the first three floors and will include a 10,000 square foot outdoor rooftop play space for exclusive use by the TDSB. The school will be provided with a total of eight (8) underground parking spaces.

Planning for the new school began in 2017 as part of a planning study led by the City of Toronto known as “Don Mills Crossing”, that was initiated as a response to the Crosstown LRT along Eglinton Avenue East. This higher-order transit project will lead to significant increases in density along the Eglinton corridor, particularly at key nodes like Don Mills Road and Eglinton Avenue East. The study was launched to inform and determine how the urban form will shift over the long-term to accommodate significant increases in population.

Based upon growth forecasts and future density targets, combined with the limited ability of current TDSB land and buildings to accommodate the level of growth projected, the Board requested that a new school site be identified within the study area.

Existing Community – Flemington Park

Grenoble PS serves students and families of the Flemington Park neighbourhood, a high-density community located south of Eglinton Avenue, east of Don Mills Road and west of the Don Valley Parkway. The neighbourhood was constructed through the 1960’s to accommodate large populations of newcomers to Canada. The area continues to welcome and accommodate a large newcomer population.

The neighbourhood is comprised primarily of high-rise rental dwellings, of which there are approximately 3,000. There are also approximately 400 affordable townhome units that are managed by the Toronto Community Housing Corporation (TCHC).

Flemington Park has been identified as a Neighbourhood Improvement Area by the City of Toronto. Neighbourhood Improvement Areas are specially selected and designated neighbourhoods in the City of Toronto found to have inequities on several indicators of well-being.

These findings align with the TDSB’s indicator of need, which is called the Learning Opportunities Index, or LOI. The LOI ranks each school based on measures of external challenges affecting

student success. The school with the greatest level of external challenges is ranked number one and is described as highest on the index. The LOI considers variables such as median income, percentage of families receiving social assistance, adults with low education, and lone-parent families.

As of the 2023 LOI ranking, Grenoble PS was #72 out of 470 elementary schools across the TDSB. The Flemington Park neighbourhood is and will continue to experience a tremendous amount of change as higher order transit projects are completed. The area will be served by the Crosstown LRT and the future Ontario Line.

This new transit infrastructure has dramatically shifted policy and practice as it relates to changes in urban structure. The area will be undergoing a massive shift as thousands of new residential units are constructed to align with provincial policy. These new units, new families and new students will require critical community infrastructure like schools. The TDSB has been working with the City of Toronto since 2017 to secure a new school site within the area. The opportunity at 770 Don Mills Road is a unique situation in that the Board has partnered with the City of Toronto to advance a collaborative model that includes affordable housing and a new school. The 2024 Capital Priorities cycle is the Board's only opportunity to achieve a financial commitment for the new school before the project is brought to market in early 2025.

Overview of Schools

The Flemington Park community is served by four elementary schools and two secondary schools:

Elementary Schools

- Grenoble Public School (*JK – Grade 6*)
- Gateway Public School (*JK – Grade 6*)
- Valley Park Middle School (*Grade 6 – 8*)
- Don Mills Middle School (*Grade 6 – 8*)

Secondary Schools

- Marc Garneau Collegiate Institute
- Don Mills Collegiate Institute

Elementary and secondary schools that serve the Flemington Park community are full, have historically been full, and are projected to remain full over the long-term. These schools are some of the largest in the TDSB and have been experiencing accommodation pressure since amalgamation. Over the years there have been changes to school boundaries, capital projects, portables and port-a-packs along with other measures implemented to mitigate ongoing accommodation pressure at schools in the area.

The following section will provide additional information on current and projected enrolment at each of the schools.

Grenoble Public School

Grenoble PS is a large elementary school that accommodates students from Junior Kindergarten to Grade 6. During the 2023-24 school year Grenoble PS was operating at 126% utilization with 888 students. The building has a capacity of 706 pupil places.

To accommodate this overutilization, the school has had a 16-room port-a-pack on-site since 2002 (22 years). The port-a-pack was constructed in 1991 and has reached the end of its useful life. Of the 16 units, there are 13 used as classrooms, with the remaining spaces being used for resource, storage, and washrooms.

The Grenoble PS site is small at 4.5 acres and does not have the ability to accommodate any additional portables. There is very little green space on the site, except for an artificial turf field of less than half an acre (.41 acres), to support active play for nearly 900 students.

Grenoble PS accommodates a small French Immersion program of approximately 50 students in Grades 4-6, as well as a small Special Education program for students with Mild Intellectual Disability (MID) with approximately 20 students.

The Grenoble PS building was constructed in 1960 and is 66,209ft² in size (excluding the port-a-pack). The currently Facility Condition Index (FCI) is 55%, with approximately \$8.0M in renewal backlog. The 5-year FCI is anticipated to be 58% with \$8.45M in renewal backlog.

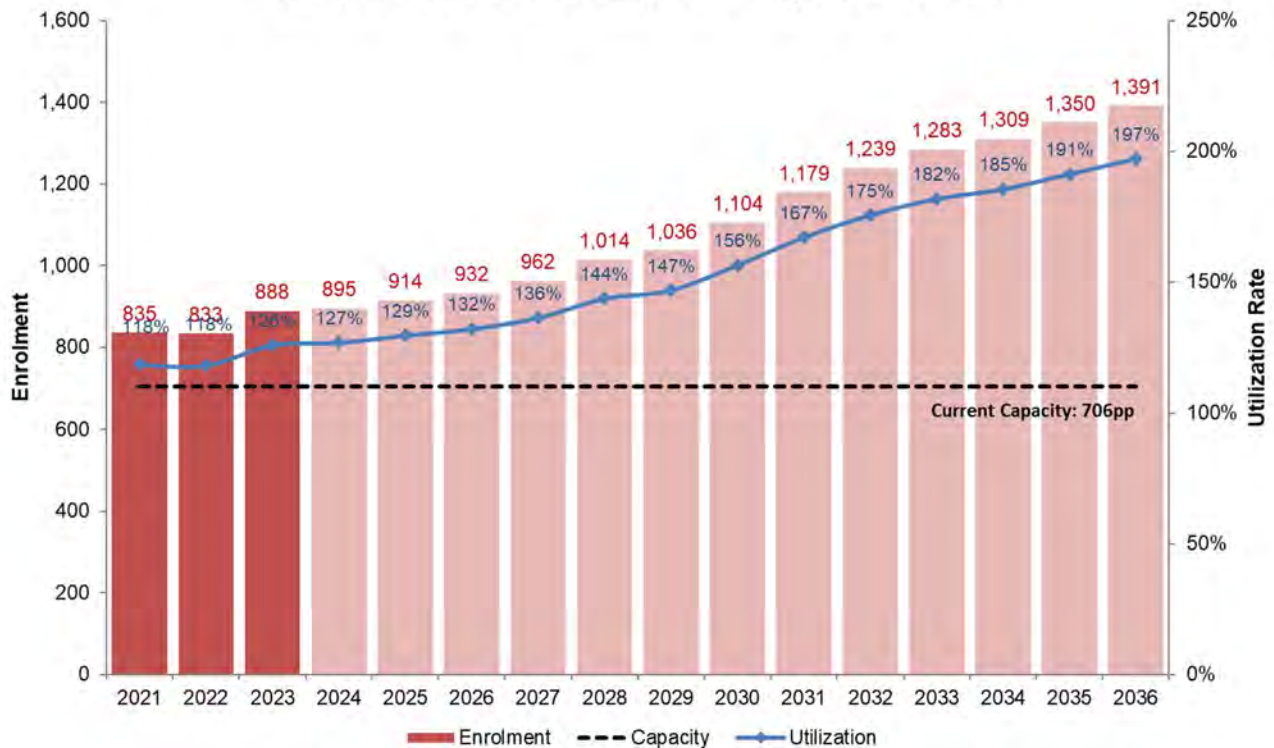
Enrolment at Grenoble PS is expected to skyrocket over the next 10 years as the neighbourhood is intensified with new residential development. The typology of the area allows for new residential towers to be constructed atop parking garages and within the green spaces that separate the existing towers. This new density will result in substantial enrolment increases at the school.

Current projections suggest that enrolment at Grenoble PS will increase from 888 students in 2023-24 to 1,036 students by 2029-30. Growth is projected to continue over the long-term, with the school reaching 1,283 students by 2033-34. This level of enrolment growth cannot be accommodated at the school, or at nearby schools, and new pupil places are required.

The school will not be able to accommodate the level of growth projected, and alternative accommodation measures will have to be implemented to mitigate any further pressure at the school. If no measures are taken, by 2036, enrolment at Grenoble PS is projected to reach 1,391 students, resulting in a utilization rate of 197%.

A new school in the Flemington Park neighbourhood is required to accommodate the incredible rate of population growth that is slated to occur.

Grenoble PS Status Quo - Historical & Projected Enrolment



Accommodation Measures In-Place at Grenoble PS

To address ongoing growth, new residential development within the attendance area of the school has been redirected to Rippleton PS, a school approximately 6 km away. These redirections were introduced in the early 2000’s and have been in effect since. As of the 2023-24 school year there were 127 being bussed to Rippleton PS from the Grenoble PS area. Ongoing redirections of new residential development will be required to mitigate further accommodation pressures at the school.

Valley Park Middle School

Valley Park Middle School is a large Grade 6-8 school located in the Flemington Park neighbourhood. The school is a pathway for graduates of Grenoble PS at Grade 7. During the 2023-24 school year, Valley Park Middle School was operating at 92% utilization with 973 students. The capacity of the school is 1,056 pupil places.

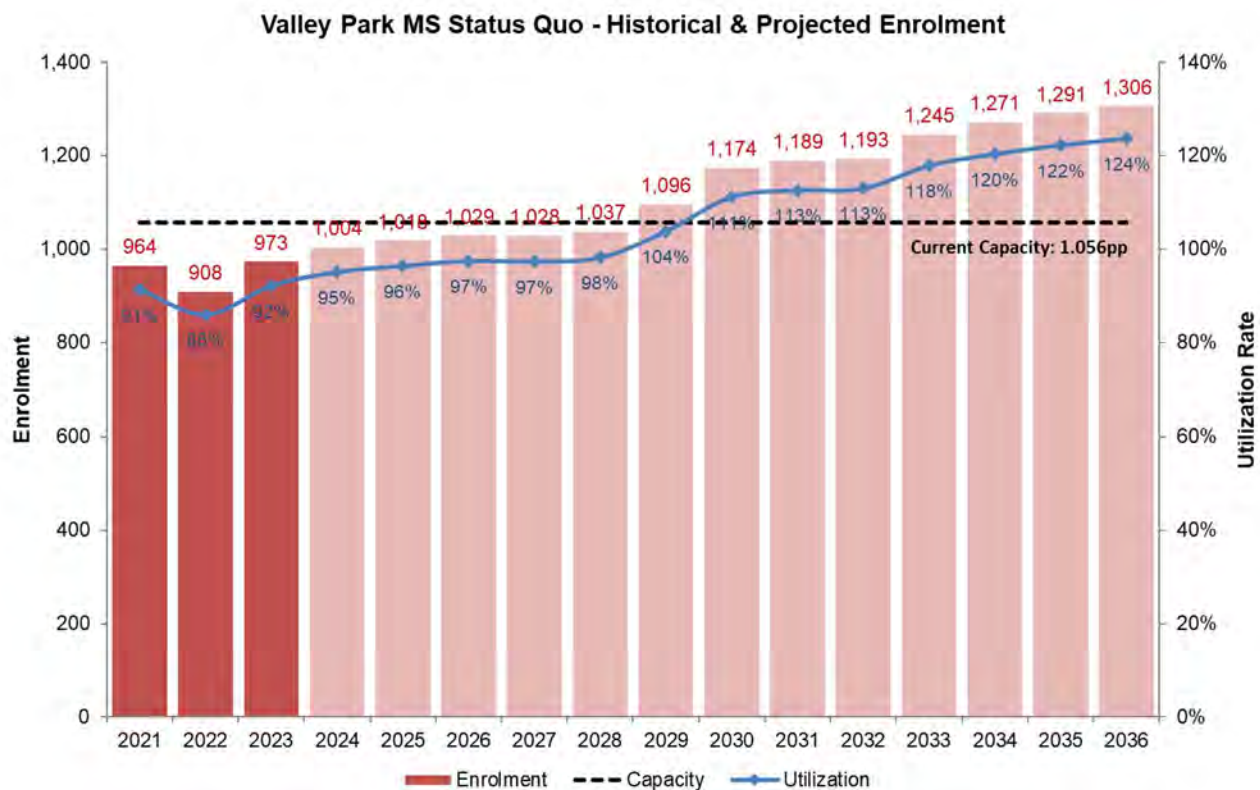
Over the mid to long-term, enrolment at Valley Park MS is projected to increase as larger cohorts graduate out of junior feeder schools and new residential development projects are completed. By 2029, enrolment at the school is projected to increase to 1,096 students, resulting in a utilization rate of 104%. By 2033, enrolment is projected to increase to 1,245 students, resulting in a utilization rate of 118%.

Valley Park MS is situated on a 7.4-acre site, and although large, is constrained due to a Go Green cricket pitch that was installed in 2015. This cricket pitch is a multi-purpose recreational field and

community hub that was installed to improve the quality of life and provide much needed opportunities to the Flemingdon Park and Thorncliffe Park communities.

The cricket pitch encumbers most of the open space at the north end of the site. The cricket pitch was funded by the City of Toronto and other external donors and is under a lease agreement. The school has exclusive access to the field, but it is leased by external parties in the evenings and weekends.

The site can only accommodate 2 portables, which will need to be placed on the school’s parking lot at the eastern edge of the site.



Gateway Public School

Gateway Public School is situated to the south of Grenoble PS and accommodates students in JK to Grade 6. During the 2023-24 school year, Gateway PS had a very large enrolment of 889 students and a capacity of 977 pupil places, resulting in a utilization rate of 91%. There are currently four portables on-site to mitigate against any fluctuations in enrolment.

The Gateway PS site is large at 9.44 acres, but the entire western half of the site is forested and not usable by the school, leaving the site rather constrained. The facility is large and encumbers most of the remaining area, leaving little green space for active play.

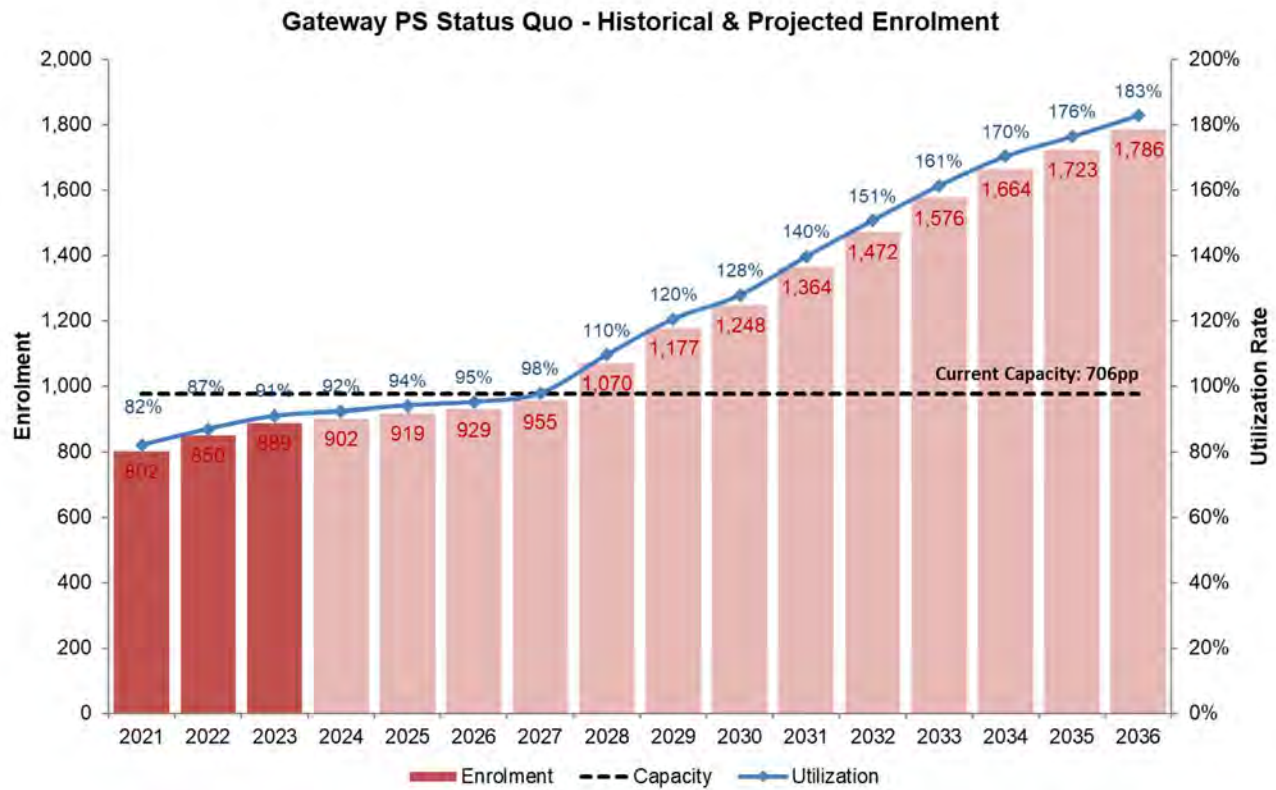
Projections suggest that enrolment at the school is also going to grow significantly over the mid to long-term as intensification occurs within the school’s attendance area, specifically north of Eglinton

Avenue East in the Wynford-Concord community. The attendance boundary for Gateway PS currently extends into this area, where an additional 8,000 new residential units are proposed. In total, there are approximately 10,000 new residential units proposed within the attendance area of Gateway PS.

As a result of this intensification, projections suggest that enrolment at Gateway PS will increase substantially over the long-term, reaching 1,177 students by 2029, leaving the school operating at 120% utilization. By 2033 the school is projected to be operating at 161% utilization with 1,576 students.

To ensure adequate accommodation for future students, the Board is pursuing another new school opportunity with a proposed mixed-use development. This future school was included in the Boards' Long-Term Growth Needs submission as part of the 2023 Capital Priorities process and will be included again in the 2024 cycle. The Toronto Lands Corporation continues to work with the developer on plans for this future school.

The future school is being planned for 564 pupil places, which will provide significant relief to the projected accommodation pressures at Gateway PS. The community within which the future school will be built is currently bussed to Gateway PS, meaning that the Board will realize an operational cost savings once the school is constructed.



Don Mills Middle School

Don Mills MS is a Grade 6-8 school located approximately 3km north of Grenoble PS.

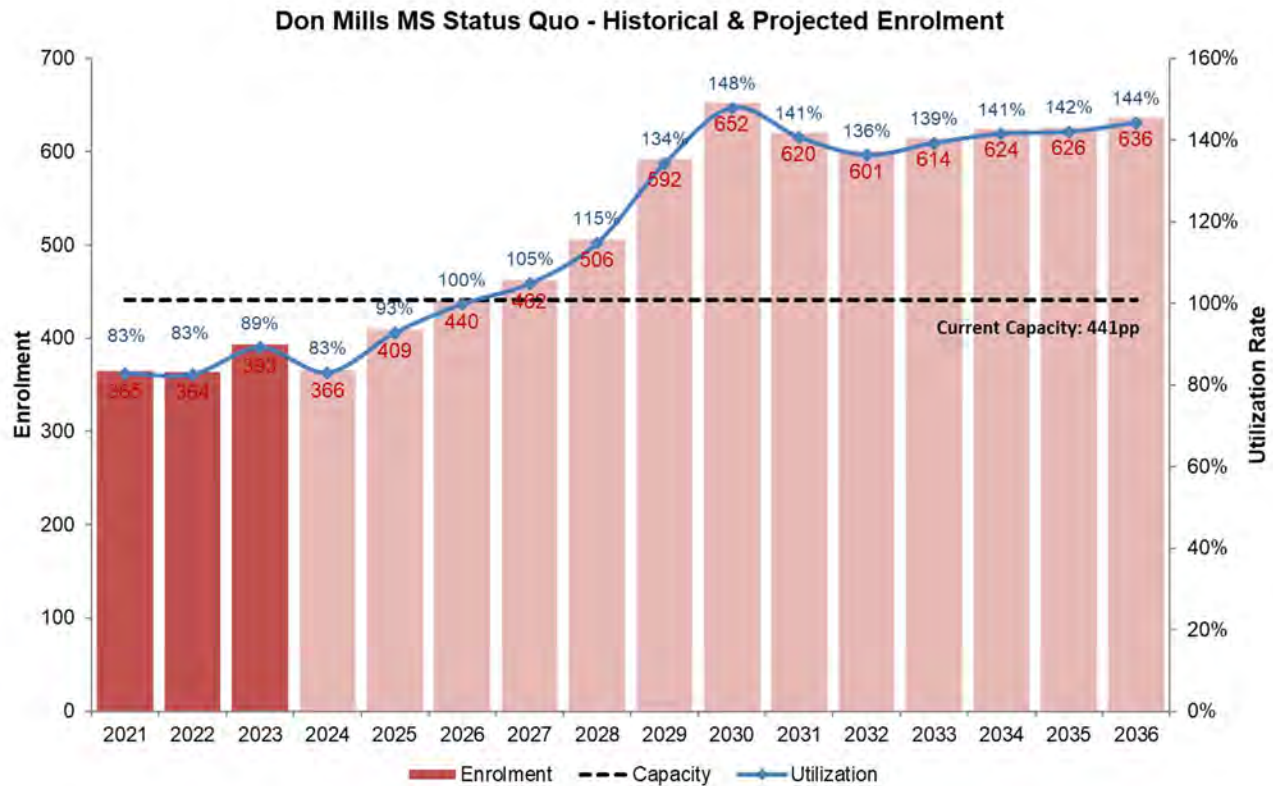
Graduating Grade 6 students from Grenoble PS and Gateway PS can attend two schools in Grade 7, the first is Valley Park MS and the second is Don Mills MS. This is due to there being a shared attendance area for these two middle schools. The shared attendance area predates amalgamation.

As of the 2023-24 school year Don Mills MS was operating at 89% utilization with 393 students. The capacity of the school is 441 pupil places. Projections suggest that enrolment at the school will increase over the mid to long-term as significant residential development continues within the school's attendance area. This growth is not only due to the intensification south of Eglinton Avenue within the Flemingdon Park community, but also north of Eglinton Avenue in areas like the former Celestica lands at the northwest corner of Don Mills Road and Eglinton Avenue East where nearly 6,000 new residential units are proposed. Don Mills MS shares a building with Don Mills CI, a Grade 9-12 secondary school. The Don Mills MS site is 7.78 acres, the Don Mills CI site is 11.69 acres; the two sites are contiguous. Don Mills CI is a full school with 882 students enrolled during the 2023-24 school year. The school has a small capacity of 825 pupil places, resulting in a utilization rate of 107%.

In 2023-24, there were 25 students who moved from Grenoble PS into Don Mills MS at Grade 7, and 44 that moved onto Valley Park MS. In 2022-23, 25 moved from Grenoble PS into Don Mills MS while 59 moved onto Valley Park MS. The number of students moving onto these two schools fluctuates from year to year, but most Grenoble PS graduates tend to choose Valley Park MS.

In 2023-24, there were 29 students who moved from Gateway PS into Don Mills MS at Grade 7, and 72 that moved onto Valley Park MS. In 2022-23, 34 moved from Gateway PS into Don Mills MS while 52 moved onto Valley Park MS. Like Grenoble PS, the number of students moving onto these two schools fluctuates from year to year, but most Gateway PS graduates tend to choose Valley Park MS.

Projections suggest that enrolment at Don Mills MS will increase over the mid to long-term. By 2029 the school is projected to be operating at 134% utilization with 592 students. Enrolment is projected to continue to grow, reaching 614 students in 2033, leaving the school operating at 139% utilization.



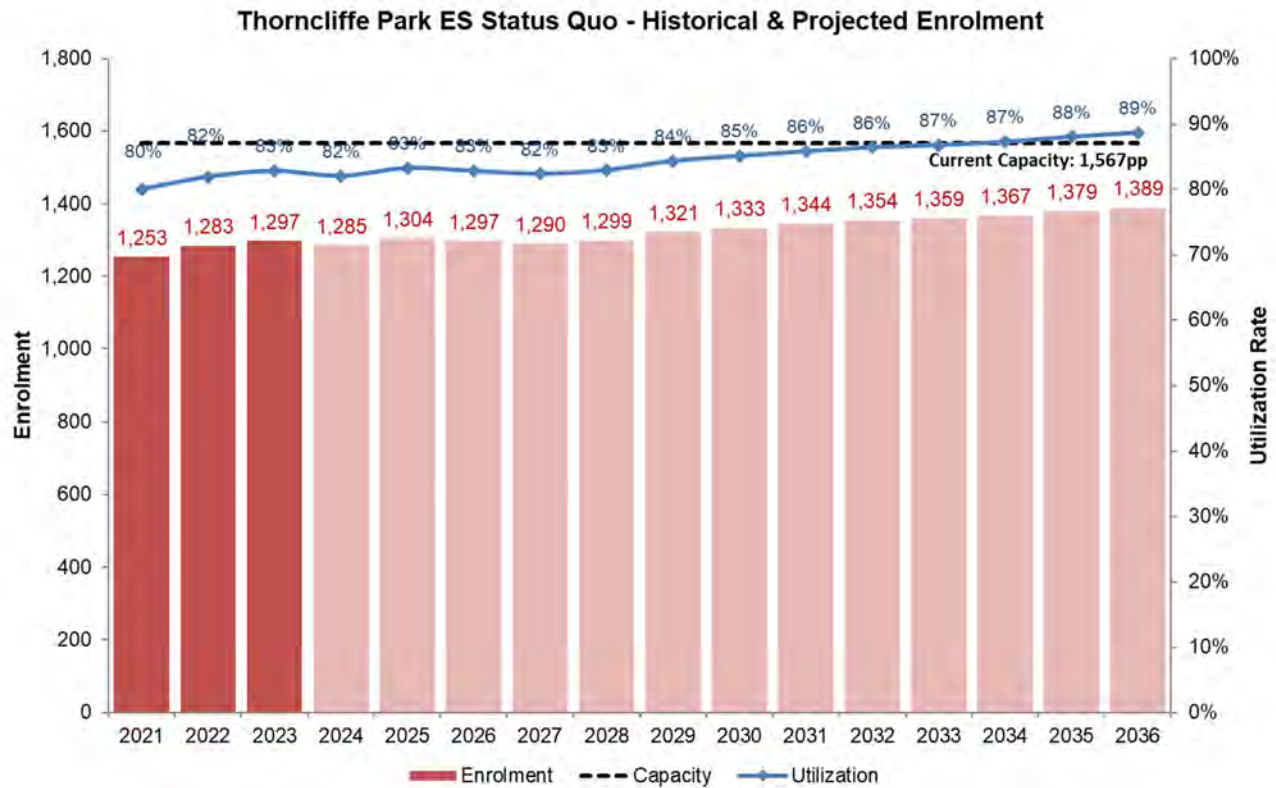
Schools Outside of the Flemington Park Community

Thornccliffe Park Elementary School

Thornccliffe Park ES is a Grade 1-5 elementary school that is situated within the Thornccliffe Park neighbourhood, west of the Flemington Park neighbourhood. The two communities are separated by the Don River but share several characteristics such as built form (high-rise rental dwellings), and demographic make-up. Both neighbourhoods are populated in large part by newcomers to Canada. Thornccliffe Park ES is the largest elementary school in the TDSB with nearly 1,300 students, operating at 83% utilization.

Projections suggest that enrolment at Thornccliffe Park ES will increase over the long-term, reaching 1,321 students by 2029 and 1,359 students by 2033, leaving the school operating at 84% and 87% utilization, respectively. Enrolment at Thornccliffe Park ES was extremely high prior to 2013 when a separate facility, Fraser Mustard Early Learning Academy, was constructed on the site. Fraser Mustard ELA accommodated students in JK and SK and was required to support the implementation of Full Day Kindergarten.

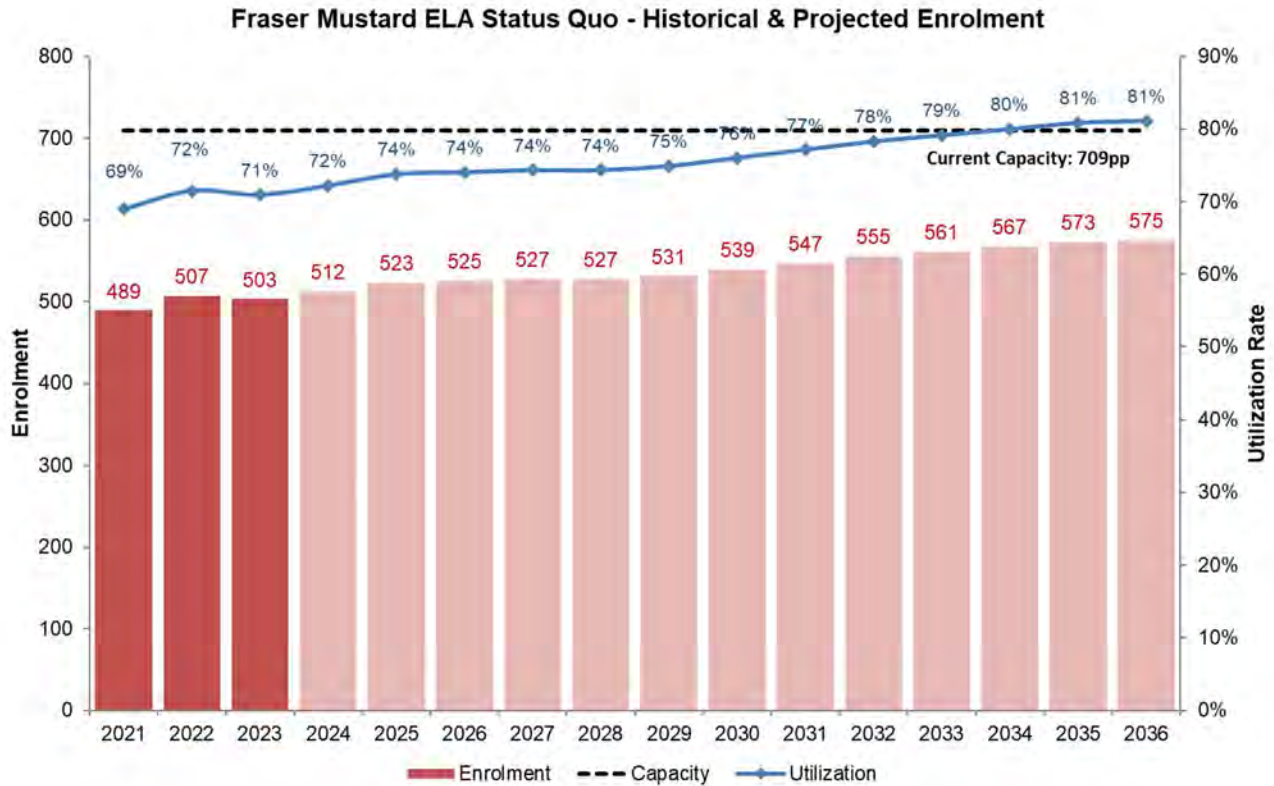
Across the two buildings there are currently 1,800 students on the site, 1,297 at Thornccliffe Park ES and 503 at Fraser Mustard ELA.



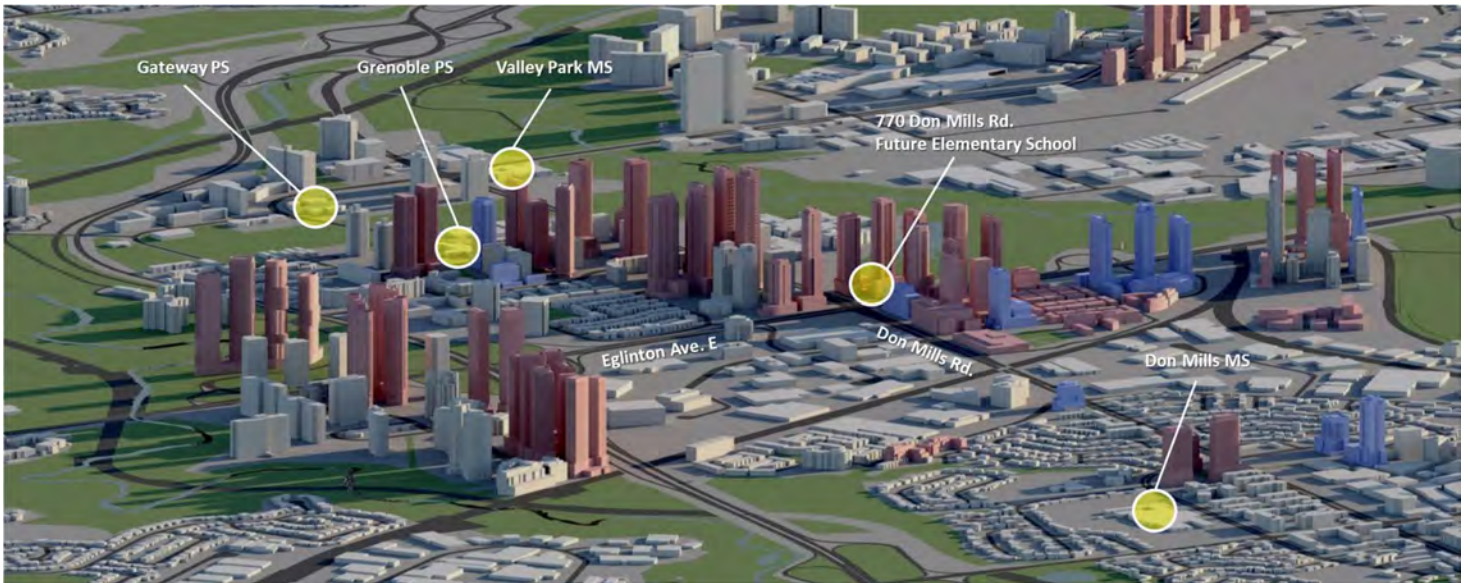
Fraser Mustard Early Learning Academy

Fraser Mustard ELA opened in 2013 on the same site as Thornccliffe Park ES. The school was required to support the implementation of the Full Day Kindergarten (FDK) program at Thornccliffe Park. In 2012 there were 657 JK/SK students at Thornccliffe Park ES. The school did not have the ability to accommodate the FDK program; there would have been a total of nearly 2,000 students at the school and space was not available. Prior to the construction of Fraser Mustard ELA there were 21 portables on-site to accommodate the accommodation pressure at the school.

There are currently 503 students enrolled at Fraser Mustard ELA. The capacity of the school is 709 pupil places (all instructional classrooms are loaded at 26pp), resulting in a utilization rate of 71%. Projections suggest that enrolment at Fraser Mustard ELA will increase over the long-term, due primarily to the Transit Oriented Community (TOC) that will emerge around the Thornccliffe Park station on the Province’s Ontario Line. This TOC is planned for over 2,600 residential units in six towers, along with an office tower and retail space.

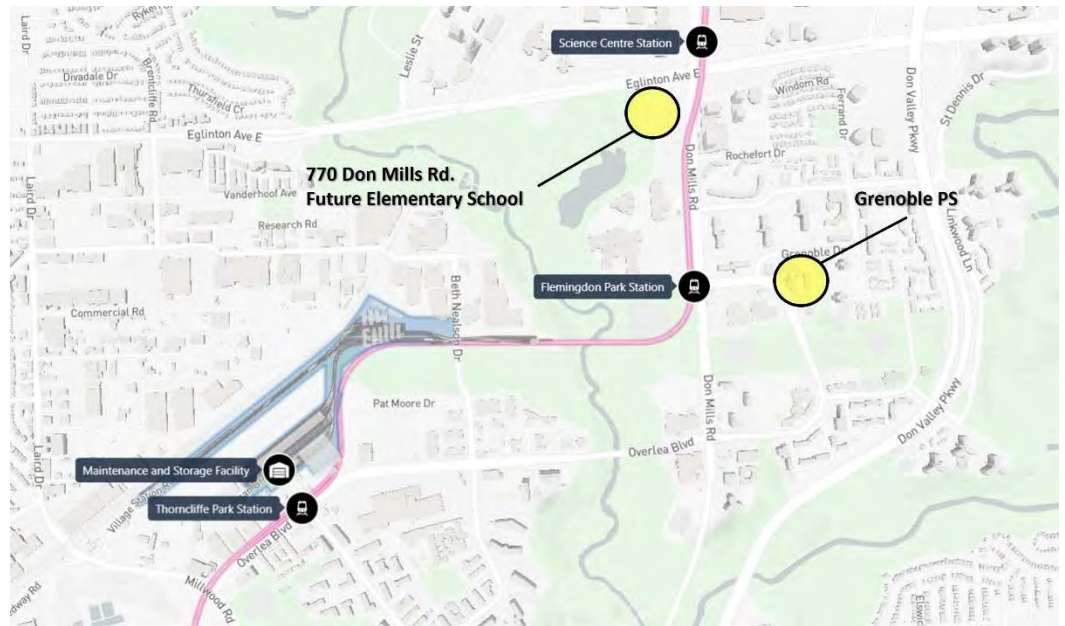


Residential Development and Intensification



The Flemingdon Park neighbourhood will undergo significant change over the long-term due to the construction of the Crosstown LRT along Eglinton Avenue East and the future Ontario Line, which will have two stops in the neighbourhood – Science Centre and Flemingdon Park. The introduction of this higher order transit will spur a complete rejuvenation and redevelopment of the surrounding area. There are currently over 17,000 new residential units proposed in over 40 new towers.

The intersection of Don Mills Road and Eglinton Avenue is covered by three Major Transit Station Areas (MTSA) where a significant amount of density is permissible within a large radius of the intersection. The three MTSA's are Flemington Park to the south and east, Science Centre to the south and west and Aga Khan to the north and east.



Active and future residential developments within all three of these MTSA's will contribute to substantial population increases and enrolment growth at local schools.

At present there are currently just under 5,000 new residential units proposed within the attendance area of Grenoble PS. The proposed units consist primarily of high-rise rental dwellings, which mirrors the current typology of the neighbourhood. A large portion of these units are to be developed on City-owned lands as part of the Housing Now Initiative. In addition to the site at 770 Don Mills Road, the City owns another site at 805 Don Mills Road to the east. This site is proposed for 840 residential units, of which 33% are to be delivered as affordable.

The large number of affordable housing units proposed within the attendance area is significant because of the impact on pupil yields. Of all the unit types tracked within the Board's database, affordable housing has the highest associated yield.

The new Provincial Policy Statement (PPS), which will come into effect in October 2024, contains several policies that support the need to provide timely and adequate school capacity to meet the needs of rapidly intensifying areas, and explore creative, urban format models. These include:

- *3.1.1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they: b) leverage the capacity of development proponents, where appropriate.*
- *3.1.5. Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated childcare facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.*

- *6.2.1. A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including a) managing and/or promoting growth and development that is integrated with planning for infrastructure and public service facilities, including schools and associated child care facilities*

Examples of new residential development projects within the Grenoble area can be found below.

770 Don Mills Road

A proposal for 1,254 new residential units at the southwest corner of Don Mills Road and Eglinton Avenue East. The land is owned by the City of Toronto and the development is part of the City’s Housing Now program and will include 418 affordable housing units. The proposed development includes a future TDSB elementary school within the podium, a schoolyard and community park.



25 St. Dennis Drive

This development is located directly across the street from Grenoble PS and consists of 552 rental units. The existing 17-storey, 297-unit rental building will be retained on the site while 4 new buildings of 37, 12, 3, and 3 stories will be added.



7-11 Rochefort Drive

This proposed development contains 1,326 new residential units in 3 towers of 46, 41 and 30 stories. Existing mid-rise rental buildings will be demolished and replaced by the new developments. The rental stock will be replaced within the development. The development is located to the north of Grenoble PS.



48 Grenoble Drive

This new development proposes two towers consisting of 993 residential units (including 109 replacement rental units). The existing rental building on the site will be demolished with the units being replaced within the new development. The site is across the street from Grenoble PS, just to the northeast.



793 Don Mills Road

This new development proposes 4 new towers of 60, 57, 50 & 45-stories containing 2,655 new residential units. The existing site contains a 22-storey office tower that would be retained. The new buildings would be constructed on the parking lot(s) to the east of the existing tower.



Pupil Yields in the Flemington Park Neighbourhood

Average elementary pupil yields within the Flemington Park area are higher than other high-density neighbourhoods around the city. Pupil yields will vary depending on the built form (type and tenure of the dwelling) and the surrounding neighbourhood.

Enrolment projections for Grenoble PS and surrounding schools are high because of the large number of students anticipated from these future dwellings. A study of new residential dwellings constructed between 2004 and 2021, within the local area, reveals that the average elementary pupil yield for a high-density rental apartment dwelling is .13, and for a condominium unit the average elementary pupil yield is .07. This means that for every 100 rental units constructed within the area, 13 new elementary students can be reasonably expected. For every 100 new condo units, 7 students can be expected.

When these yield factors are applied to the thousands of new residential units under construction and proposed within the area, a concerning accommodation landscape emerges within local schools. With existing large enrolments, portables and constrained sites, it becomes very clear that new schools will be necessary to serve the community.

Enrolment growth within the community is based upon significant residential development, and TDSB staff will closely monitor new development projects as they are occupied to determine whether the yield factors applied to this development is being achieved.

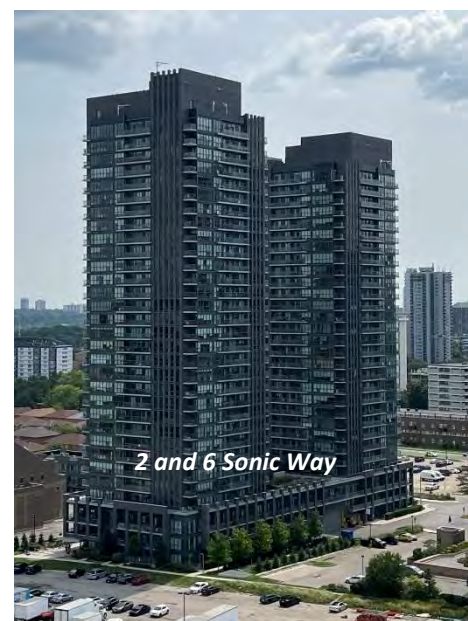
An example of a recently completed condominium project in the neighbourhood is the Sonic and Super Sonic development, located at 2 and 6 Sonic Way, just north of Grenoble PS and due east of the 770 Don Mills Road site. The development consists of two towers and was completed in 2021. The first tower, 2 Sonic Way has elementary yields consistent with the study referenced above. The second tower, 6 Sonic Way, has elementary pupil yields that are nearly double the area average. This suggests that there is potential for growth beyond what is currently reflected within the enrolment projections for local schools.

2 Sonic Way

- 299 condominium units
- 23 JK-8 students as of 2023-24
- Yield factor: **0.076**

6 Sonic Way

- 320 condo units
- 44 JK-8 students as of 2023-24
- Yield factor: **0.14**



Part B: Alternative Strategies

As will be described in the section below, existing schools that surround Grenoble PS are operating near, at or above their respective capacities. Further, all of the schools are very large with between 800 and 1,000 elementary students. Schools in the Flemington Park area are considerably larger than other elementary schools within the TDSB.

As a result, there are no opportunities to change boundaries, grades or programs to address the pressure that exists at the school. The following points provide some perspective on what has been undertaken at Grenoble PS and other local school to manage enrolment growth.

- Close the school to optional attendance: The schools serving the Flemington Park neighbourhood have been closed to optional attendance – meaning that only students that reside within the school’s attendance area are admitted – since 1999.
- Portables: As described within the business case, Grenoble PS has had a 16-unit port-a-pack on site since 2002. Standalone portables cannot be added to the site. Gateway PS currently has 4 portables on-site. Enrolment at Gateway PS is expected to increase significantly, which will result in additional portables being required until a new school within the Wynford-Concorde neighbourhood can be secured. Valley Park MS will require portables soon to accommodate enrolment growth, but the site is constrained due to the cricket pitch and only 2 portables can be placed there.
- Maximize the use of existing space within the building: Grenoble PS does not offer any opportunities for the conversion of large, unused, or open spaces to create new instructional classrooms. The number of students projected from new development could not be accommodated through internal retrofit/reorganization.
- Change grades: Grenoble PS and Gateway PS are JK-6 schools that feed into Valley Park MS / Don Mills MS at Grade 7. Valley Park MS is currently 92% utilized with 973 students and a capacity of 1,056 pupil places. The school is projected to grow to 118% utilization by 2033 with close to 1,245 students. Valley Park MS does not have capacity to accept an additional grade or grades from Grenoble PS or Gateway PS. Don Mills MS is also projected to grow over the long-term, reaching 139% by 2033 with 614 students. The school has a capacity of 441 pupil places.
- Change boundaries: All schools in the area are fully utilized and do not have the ability to accommodate more students. All schools are also facing growth pressures due to new development. Accommodation pressures are projected to be so significant that two new schools are required, at a minimum, to fully accommodate the full buildout of the area. Thorncliffe Park, located to the west, is also a high-density community that is projected to grow. The elementary schools serving that community, Fraser Mustard ELA and Thorncliffe

Park PS, have extremely large student populations and will not have space available to accommodate a boundary change. Even if space were available, the number of students projected within the Flemington Park neighbourhood is well beyond what existing facilities could reasonably accommodate through a boundary change.

- Relocate non-TDSB user groups: Currently Grenoble PS accommodates an EarlyON Centre in one classroom and a childcare in one classroom. Gateway PS accommodates a childcare in three classrooms. All services are essential for families residing in this underserved neighbourhood and are viewed as being valuable and compatible partnerships with operating elementary schools. There are no non-TDSB user groups or partners within the Valley Park MS building.
- Relocate programs: The Middle French Immersion program at Grenoble PS is only open to students who reside within the school's attendance area and does not accept students from other elementary school attendance areas. The program is effectively only serving Grenoble PS students. The program cannot be moved because there is no opportunity to accommodate it elsewhere. Other French Immersion programs in the area are located at schools that are also experiencing accommodation issues such as:
 - Diefenbaker ES (Middle French Immersion)
 - Presteign Heights ES (Middle French Immersion)
 - Fraser Mustard ELA/Thornccliffe Park ES (Early French Immersion)
 - O'Connor PS (Early French Immersion)
 - Davisville Jr. PS (Early French Immersion)
 - Northlea E & MS (Early French Immersion)

Other Capital Options

A new school has been identified as the most appropriate means of accommodating growth within the Flemington Park community. Existing schools, Grenoble PS, Gateway PS and Valley Park MS are already dealing with extremely large student populations – adding more students into these schools / onto these sites, would create significant operational and logistical challenges.

The number of students projected from new development in the area, in addition to the existing student population and residential dwellings, is over 1,600. This is far beyond what additions to existing schools could reasonably accommodate.

2.0 School Enrolment and Capacity Overview

Long-Term Capacity Deficit

The graph below illustrates the long-term capacity deficit of the group of schools surrounding 770 Don Mills Road, specifically serving the Flemingdon Park community. For the 2023-24 school year there was a cumulative surplus of 56 pupil places throughout all schools (identified in green). The capacity surplus begins to decline immediately in 2024-25 with only 9 pupil places available, then by 2025 enters a deficit. This capacity deficit is projected to increase to -688 pupil places by 2029 and to -1,603 pupil places by 2033.

The proposed elementary school at 770 Don Mills Road with a capacity of 564 pupil places represents a significant step forward to addressing the long-term capacity deficit but will not completely close the gap. Considering this, the Board continues to explore other opportunities outside of the immediate area to construct new school capacity. The future elementary school within the Wynford-Concorde neighbourhood will provide another opportunity to add another 564 pupil places to the area, further closing the gap.

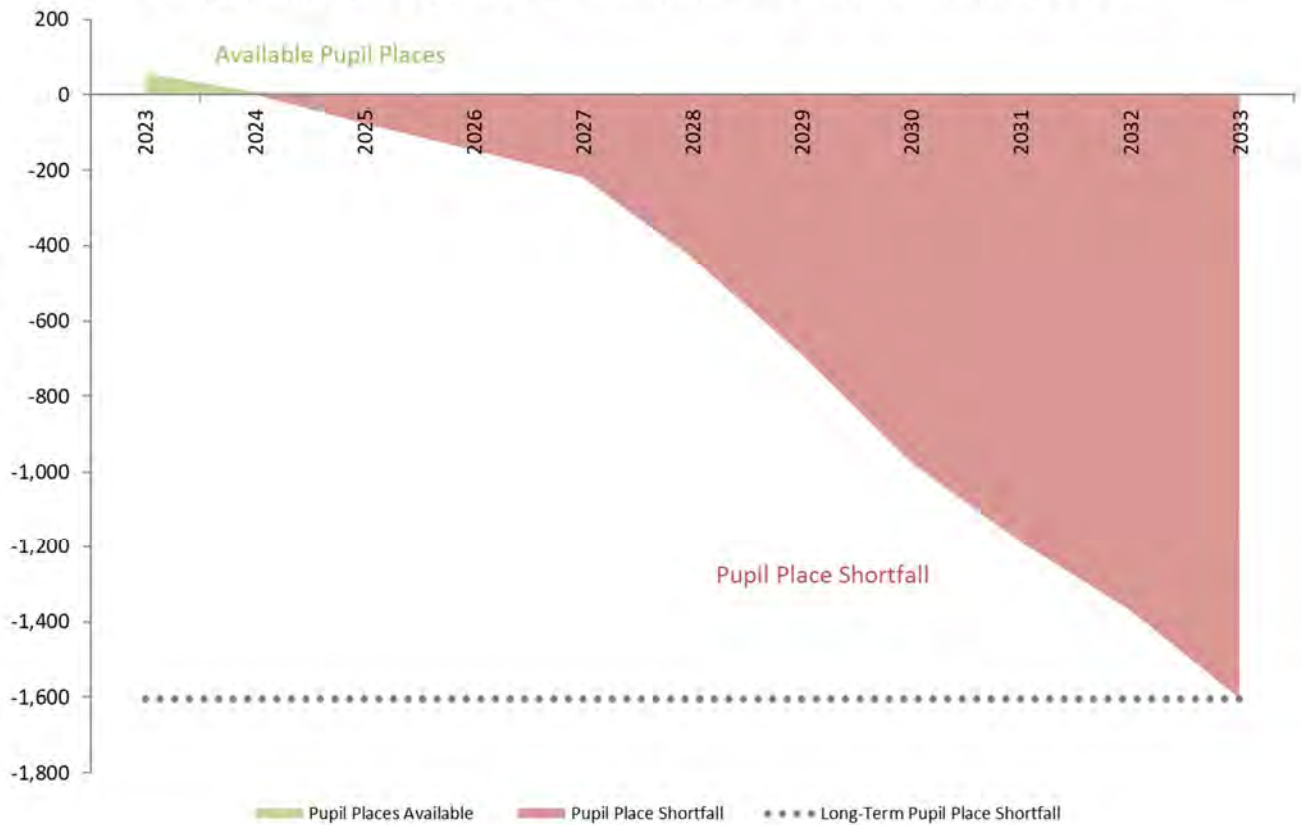
The Don Mills Road and Eglinton Avenue East area is developing and evolving in a manner similar to the Midtown area where a tremendous amount of density is being added to an area already experiencing accommodation challenges.

Like the Midtown area, the provision of new school capacity will be an iterative process where projects are secured and constructed sequentially as required. The Midtown area saw the replacement of Davisville Jr. PS, a sizeable addition at Hodgson MS, the reopening of Bannockburn PS, and now the future replacement of Eglinton Jr. PS.

The new school at 770 Don Mills Road is the first step forward in terms of meeting the long-term needs of the community.

The graph below illustrates the current situation if no new schools are secured.

Long-Term Capacity Deficit - Flemington Park Area Elementary Schools



The schools identified in the table below were identified due to their proximity to the proposed new elementary school at 770 Don Mills Road, as well as current feeder pathways between junior and middle schools.

School Name	Current Utilization	Distance to 770 Don Mills Road	School Summary
Grenoble PS	126%	1.1km	<p>Grenoble PS is a JK to Grade 6 school that is situated in the Flemington Park community. Grenoble PS is a large school with an enrolment of 888 students. The school has had a large port-a-pack of 16 units on the site since 2002 to address longstanding accommodation pressures.</p> <p>Grenoble PS is projected to grow rapidly, and significantly, as new residential development continues within the area. New higher order transit projects including the Crosstown LRT and the Ontario Line are the catalyst for new development within the neighbourhood. The number of new students anticipated from this development cannot be accommodated at Grenoble PS.</p> <p>Enrolment at Grenoble PS is projected to increase to 1,283 by 2033, leaving the school operating at 182% utilization. The school cannot accommodate this level of growth; portables cannot be added to the site.</p> <p>Accommodation mitigation measures have been in place at Grenoble PS since the early 2000's to maintain a level of enrolment that aligns with</p>

			<p><i>the capacity of the site. There are currently over 100 students that are bussed out of the area. This practice will continue until a new school is secured in the area to provide local accommodation for students.</i></p> <p><i>Grenoble PS is the school that would be most positively impacted by the new school at 770 Don Mills Road, as the new school would assume a large portion of Grenoble PS' attendance area. The new school at 770 Don Mills Road would decrease enrolment at Grenoble PS such that the aging port-a-pack could be demolished.</i></p> <p><i>The new school would also allow the current practice of bussing students outside of the area to end, resulting in a cost savings to the Board.</i></p>
Gateway PS	91%	1.4 km	<p><i>Gateway PS is a JK-6 school that is situated south of Grenoble PS within the Flemington Park neighbourhood. Like Grenoble PS, Gateway PS has a very large student population, and currently has 4 portables on-site.</i></p> <p><i>Enrolment at the school is projected to grow significantly as new residential development within the school's attendance area progresses. The school's attendance area extends north of Eglinton Avenue East, where massive new development projects have been proposed and/or approved. The Board is pursuing another new elementary school within a mixed-use development within that area to accommodate students. This future school will be a subject of a future business case and has been included within the Long-Term growth needs template submitted as part of the 2024 Capital Priorities Cycle.</i></p> <p><i>Gateway PS is currently operating at 91% utilization with 889 students. The school's capacity is 977 pupil places. Projections suggest that enrolment at Gateway PS will increase to 1,576 students by 2033, leaving the school operating at 161% utilization. Gateway PS will not be able to accommodate this number of students, meaning that the Board will need to employ a number of enrolment mitigation measures in the interim period until the new school north of Eglinton Avenue can be secured.</i></p>
Valley Park MS	93%	1.2 km	<p><i>Valley Park MS is a Grade 6-8 school situated to the west of the Flemington Park neighbourhood. The school is (one of) the pathways for graduates of Grenoble PS and Gateway PS, along with Thorncliffe Park PS to the west. Most graduates from Grenoble PS and Gateway PS opt to attend Valley Park MS.</i></p> <p><i>The school is currently operating at 92% utilization with 973 students. The capacity of the building is 1,056 pupil places. Enrolment at the school is projected to grow as residential intensification continues within the area, and larger cohorts graduate out of the junior schools. Although the Valley Park MS site is large, the site is constrained due to the installation of a cricket pitch that is leased by outside organizations. The cricket pitch is also a vital asset to the community. The site can accommodate a small number of portables if required, up to 2.</i></p> <p><i>Projections suggest that enrolment at Valley Park MS will increase to 1,245 by 2033, leaving the school operating at 118% utilization. The school will not be able to accommodate this level of enrolment at it would exceed the capacity of the site (too many portables required). The new school at 770 Don Mills Road has been planned as a JK-8 school to ensure that enrolment at Valley Park MS could be reduced. The future school north of Eglinton Avenue East is also being planned as a JK-8 to</i></p>

			<p>reduce enrolment even further (reduce enrolment at Gateway PS, resulting in smaller cohorts entering into Valley Park MS).</p>
Don Mills MS	83%	2.4 km	<p>Don Mills MS is located outside of the Flemingdon Park neighbourhood, situated to the north in the Don Mills community near Lawrence Avenue and Don Mills Road.</p> <p>Don Mills MS is included within this business case because of a shared attendance area that extends into the Grenoble PS and Gateway PS areas that provides an option for students to attend Don Mills MS OR Valley Park MS at Grade 7. Although most students choose to attend Valley Park MS, there are many that choose to attend Don Mills MS.</p> <p>Shared areas are an anomaly that the Board is moving to eliminate as part of the Long-Term Program and Accommodation Strategy work. This shared area is large, impacts thousands of students, and cannot be eliminated at this time due to accommodation constraints at both Valley Park MS and Don Mills MS. When new schools in the area are secured, including 770 Don Mills Road, the Board will have the opportunity to re-evaluate attendance areas.</p> <p>Don Mills MS is currently operating at 89% utilization with 393 students. The capacity of the building is 441 pupil places. Enrolment at the school is projected to grow, due in part to larger cohorts graduating from Grenoble PS and Gateway PS, but also due to other major residential development projects within the school's attendance area. The redevelopment of the Celestica Lands at the northwest corner of Don Mills Road and Eglinton Avenue East falls within the school's attendance area and will result in substantial enrolment increases.</p> <p>Don Mills MS shares a building with Don Mills CI, which is an overutilized secondary school with 6 portables on-site. Don Mills CI is also projected to grow and will require additional space over the long-term.</p> <p>Don Mills MS is projected to grow to 614 students by 2033, leaving the school operating at 139% utilization. The Board has identified a future Pupil Accommodation Review involving Don Mills MS and its feeder schools. This review will explore opportunities to expand feeder schools into JK-8 schools and will also explore opportunities to rebuild/replace feeder schools at much larger capacities to accommodate significant long-term enrolment growth. This review is subject to the moratorium being lifted.</p>
Thornccliffe Park ES	83%	2.4km	<p>Thornccliffe Park ES is a JK to Grade 5 school situated in the Thornccliffe Park area, west of the Flemingdon Park neighbourhood. Thornccliffe Park ES was once the largest elementary school in the country with nearly 2,000 students enrolled (2011). In 2013 a new school was constructed on the site, Fraser Mustard Early Learning Academy, to accommodate only students in JK and SK. This allowed enrolment at Thornccliffe Park ES to be reduced significantly and allowed the Full Day Kindergarten Program to be implemented successfully.</p> <p>Thornccliffe Park ES is currently operating at 83% utilization with 1,297 students. The capacity of the building is 1,567 pupil places. The school is larger than most secondary schools in the TDSB.</p> <p>Projections suggest that enrolment at Thornccliffe Park ES will grow, reaching 1,359 students by 2033, leaving the school operating at 87%</p>

			<p>utilization. Thorncliffe Park ES does not have any ability to resolve the accommodation pressures being experienced within the Flemington Park area due to its uniquely large enrolment that is projected to increase over the long-term.</p>
Fraser Mustard Early Learning Academy	71%	2.4km	<p>Fraser Mustard Early Learning Academy opened in 2013 on the Thorncliffe Park ES site as a new school accommodating students in JK/SK only. The new school was required because of the inability of Thorncliffe Park ES to implement the Full Day Learning program; the school was highly overutilized with 20 portables on-site and over 650 students in JK/SK.</p> <p>Enrolment at the school has fluctuated since opening but has generally remained a full school. Enrolment at the school was impacted by the COVID-19 pandemic, declining by nearly 100 students between 2019 and 2020. Enrolment has been increasing since that time, with 503 students enrolled during the 2023-24 school year. The capacity of the building is 709 pupil places, resulting in a utilization rate of 71%.</p> <p>Projections suggest that enrolment at the school will increase over the mid to long-term as new development, particularly due to the Transit Oriented Community being planned adjacent to the Thorncliffe Park station on the Ontario Line. By 2033, enrolment is projected to increase to 561 students, leaving the building operating at 79% utilization.</p> <p>The building was purpose built for JK/SK students, so all classrooms in the building are loaded at 26 pupil places and are designed as kindergarten rooms.</p>
Rippleton PS	73%	5.5km (from Grenoble PS)	<p>Rippleton PS is a JK to Grade 6 school located approximately 5.5km from Grenoble PS. Since the early 2000's, new residential development within the attendance area of Grenoble PS has been redirected and bussed to Rippleton PS to mitigate accommodation pressures at Grenoble PS. In the 2023-24 school year there were over 100 students bussed away from Grenoble PS and into Rippleton PS. Rippleton PS is situated on a large site that can accommodate portables, although there are none currently on-site.</p> <p>The new school at 770 Don Mills Road will provide the Board with an opportunity to return these redirected addresses to a local school, meaning that unnecessary transportation costs could be eliminated. The impact on enrolment at Rippleton PS will be offset by the ongoing redirection of new residential development away from Eglinton Jr. PS. Since 2021, Rippleton PS has been identified as a holding site for new development in the Midtown area to mitigate pressure at Eglinton Jr. PS and John Fisher Jr. PS.</p> <p>Rippleton PS is currently operating at 73% utilization with 251 students. The capacity of the building is 346 pupil places. Projections suggest that under the status quo, enrolment at Rippleton PS will increase to 354 students by 2030-31, resulting in a utilization rate of 102%.</p> <p>Enrolment at Rippleton PS would decline to 283 students in 2030 upon opening of the new school at 770 Don Mills. By 2036, enrolment at Rippleton PS will be stable at the same level, offset by redirected development from Midtown. Note that only currently redirected developments are reflected in the projections for Rippleton PS. There are still 18 developments in the Eglinton Jr. PS area totalling 10,600</p>

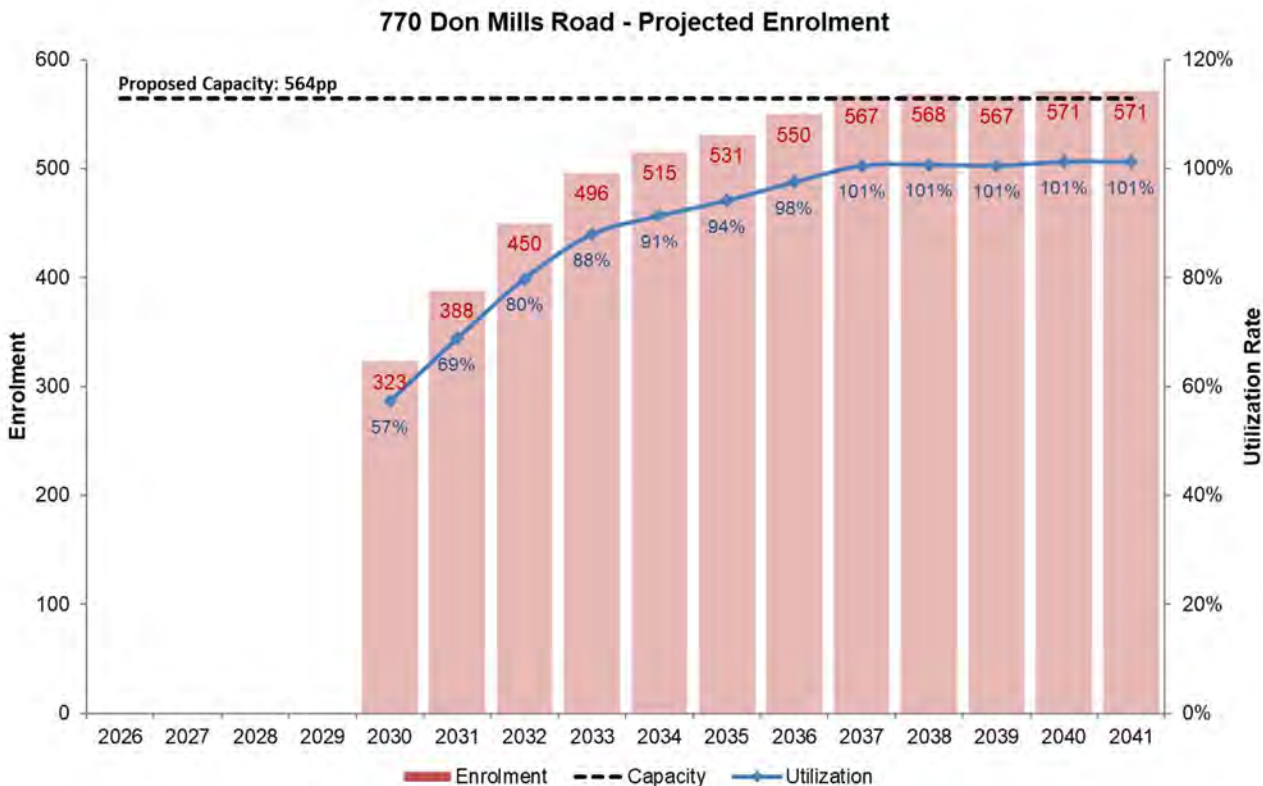
		<p>residential units that require redirection. Rippleton PS is a likely candidate for a number of these developments, which would result in further enrolment increases not reflected in the current enrolment projections for the school.</p>
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Impact of 770 Don Mills Road on Grenoble PS, Valley Park MS and Don Mills MS

The new school at 770 Don Mills Road will have a significant impact on the projected accommodation pressures at Grenoble PS and Valley Park MS. As demonstrated within this business case, the area will be facing a tremendous level of intensification and population growth.

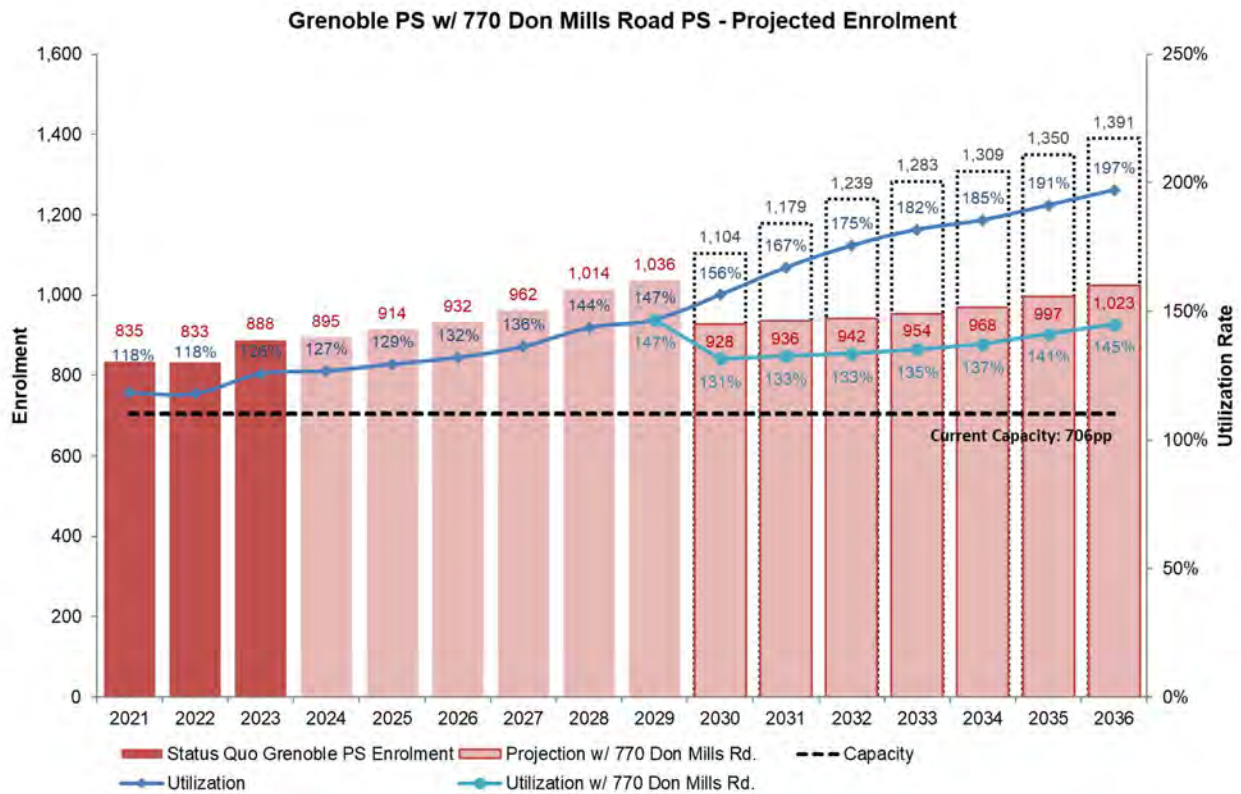
The graph below outlines the projected enrolment for the new school at 770 Don Mills Road. The projection is based upon a boundary that would include addresses currently assigned to Grenoble PS, those that have been historically redirected to Rippleton PS (away from Grenoble PS), and new residential developments. A map showing the proposed boundary for the new school can be found in Appendix D. The projections shown below, as well as the impacts on Grenoble PS, Valley Park MS and Don Mills MS, are based upon this boundary.

The school is anticipated to open in the Fall of 2030, with an enrolment of 323 students. Projections suggest that enrolment will grow immediately after opening, reaching 450 students by 2032 and 531 students by 2035. The utilization of the building is projected to be 57% upon opening, rising to 80% by 2032 and 94% by 2035. The school will be fully utilized at 101% in 2037.



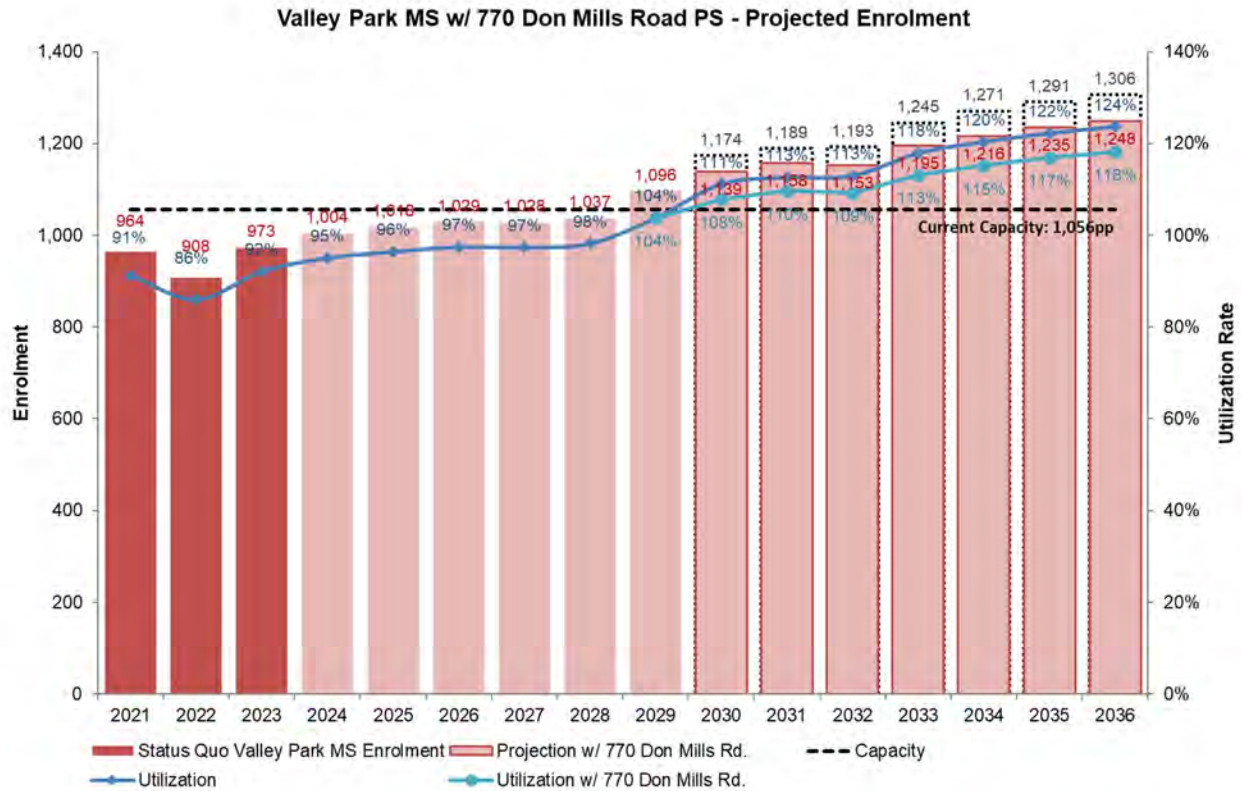
The overall utilization among this group of schools will continue to be well above 100% over the long-term, which aligns with the expectations of the Ministry for Capital Priority projects defined as an accommodation pressure. Future capital projects will be required to provide sufficient accommodation for students and families residing within this community. As noted, the Board is pursuing a second elementary school in a mixed-use development north of Eglinton Avenue.

The graph below illustrates the impact of the new school on enrolment at Grenoble PS. Although the new school will have a significant and measurable impact on the pressures at Grenoble PS, the issues are not completely eradicated. Projections suggest that upon opening, enrolment at Grenoble PS will be 928, down from 1,104 under the status quo. The school would be operating at 131% utilization upon opening of the new school, down from 156% utilization. The largest impact is in the later years, where the school would be operating at 145% utilization in 2036, as opposed to 197% under the status quo.



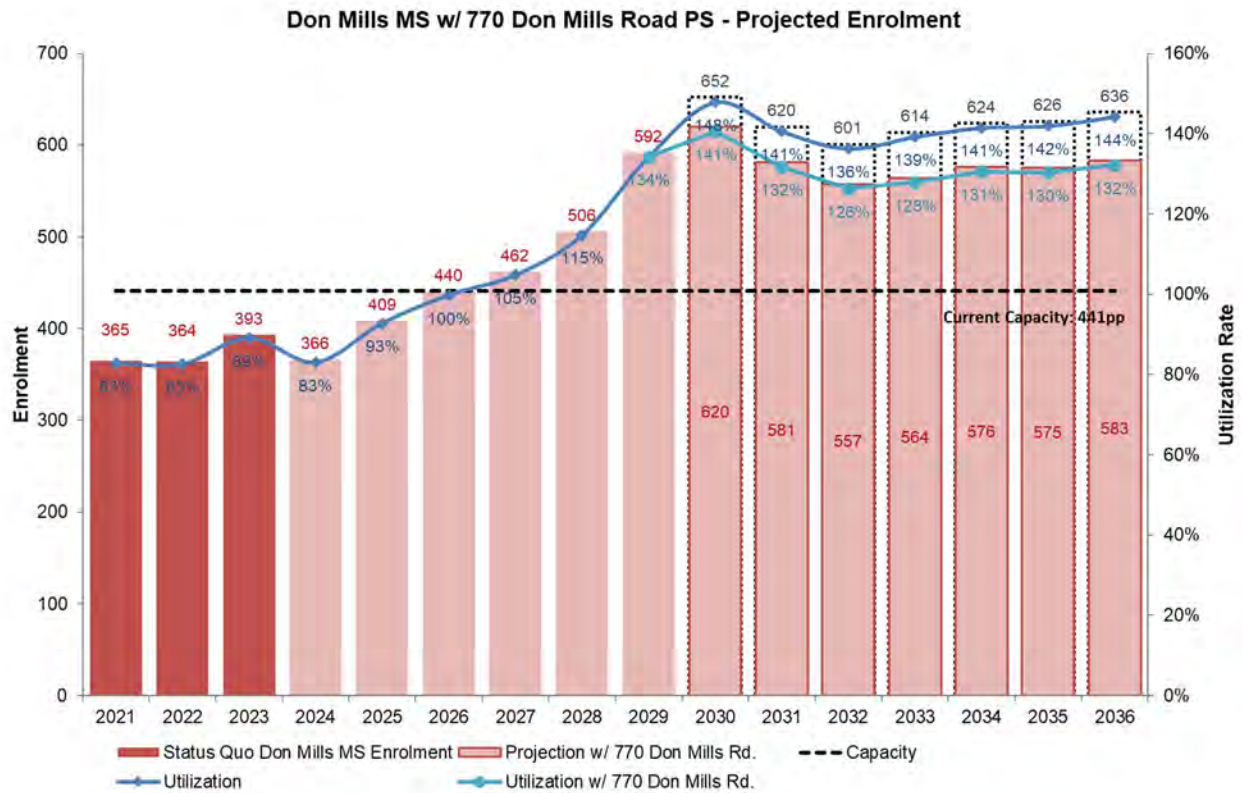
The new school at 770 Don Mills Road will also have a positive impact on enrolment at Valley Park MS and Don Mills MS, the current pathway(s) for students in Grade 7 and 8 that graduate from Grenoble PS. The graph below highlights the impact at Valley Park MS. Upon opening of the new school in 2030, enrolment at Valley Park MS I is projected to decrease from 1,224 students under the status quo to 1,139. The school's utilization rate in 2030 would be 108%, compared to 111% under the status quo.

Although enrolment will continue to grow at Valley Park MS even with the opening of the new school, the future JK-8 school in the Wynford-Concorde neighbourhood will have a further impact. By 2036, enrolment at Valley Park MS is projected to be 1,248 students, as opposed to 1,306 under the status quo. The utilization rate of the school is projected to be 118%, compared to 124% under the status quo.



Enrolment at Don Mills MS will also be positively impacted by the opening of the new school. The graph below illustrates the impact. Upon opening of the new school, Don Mills MS is projected to be operating at 141% utilization with 620 students, compared to 652 students and 148% utilization under the status quo.

The school's enrolment is projected to decrease after 2030, sitting at 557 students by 2032 (126% utilization), compared to 601 students under the status quo (136% utilization). By 2036 enrolment at Don Mills MS is projected to be 583 students, leaving the school operating at 132% utilization. Without the new school at 770 Don Mills Road, Don Mills MS would be operating at 144% utilization with 636 students in 2036.

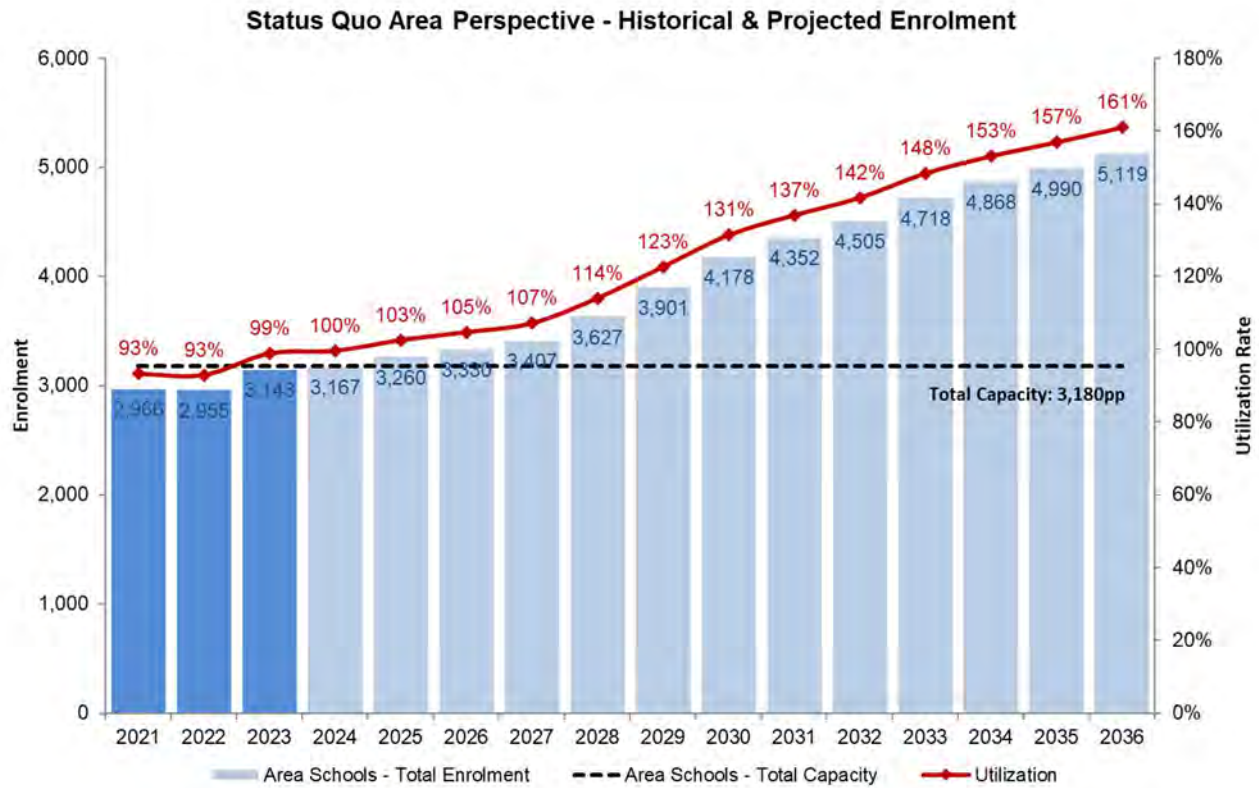


Impact of 770 Don Mills Road on Flemington Park Neighbourhood Enrolment

The graphs below illustrate the impact that the new school at 770 Don Mills Road will have on the overall enrolment and utilization within the Flemington Park neighbourhood. This group of schools, which includes Grenoble PS, Gateway PS, Valley Park MS and Don Mills MS, is projected to grow significantly over the long-term. This growth is due primarily to the significant residential development proposed and under construction within the community.

Total enrolment within this group of schools was 3,143 students during the 2023-24 school year. Projections suggest that enrolment will increase slightly over the next few years, reaching 3,330 students by 2026 (105% utilization), and then accelerate as new residential development projects are completed and occupied. By 2033 enrolment is projected to reach 4,718 students, resulting in an overall utilization rate of 148%.

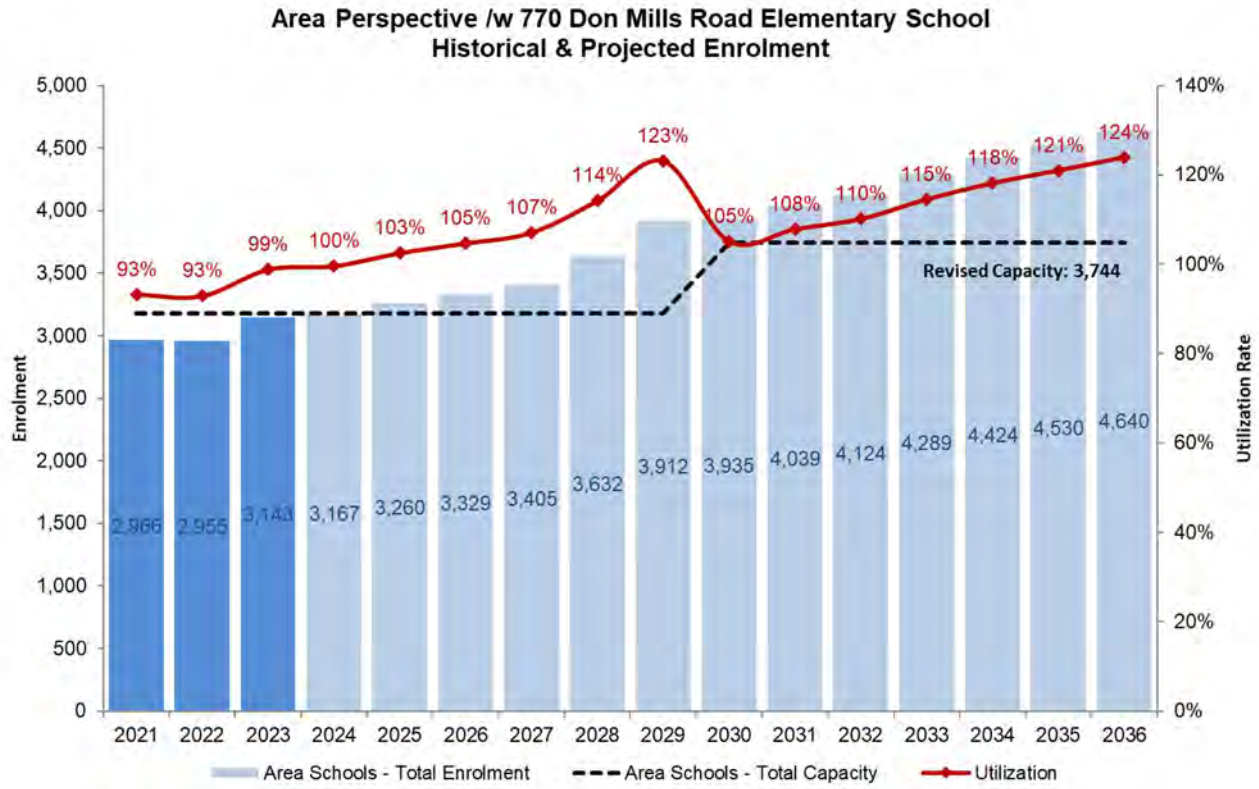
Enrolment is projected to increase beyond that, reaching 5,119 students by 2036 with an overall utilization rate of 161%.



The new school at 770 Don Mills Road will have a significant impact on the overall utilization rate of the area. With the added capacity of 564 pupil places, the overall capacity within the area will increase from 3,180 pupil places to 3,744 pupil places. The overall utilization rate within the group of schools will decrease from 131% in 2030 to 105%.

Looking 5 years out to 2034, the utilization rate is projected to be 118%, compared to 153% under the status quo. Enrolment is projected to continue to climb over the long-term, however, the provision of new school capacity within this growing neighbourhood will be an iterative process. To this end, the Board will continue to explore other opportunities for new school capacity in the area and beyond to fully meet the long-term requirements of this community.

The graph below illustrates the overall impact the new school at 770 Don Mills Road will have on utilization within the area.



3.0 Proposed Scope of Work

Part A: School Project Scope

The proposed school at 770 Don Mills Road is planned to have a capacity of 564 pupil places and accommodate students in JK through to Grade 8. The school will form part of a mixed-use development, being situated within the podium of a residential development with two towers above.

The future school will consist of:

- 4 Kindergarten Rooms
- 18 Regular Classrooms
- 1 Art Room
- 1 Science Room
- 1 Instrumental Music Room
- 4 Unloaded Resource Rooms
- Double Gymnasium and Stage
- Library/Learning Commons
- Other operational spaces as per Ministry benchmarks

The future school will encompass approximately 63,600 square feet of the podium and extend across the first three floors. There will be 10,000 square feet of outdoor rooftop play space for exclusive use by the TDSB.

In addition, there is a 35,000 square foot outdoor yard directly adjacent to the school for exclusive use by the TDSB during school hours. The yard will be available for community use after school hours and on non-school days, secured through a shared-use agreement with the City of Toronto. The school will be allocated a total of 8 parking spaces in the underground parking garage.

The total estimated cost of the new school is \$54,432,560. This reflects a 'turnkey' school with all interior fits, finishes and furniture included. The acquisition cost of the podium space is currently estimated to be \$8,000,000; the cost of the new school is estimated to be \$46,432,560. Escalation has been removed from the estimate provided within this business case. The escalation that was included by the cost consultant totalled \$3,367,470, using Q1 2027 as the target construction date. The cost consultant summary can be found in Appendix E.

This project is a partnership between the City of Toronto/CreateTO and the TDSB, which will involve joint participation in the land acquisition and project construction costs. This model is similar to a typical City/TDSB project where the school board purchases the site from the city as unimproved lands and the school board pays the full construction of the school. The Board is also responsible for the necessary permit and planning approvals.

This is different than other podium school projects with private developers; the land purchase contemplates the shell of the unit as part of the land acquisition costs.

4.0 Urban and Innovative Schools – if applicable

- **Project Description**

- What is the ownership/lease arrangement with the owner/developer/co-terminous board/municipality?

Lands are currently owned by the City of Toronto. The City's real estate arm, CreateTO, is moving forward with a redevelopment concept for the lands that will include three residential towers, a childcare centre and a future TDSB elementary school. The city will retain ownership over the lands, and development will be facilitated through a tri-party agreement with the successful proponent and the TDSB. The TDSB will have a freehold stratified ownership of the podium school space and dedicated school yard. Parking spaces for the school will be sub-leased to the Board or transferred for ownership. This will be finalized through the tri-party agreement.

- Is there a land exchange?

The future TDSB elementary school will be delivered via stratified non-condominium interest. There is no land exchange.

- What is the contribution from the developers or municipalities or other partners toward this project?

There is no financial contribution being made by the City and/or future development proponent.

- Type of development (low/medium/high density)?

The proposed development is high-density in nature, consisting of 1,248 residential units in three towers of 48, 39 and 37 stories. All dwelling units within the development will be rental, with one third being designated as affordable. Existing and future higher order transit (Crosstown LRT and Ontario Line) within the neighbourhood has led to many new development proposals. Higher densities along higher order transit corridors align with the province's vision for complete communities.

- Who will be responsible for the construction?

The Developer will be responsible for the design and construction of the TDSB School and the TDSB Parking in accordance with the terms of a tri-party development agreement to be entered into among the City of Toronto, the TDSB and the Developer (the "Tri-Party Agreement").

The TDSB will be responsible for the fitting out of the space.

- What is the project phasing plan?

This will be finalized when a development partner is secured.

- Is there additional work required after the construction?

After the building shell is constructed and delivered, the Board will be responsible for fitting out the interior school space.

- What partnership arrangements have been formed?

A Memorandum of Understanding with the City of Toronto to secure the future school and associated yard has been drafted and agreed to by both parties. Executing the Purchase

and Sale Agreement and Tri-Party Agreement will be subject to Ministry approval(s) later in the Fall of 2024.

- Details of the arrangements / contract or proposed contracts.

This will be determined at a later date. The development partner will be responsible for building the shell of the future school and the TDSB will be responsible for fitting out the interior space.

- What is the current negotiation status?

A Memorandum of Understanding has been drafted between the TDSB and the City of Toronto. Both parties agree with the terms and will be signing the document in the next few weeks. Future agreements such as the Purchase and Sale Agreement and Tri-Party agreement will be subject to Ministry approval.

- Is the project EDC eligible? And the percentage of EDC eligibility, if yes.

The TDSB is not eligible to collect Education Development Charges.

- What are the timelines?

The city will be bringing the redevelopment proposal to the market in the Spring of 2025 (Q1). Based on conversations with CreateTO, the city's real estate arm, construction on the project is expected to start in Q1 of 2027 and reach base completion by Q3 2029. Upon base completion the 'shell' of the TDSB school will be available for the TDSB to proceed with fitting out the space into the school. The internal fitting out of the space can be expected to take approximately 1 year, meaning completion of the school could be achieved in Q4 2030; the school could be opened during the 2030-31 school year.

- How will the proposed project function as a school? (such as play space and play field, child care location, parking, pick up and drop off bus loop, etc.)

The school will be provided with a dedicated yard for exclusive use during the day. The size of the school yard is 35,000 square feet, or 0.80 acres. The yard will include a dedicated area for kindergarten students. In addition to the at-grade play area(s), the future school will also have a 10,000 square foot rooftop play area on top of the gymnasium. This space will be used exclusively by the school.

The school will have a dedicated entrance to the first floor of the podium at the south end of the site. The TDSB entrance will be separate and distinct from the residential entrance, which is to be situated along the eastern frontage of the podium. The future school will have ground floor access, which allows for easy access into and out of the school, and into/onto the dedicated school yard.

A new road is to be constructed along the southern edge of the site, with dedicated cut-outs for pick up and drop off of students. These cutouts will also be available for school buses, should they be required (e.g. for special education and/or French language programs).

The school will be allocated 8 parking spots in the underground garage. The future school will be well served by higher order transit (Crosstown LRT and Ontario Line), making it extremely accessible by public transit. The Crosstown LRT's Ontario Science Centre station is directly adjacent to the future school; the two sites share a property line.

The future childcare will be operated by the City of Toronto in space separate from the school (i.e. there is no request for child care funding as part of this business case).

- Is this project an alternative project?

This is not an alternative project. The Board does not qualify for Education Development Charges.

- **Risks / Liabilities**

- Who is responsible for cost overruns and project delays?

The tri-party agreement will define who is responsible. As per the Memorandum of Understanding, any cost increases will be subject to the Board's pre-approval.

- What are the exit conditions, dispute resolutions?

The tri-party agreement will define these terms.

- What is the board's contingency plan should the project not be supported by the ministry?

There are no other opportunities to secure a new elementary school within the Flemington park neighbourhood, where significant accommodation pressures exist. This is the only opportunity available to the Board to commit to the project.

As described within this business case, all schools in the area are currently operating at their capacities and will become incredibly overutilized over the long-term. The future elementary school at 770 Don Mills Road is a critical part of community infrastructure to serve this rapidly growing neighbourhood.

The future elementary school within the Wynford-Concorde neighbourhood is situated north of Eglinton Avenue East in another rapidly growing community that will require local student accommodation. There will be no ability for this future school to address the mounting pressures south of Eglinton Avenue East.

The future and speculative redevelopment of the Ontario Science Centre lands, if ever pursued, may present another opportunity for a school south of Eglinton Avenue East, but there are no public plans for a redevelopment of the lands.

- **Advantages / Disadvantages of the vertical build/Innovative**

Advantages:

- *Public / Public partnership between the TDSB and the City of Toronto. This project is a perfect example of how collaboration between municipal partners can result in the delivery of critical infrastructure that supports the shared vision for complete communities.*
- *This partnership has resulted in significant benefits for the future school, students and community like a dedicated schoolyard – sharing small park space in highly dense urban communities comes with significant challenges.*
- *Land Availability – there are no other sites in the area where a new school is needed. All other developments within the area are planned on existing residential tower sites where parking areas / greenspace is being redevelopment to increase density. These sites are far too small to include a new elementary school and the associated amenities like a dedicated school yard.*
- *Cost – Although there are no appropriately sized sites available, the cost to acquire podium space for a new school is significantly cheaper than acquiring land in the area that is serviced and suitable for a future elementary school.*
- *Additions to existing schools cannot accommodate the number of students projected within the community. The opportunity to secure a new site in partnership with the City of Toronto is a giant step forward in terms of providing educational opportunities close to home.*
- *The project is being led by the City of Toronto as part of it's Housing Now program, an initiative to expand options for homes to a broader population. This means that the project is heavily subsidized, which mitigates some of the market risk/volatility that private sector developers are exposed to when considering project opportunities.*

Disadvantages:

- *Despite being somewhat protected via subsidization from the City of Toronto, there is still a risk in terms of the market.*

- *Like all podium schools, there is no opportunity for future expansion and/or portables on the site. The Board needs to ensure that the school is sized appropriately for the specific development site and needs of the community now and into the future.*

Costs

- What are the construction costs or purchase price?

The anticipated project cost is \$54,432,560; \$46,432,560 construction cost + estimated \$8,000,000 acquisition cost for the podium space (this is still under negotiation).

- How will the board record the costs, e.g., land vs. buildings?

The 'land' (air and space) will be acquired through a Purchase and Sale Agreement with a defined and agreed upon value informed by third party appraisals. The fit out of the space will have a separate cost estimate, refined through further design development.

- Ongoing costs in terms of operating and renewal.

All building systems for the school will be separate and distinct from those of the remainder of the development. The costs for utilities etc. will be those only attributed to the school use.

- How will the operational and renewal costs be met?

Like all schools in the TDSB, the operating costs will be supported through provincial grants. Renewal needs will also be supported through provincial grants like the Annual Grant for School Renewal.

- Any additional land funding required or unique site costs expected?

No.

- The anticipated parent and community reaction

It is anticipated that the community will have a positive reaction to this new school project. There have been several public consultation meetings held by the city where details of the new school have been shared and very well received. The alternative options include ongoing overcrowding, additional portables, bussing students to schools outside of the community etc. are not generally viewed as positives by students, families, and broader community members.

5.0 Joint-Use Project – if applicable

Part A: Co-terminous Boards

Part B: Other Partners

6.0 Project Readiness Assessment

Part A: Site Ownership

Please elaborate about the school board's current status of site acquisition for the requested Capital Priority, including:

- For EDC eligible boards, please provide the details of the project with reference to the approved EDC background studies.

The TDSB is not eligible to collect EDC's.

- Do you require Land Priorities funding or do you have other sources of funding available?

No. The Board is requesting Capital Priorities funding to support the acquisition of the podium space. This is the funding approach that was taken by the province when a capital grant was received to support the Lower Yonge Precinct Elementary School (first 'urban school' approval) in 2021.

- Has the board secured a site for the project? If not, what progress has been made? When does the board expect to have secured a school site?

A site has been identified within a mixed-use development on land owned by the City of Toronto. A Memorandum of Understanding has been drafted and the terms agreed upon by both parties. A copy of the (MOU) can be found in Appendix F. The Memorandum of Understanding contains the specifics about the future school that will be included in the RFP to secure a development partner. The development partner will be responsible for building the shell of the future school. A draft Purchase and Sale agreement has been drafted and will be executed pending approval by the Ministry of Education (target Board approval November 2024).

- What is the status of the identified site?

The site is owned by the City of Toronto. The future school space and school yard will be delivered to the Board through freehold stratified ownership.

- What is the size of the site (in acres)? Is the site size in line with the ministry site size specifications as recommended in the [Education Development Charges Guidelines](#)..

The interior school will be 63,000ft², the dedicated school yard will be 35,000ft². This is significantly smaller than what the EDC guideline sets out for a school of 564 pupil places. This is another benefit of an urban/podium school.

- Are all or some of the utilities connected? If not, when does the board expect this work to be complete?

No. This will be undertaken through the project construction. Roads, utilities, and other infrastructure will be constructed and in-place before the building shell is completed.

- Are the roads providing access to the site developed and usable? If not, when does the board expect this work to be complete?

No. This will be undertaken as the project is constructed. Roads, utilities, and other infrastructure will be constructed and in-place before the building shell is completed.

- Has the board completed phase 1 of the environmental assessment? If not, when will the board be able to do so? If applicable, were there any issues identified that will influence the timelines or budget of the project and by how much?

Yes, the Phase 1 environmental assessment is complete, and no issues were identified. Any potential issues that arise are the responsibility of the City of Toronto. The Purchase and Sale agreement contemplates the purchase of land (space) that is clean and serviced.

- Has the board completed a geotechnical assessment of the site? If not, when will the board be able to do so? If applicable, were there any issues identified that will influence the timelines or budget of the project, and by how much?

Yes, the geotechnical assessment is complete, and no issues were identified. Any potential issues that arise are the responsibility of the City of Toronto. The Purchase and Sale agreement contemplates the purchase of land (space) that is clean and serviced.

- Is the site topography suitable for this project? If not, what are the board's plans to address this issue and what are the implications for project timelines and budget?

Yes, the topography is suitable. Any issues are the responsibility of the City of Toronto. The Purchase and Sale agreement contemplates the purchase of land (space) that is clean and serviced.

- Does the current zoning enable the construction of a school? If not, please provide details on the requirements for rezoning and any implications on timelines or budget.

Yes, all required zoning approvals have been obtained.

- Have all unique site costs been identified? If not, when does the board expect to have an estimate with ~80% confidence?

Site costs are the responsibility of the City of Toronto. The Purchase and Sale agreement contemplates the purchase of land (space) that is clean and serviced.

- Please elaborate if the school board anticipates any challenges in securing a site for this project when working with municipalities or developers.

No, but this is a one-time opportunity. The Memorandum of Understanding contemplates a project commitment – a financial commitment - being finalized by Q1 2025 – i.e., the Board only has the 2024 Capital Priorities cycle to secure funding for the future elementary school. There are no other options for new school sites within the Flemington Park area.

Part B: Project Design

The future elementary school at 770 Don Mills Road is not a traditional or standard design because it is a podium school. The Board must pursue a new design as a result.

Option 3: Exceptions New Designs

- What is the cost per square foot for this design?

The estimated cost of the new school, which includes construction of the podium school and fit out, site development fees and landscaping, is approximately \$790 per square foot.

- Does the design meet the ministry space benchmark requirements?

Yes, the Facility Space Template and schematic design was prepared to align with Ministry of Education benchmarks.

- What other elements did the board consider when developing the new design?

The Board considered the siting/location of the school relative to the remainder of the development and proposed uses, separate and dedicated entrance/access, ground floor space, provision for separate utilities, ensuring there was an adequately sized and available play space for the school's exclusive use, inclusion of rooftop play opportunities to maximize outdoor space, areas for pick up and drop off, the provision of natural light in classroom spaces, aligning with Ministry benchmarks to ensure properly sized instructional and operational spaces, sufficient gymnasium size and height.

- Can the new design be leveraged for other future board projects? e.g. Is the new design scalable?

Yes, the Board is committed to leveraging experience with this and other urban schools in the city to inform best practices – including designs – that can be used to replicate or inform other projects. The Public/Public partnership model can also be replicated, where possible, as a model to deliver new schools in dense urban communities across the province.

- What other measures is the board implementing to support project readiness and improve time to completion?

The Board has negotiated all terms in advance with the landowner (City of Toronto) prior to seeking a development partner. This contributes to shovel readiness of the project by ensuring all of the requirements of the school are included in the market offering so the developer is aware prior to committing to the project.

The alternative would be to wait until a development partner is on board, and then begin negotiations with them directly on the requirements/details of the school. This could interfere with the developers plans for the design, layout, make-up, and/or profitability of the project and may require additional planning approvals. By doing the negotiating in advance, the market offering will contain all the finalized details for the new school to avoid any delays.

- Are there any design challenges associated with this project? Please provide details.

Due to the urban format of the school, there are no opportunities for expansion or portables in the event of enrolment growth beyond what has been projected. The school is integrated within a mixed-use development with a confined floorplate.

- What is the design stage for the proposed project?

The future school is currently in detailed design. The floor plate and layout of classrooms for the new school has been approved by the City of Toronto. Any refinements in terms of design development could continue when a development partner is secured. Changes to the design that could occur during the site plan approval process relate predominantly to exterior finishes, landscape and yard design and interior finishes.

- What additional steps are required to complete the design stage including site fit?

Detailed design and site plan approval.

- What delivery mode is being used or considered for the proposed project? (traditional, modular, hybrid, etc.)

Podium school with a traditional build format (i.e., not a hybrid or a modular build).

Part C: Project Milestones

Milestones were provided to the Board by the City of Toronto based on the project schedule and market offering. The dates are subject to change depending on a development partner being secured within the time frame identified by the City of Toronto. Timelines may be influenced by market conditions, although this is somewhat mitigated by the project being subsidized by the City of Toronto through the Housing Now program. A copy of the estimated project schedule can be found in Appendix G.

If the project is delayed and interim accommodation measures are required.

Part D: Predictors of On-Budget Completion

- Is the budget comprised of cost estimate from the third-party cost consultant report and other board estimates to support soft costs?

The estimated cost was provided by the City of Toronto and was completed by a third-party cost consultant – Finnegan and Marshall.

- How is this estimate compared to other projects the school board has?

The estimate is comparable to that of the Lower Yonge Precinct school, funded at \$44M by the province through the 2021 Capital Priorities program. The future 770 Don Mills Road school is slightly larger in size, however.

- What scheduling time frame is the budget based on? (i.e. Are there contingencies such as market variabilities built in?)

A construction contingency was included in the estimate but removed from the submission as per Ministry direction. The 10% contingency was based upon anticipated costs in Q1 2027 and totaled \$3.36M.

- What portion of the budget is associated with unique site costs? (Please provide the cost and percentage.)

None, any unique site costs are the responsibility of the City of Toronto and development partner.

7.0 Risk and Mitigation

Terms of how to address cost escalations will be detailed within the tri-party development agreement. The timeline of the project, if not met, will impact student accommodation in the area as all the local schools are fully utilized and projected to grow. TDSB Planning staff will need to identify alternative

holding solutions if the project is delayed. These measures are likely to include bussing students to schools far outside of the area (effectively a continuation of what currently exists). This comes at an operational cost to the Board and is highly disruptive to students and families.

If the project is delayed (or not supported) then it would impact current and future students, families, community members and staff.

Terms of how to address cost escalations will be detailed within the tri-party development agreement.

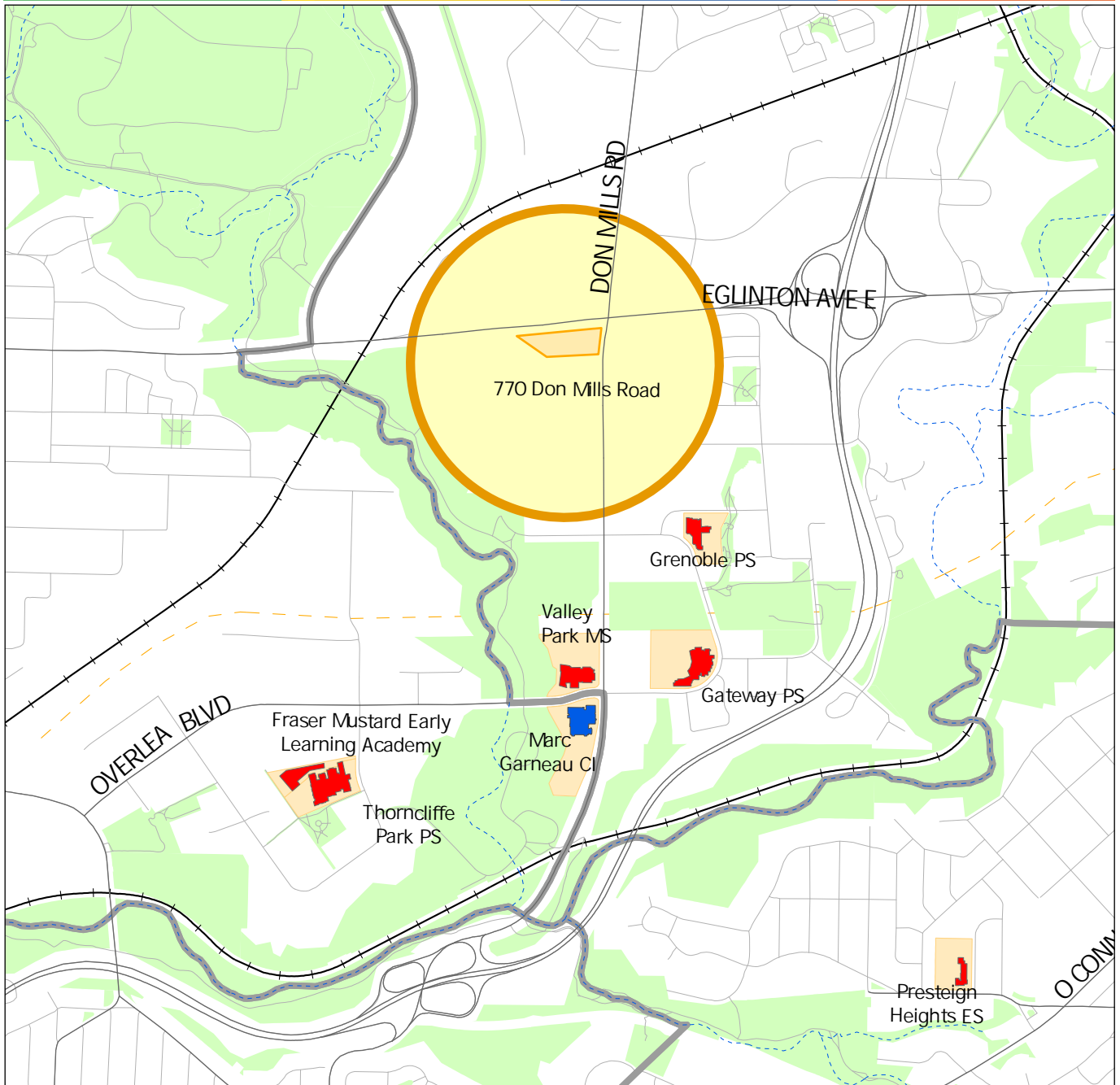
A TDSB Project Manager would be assigned to the new school build to ensure that any risks are mitigated to the extent possible, and that any delays are communicated to all impacted stakeholders as soon as possible. Planning staff will monitor enrolment and demographic trends carefully to determine if alternative accommodation measures are required.

TDSB staff communicate regularly with impacted stakeholders on all capital projects. If there are delays with the future elementary school at 770 Don Mills Road, then details would be shared with the community. The Board introduced a public webpage dedicated to capital projects that would also contain information about any delays, revisions to timelines, and mitigation strategies (if required). There would also be a joint communication strategy developed with the City of Toronto as the project lead.



Toronto District School Board

Location of 770 Don Mills Road

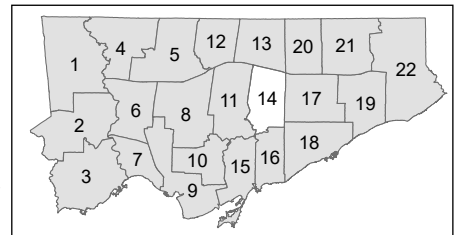


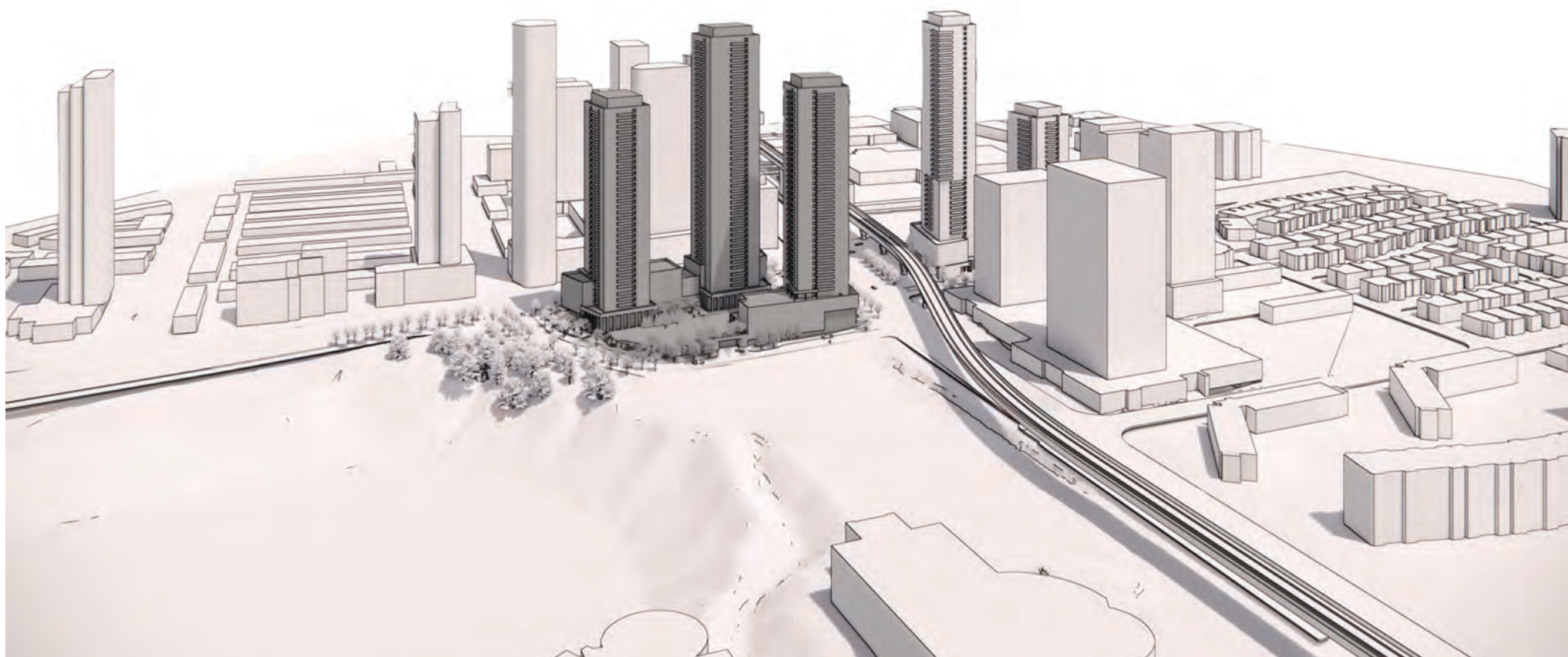
0 0.13 0.25 0.5 0.75 1 km

Produced by:
 Planning Division, TDSB
 September 2024
 Source:
 Base Map- Geospatial Competency Centre
 Facility - Planning Division, TDSB
 Data- City of Toronto

Legend:

- Elementary School
- Secondary School
- Elementary & Secondary School
- Other TDSB Facility
- Site
- Major Road
- Railway
- Utilityline
- Waterway
- Ward Boundary





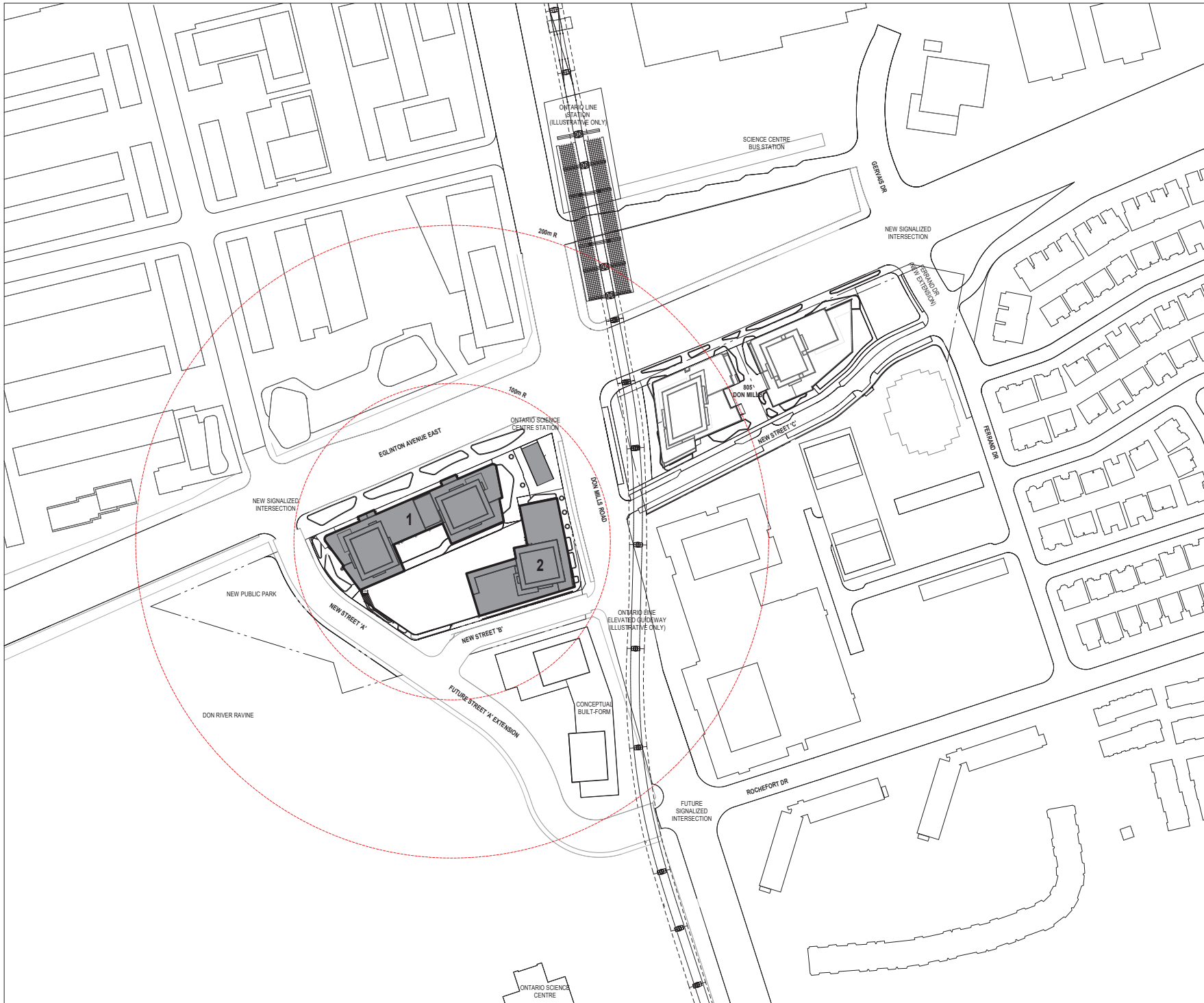
CREATE TO

CreateTO

**HOUSING NOW -
770 Don Mills Rd - Blocks 1 & 2**

RE-ISSUED FOR ZONING SUBMISSION
APRIL 6TH 2022

MontgomerySisam



1 SITE - CONTEXT PLAN
 1:750

DATE: 04/18/2023



All drawings are the property of the architect. Use of these drawings and information on site and materials is prohibited without the prior written consent of the architect.

CREATE TO

775 DON MILLS
 SITE CONTEXT PLAN

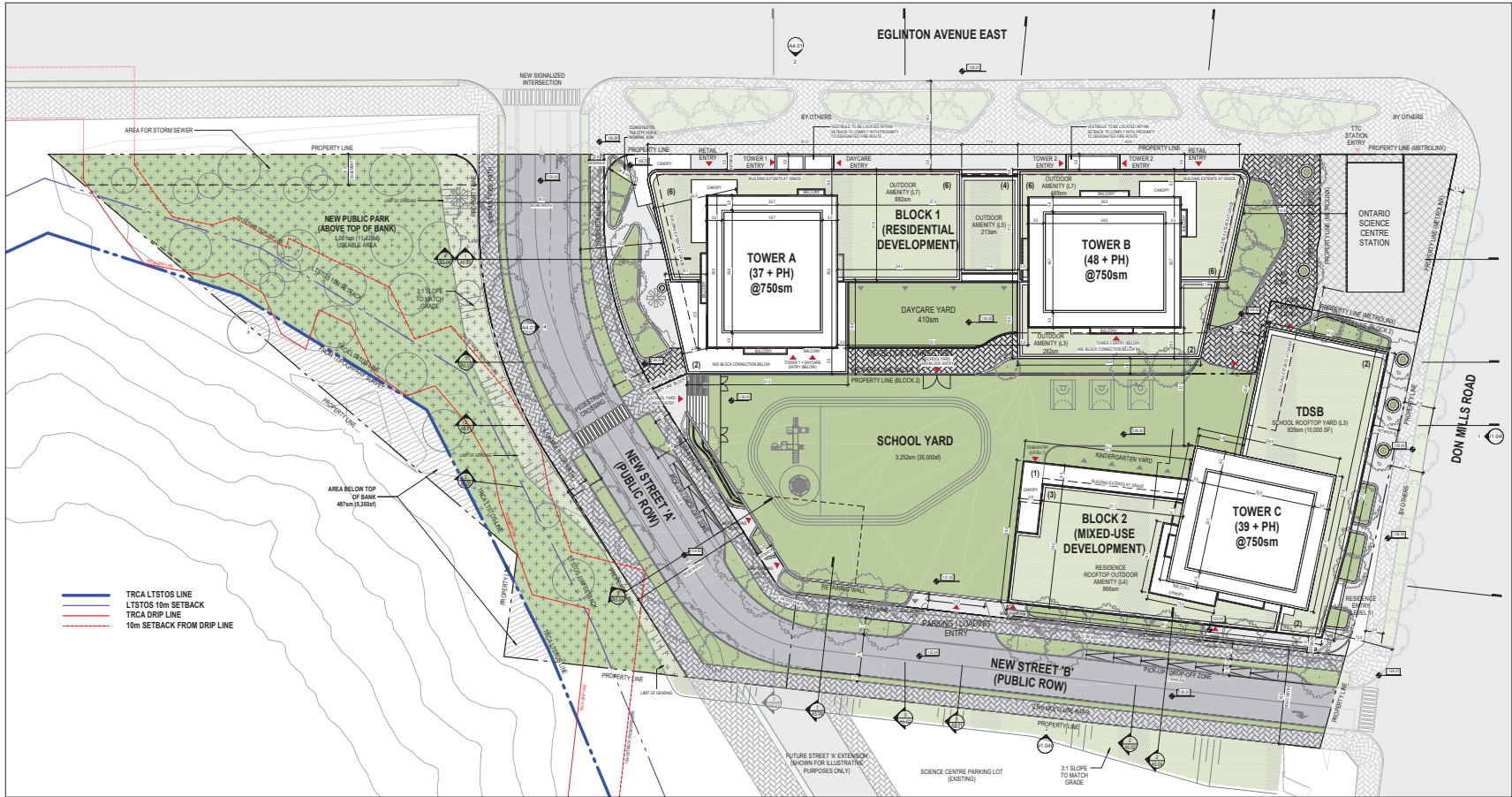
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 reviewed by: SH
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 add date: 04/18/2023
 drawing number:

A1.01

4/20/23 11:23:27 AM C:\projects\775DONMILLS\775DONMILLS_SITE_CONTEXT_PLAN.dwg



BY OTHERS ECLRT
 SCOPE OF WORK NOT
 INCLUDED IN PROPOSAL



- TRCA LTSTOS LINE
- LTSTOS 10m SETBACK
- TRCA DRIP LINE
- 10m SETBACK FROM DRIP LINE

1 SITE PLAN
 A102 1:300

Green Roof Statistics

Item	Quantity	Unit	Notes
Green Roof Area (as defined in Green Roof Design Code)	1,400	m ²	
Green Roof Area (as defined in Green Roof Design Code)	1,400	m ²	
Area of Residential Project (excluding 2nd Floor)	1,400	m ²	
Number of Residential Units (excluding 2nd Floor)	1,400	Units	
Area of Commercial Project (excluding 2nd Floor)	1,400	m ²	
Number of Commercial Units (excluding 2nd Floor)	1,400	Units	
Area of School Project (excluding 2nd Floor)	1,400	m ²	
Number of School Units (excluding 2nd Floor)	1,400	Units	
Area of Public Project (excluding 2nd Floor)	1,400	m ²	
Number of Public Units (excluding 2nd Floor)	1,400	Units	
Green Roof Coverage	100%	%	
Coverage of Available Roof Areas	100%	%	
Coverage of Available Roof Areas	100%	%	

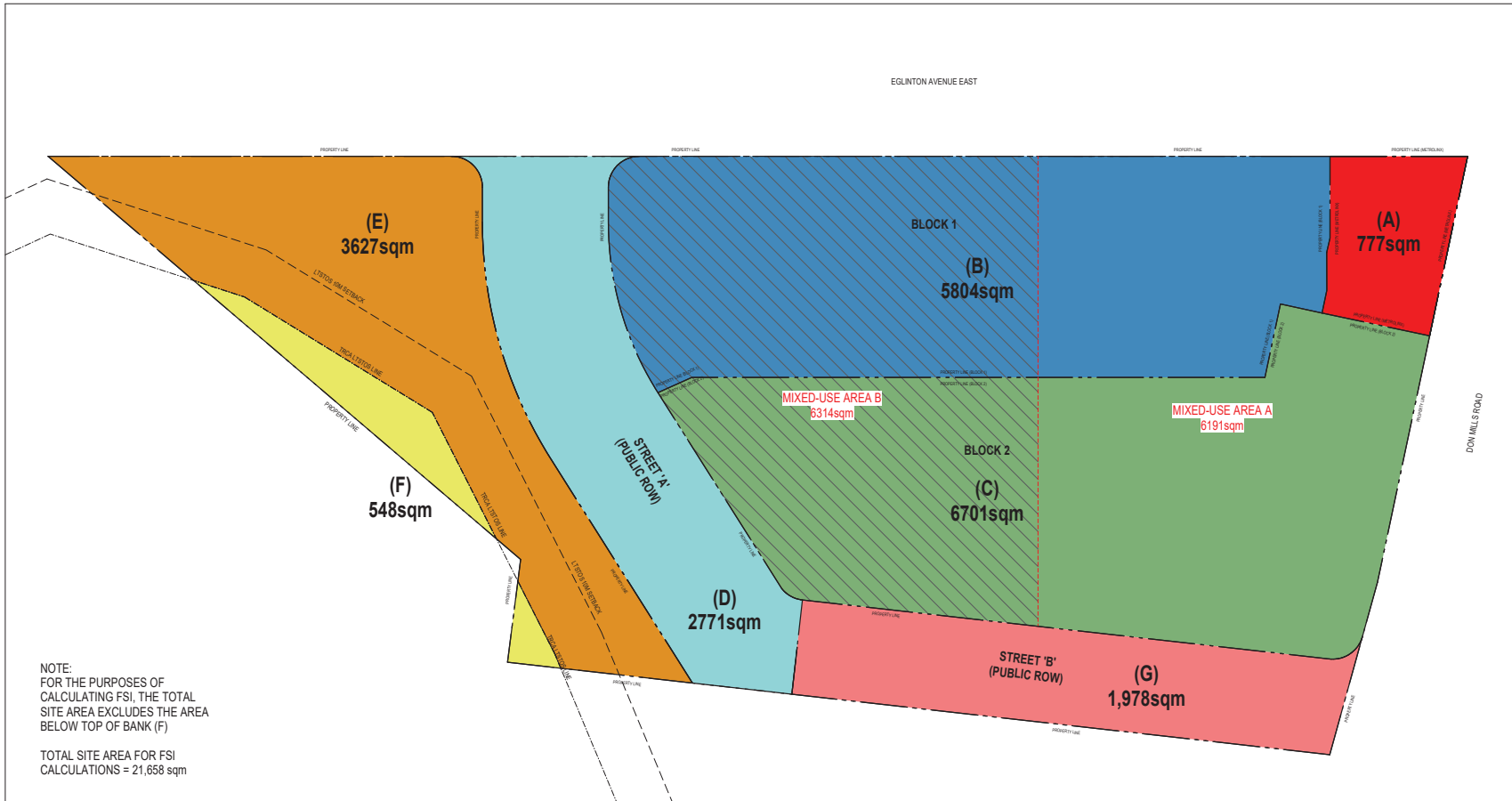


CREATE TO

75 DON MILLS

SITE PLAN

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 drawn by: CH
 reviewed by: SK
 job number: 1805
 add date: 04/18/2023
 drawing number:



NOTE:
 FOR THE PURPOSES OF
 CALCULATING FSI, THE TOTAL
 SITE AREA EXCLUDES THE AREA
 BELOW TOP OF BANK (F)

TOTAL SITE AREA FOR FSI
 CALCULATIONS = 21,658 sqm

1 DRAFT PLAN OF SUBDIVISION
 1:300

Scale: 1:300
 Date: 04/18/2023



CREATE TO

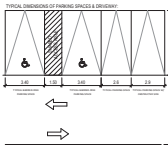
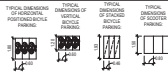
775 DON MILLS
 DRAFT PLAN OF SUBDIVISION

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 Checked by: MS
 Job number: 1809
 Job date: 04/18/2023
 Drawing number:

A1.03



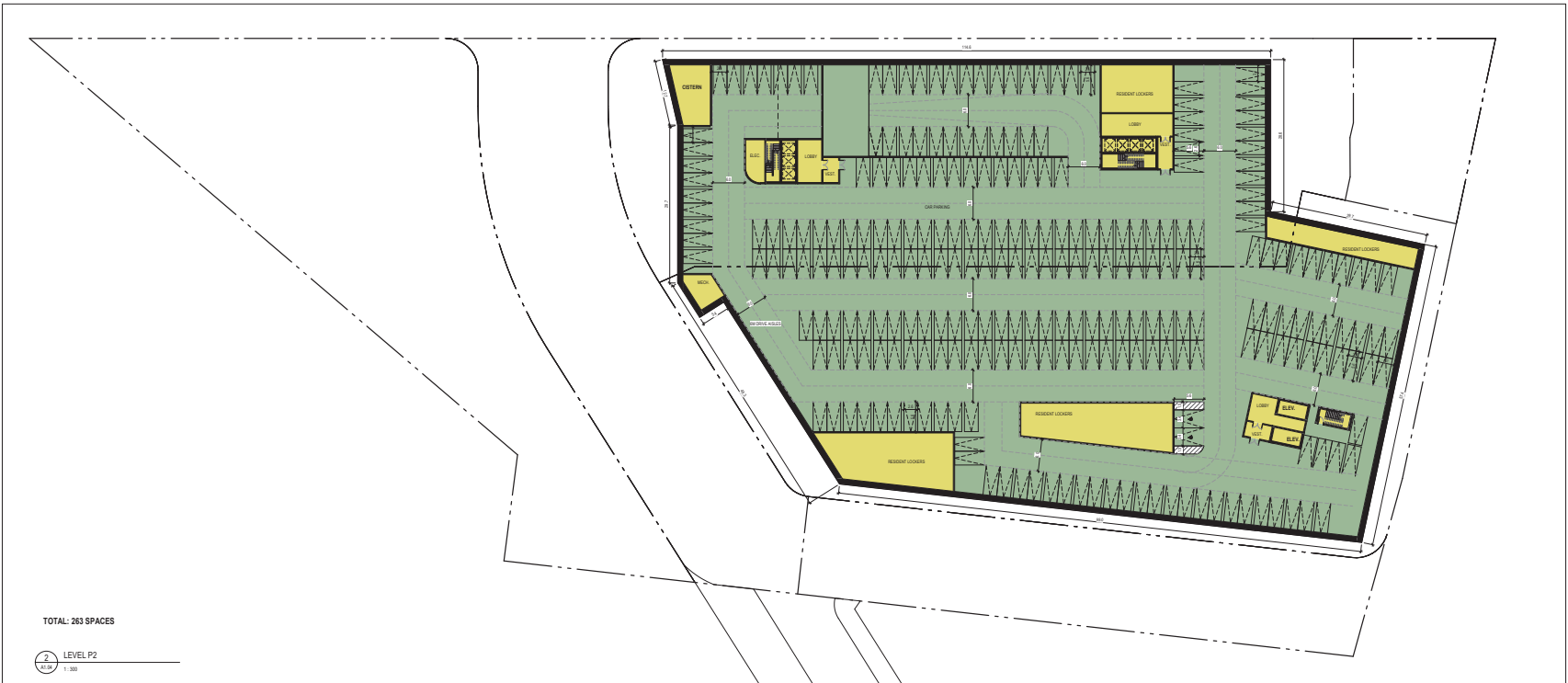
TYPICAL BICYCLE PARKING AND SCOOTER PARKING DIMENSIONS & CLEARANCES



LOADING TRUCK TYPES

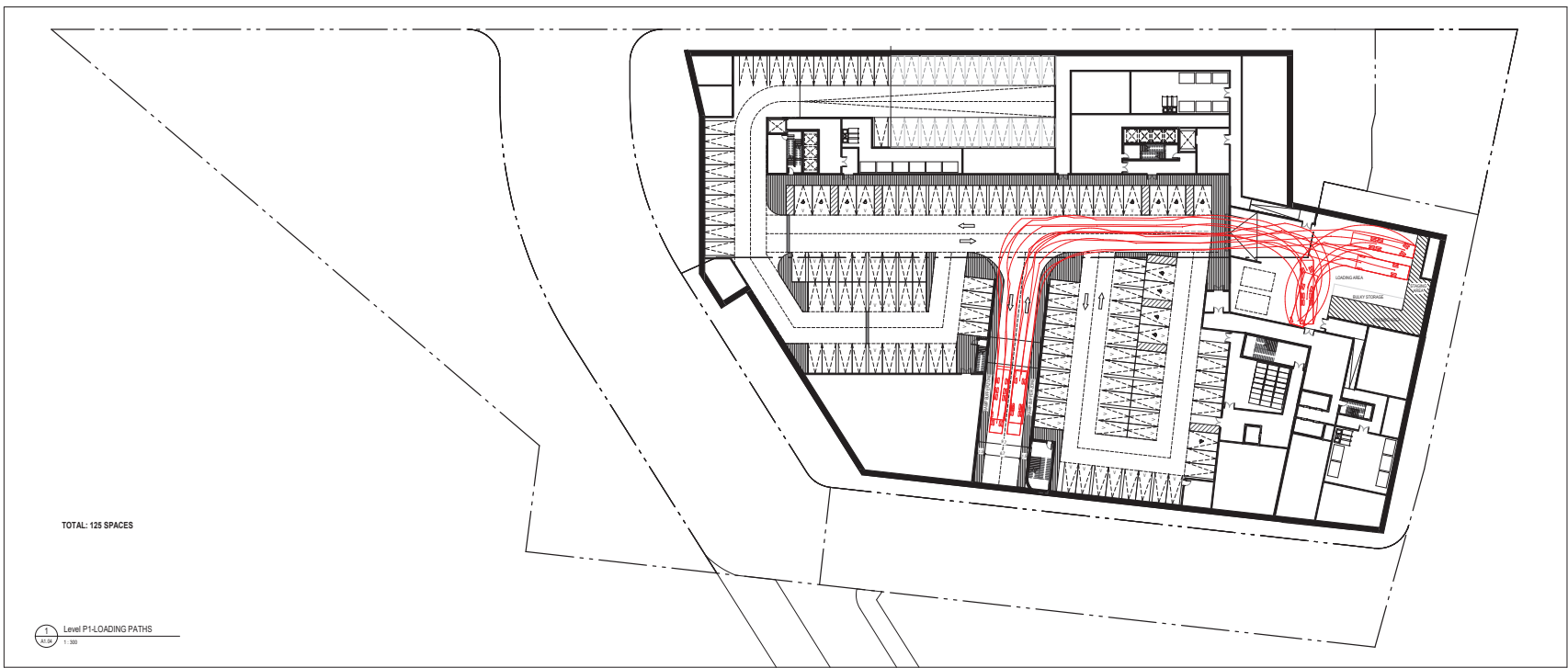
- 1. THE CLEARANCE SPACE BEHIND A LOADING SPACE THAT IS A MINIMUM OF 4.5 METRES WIDE, 10.5 METRES LONG AND HAS A MINIMUM VERTICAL CLEARANCE OF 3.1 METRES
- 2. THE CLEARANCE SPACE BEHIND A LOADING SPACE THAT IS A MINIMUM OF 3.1 METRES WIDE, 6.1 METRES LONG AND HAS A MINIMUM VERTICAL CLEARANCE OF 3.1 METRES
- 3. THE CLEARANCE SPACE BEHIND A LOADING SPACE THAT IS A MINIMUM OF 3.1 METRES WIDE, 11.5 METRES LONG AND HAS A MINIMUM VERTICAL CLEARANCE OF 4.1 METRES

THE COLLECTION VEHICLE REQUIREMENT (INCLUDES A SAMPLE PATH ANALYSIS) IS PROVIDED IN THE TRANSPORTATION ANALYSIS REPORT SUBMITTED AS PART OF THIS BAA SUBMISSION



TOTAL: 263 SPACES

LEVEL P2
 1:300



TOTAL: 125 SPACES

Level P1-LOADING PATHS
 1:300



CREATED TO

TFS CON MILLS

FLOOR PLAN - LEVEL P2 & LEVEL P1 LOADING TRUCK PATHS

scale: As indicated
 drawn by: Author
 reviewed by: Checker
 job number: 18100
 job date: 04/18/2022
 drawing number:



Level 3
1:300



LEVEL 4
1:300

PROGRAM LEGEND

- AMENITY
- COMMON
- COMMUNITY SPACE
- CONDDO
- DAYCARE
- NDCA/RES
- OUTDOOR AMENITY
- PARKING
- RENTAL
- TDSB

DATE: 04/18/2023



CREATE TO

TDSB MILLS

FLOOR PLAN - LEVEL 3 & 4

scale: 1:300
 drawn by: Author
 reviewed by: Checker
 job number: 18100
 add date: 04/18/2023
 drawing number:



3 LEVEL 5
 1:300



1 LEVEL 6
 1:300

PROGRAM LEGEND

- AMENITY
- COMMON
- COMMUNITY SPACE
- CONDO
- DAYCARE
- NON-RES
- OUTDOOR AMENITY
- PARKING
- RENTAL
- TDSB



CREATE TO

TDSB MILLS

FLOOR PLAN - LEVEL 5 & 6

scale: 1:300
 drawn by: CK
 reviewed by: SK
 job number: 1809
 add date: 04/18/2022
 drawing number:



3 LEVEL 7
 A1.09 1:300



4 LEVEL 8
 A1.10 1:300

PROGRAM LEGEND

- AMENITY
- COMMON
- COMMUNITY SPACE
- CONDOS
- DAYCARE
- INDA-RES
- OUTDOOR AMENITY
- PARKING
- RENTAL
- TDSB

DATE: 04/19/2023
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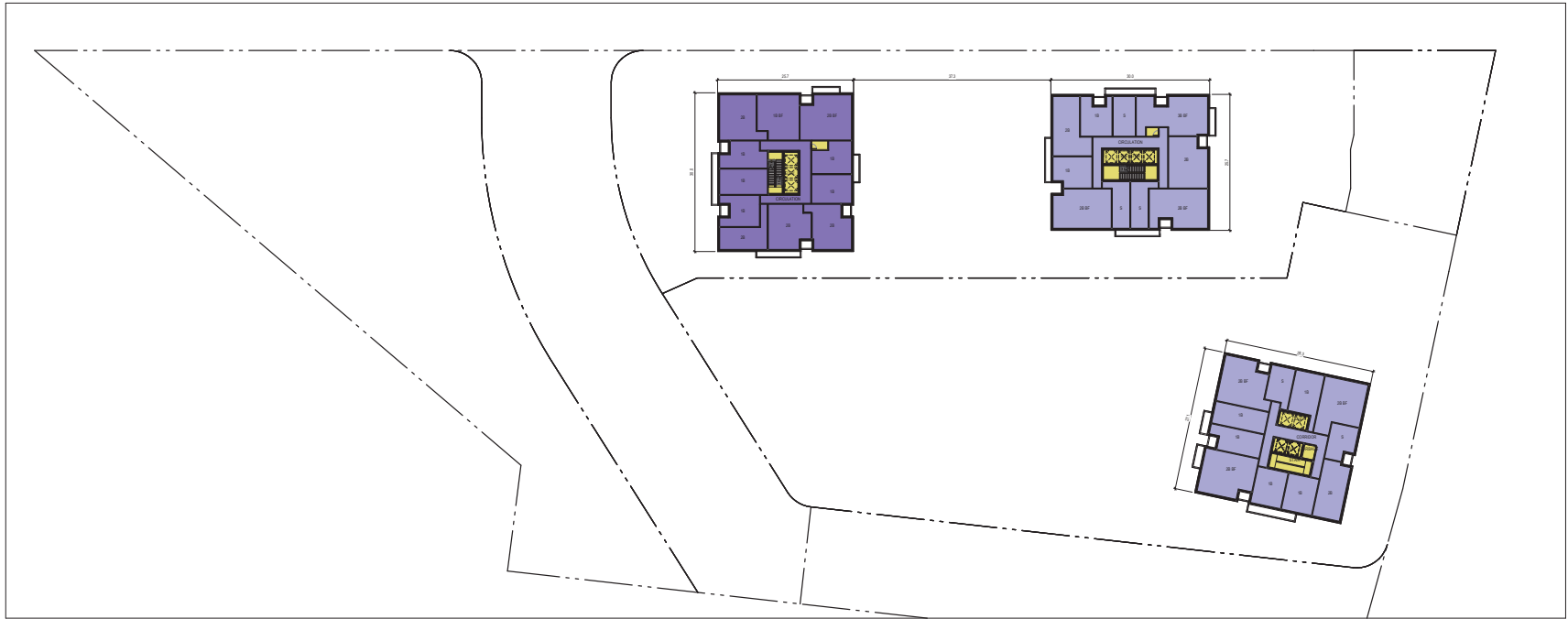


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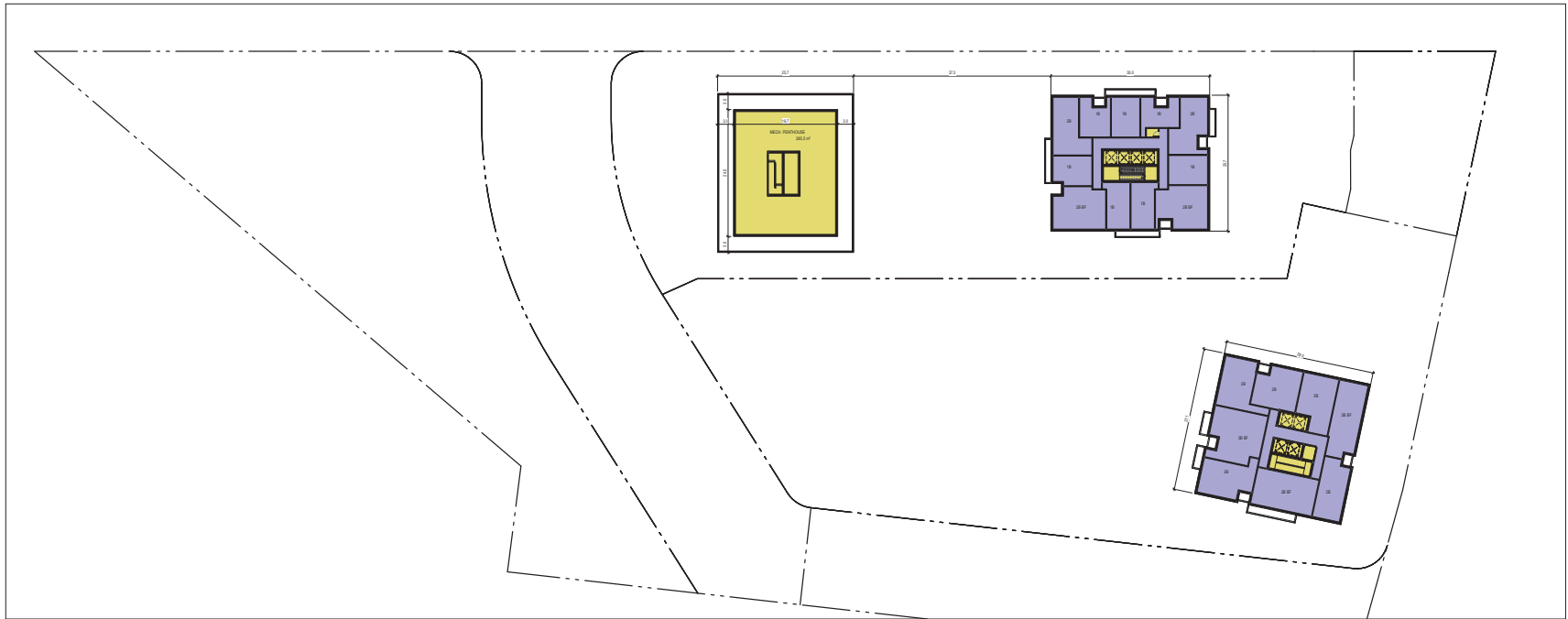
775 CON MILLS

FLOOR PLAN - LEVEL 7 & 8

scale: 1:300
 drawn by: Author
 reviewed by: Checker
 job number: 18009
 job date: 04/19/2023
 drawing number:



1 LEVEL 9-37
 1:300



2 LEVEL 38
 1:300

DATE: 04/18/2023
 DRAWN BY: [Name]
 CHECKED BY: [Name]



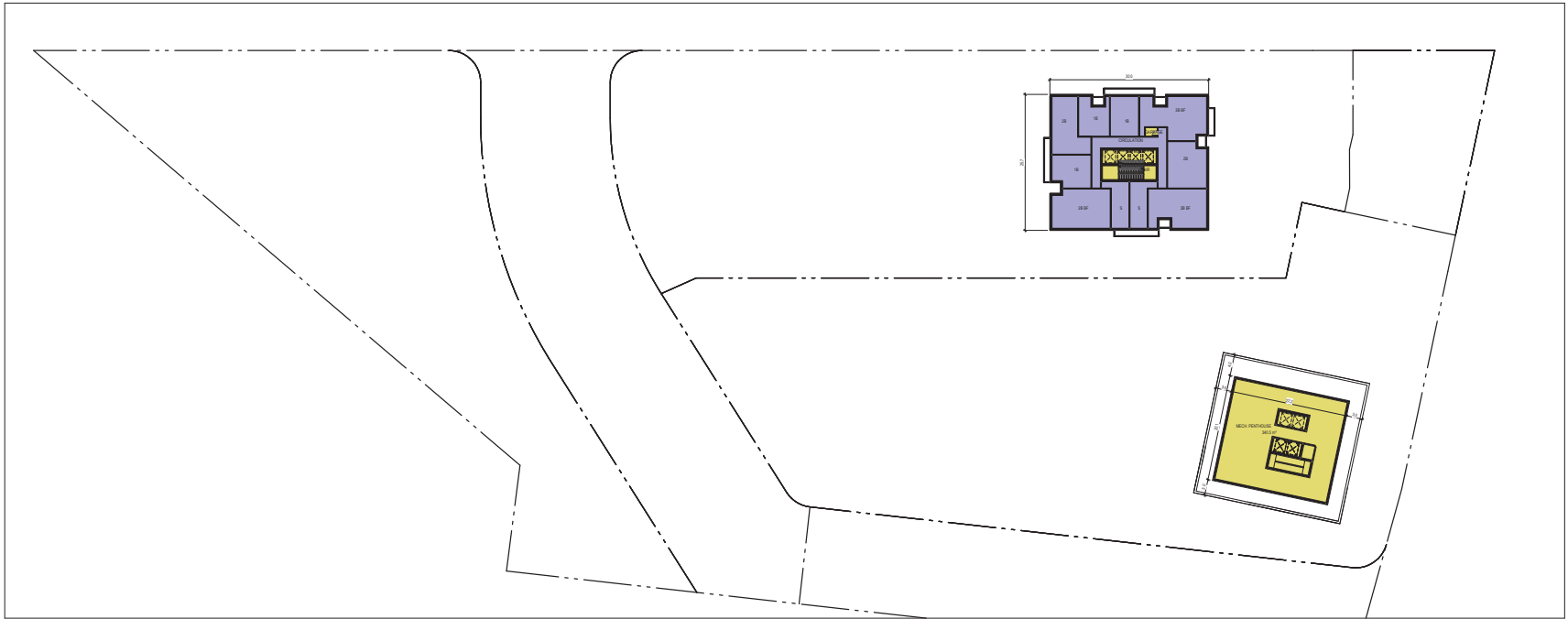
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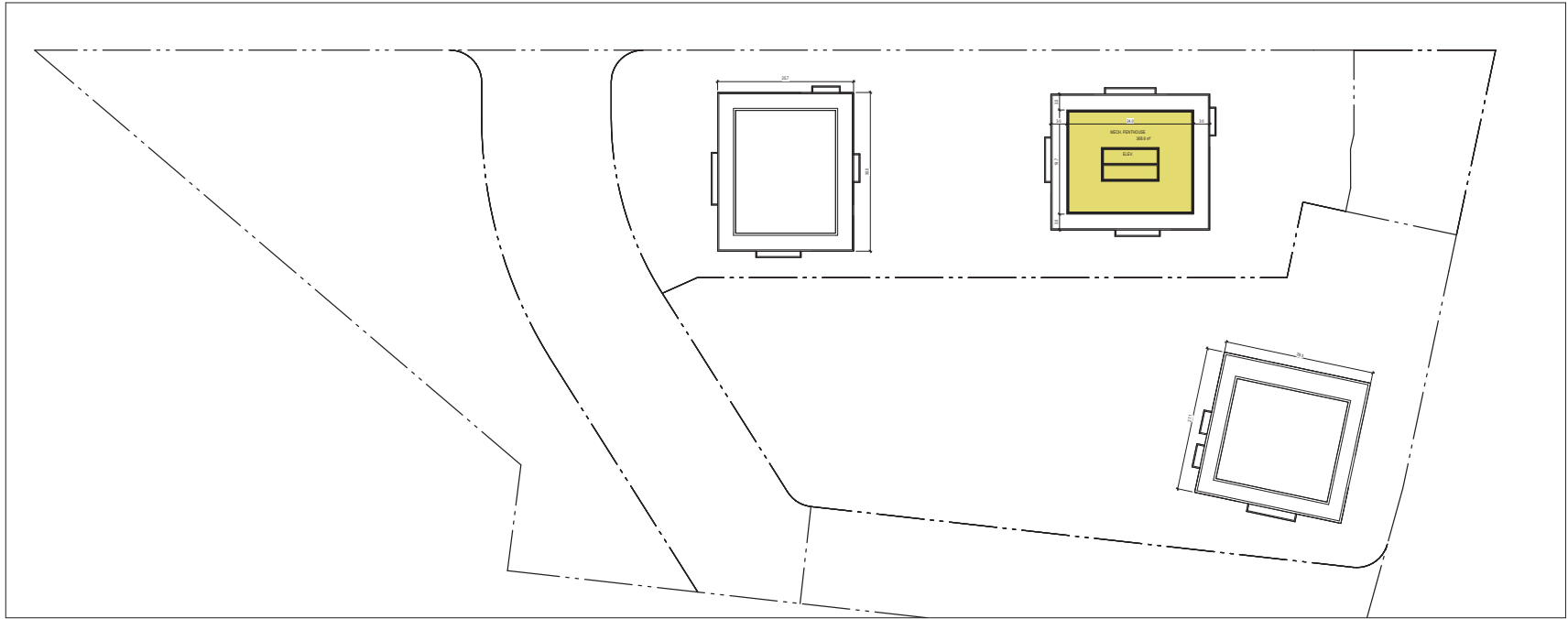
FLOOR PLAN - LEVEL 9-37 &
 38-38

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 REVIEWED BY: Checker
 JOB NUMBER: 18100
 AIA ID: 041810003

drawing number: **A1.10**



1 LEVEL 40-48
 A1.11
 1:300



2 MECHANICAL PENTHOUSE (B11T1-440, B1T2-440, & B2-L38)
 A1.11
 1:300

Scale: 1:300
 Date: 04/10/2022



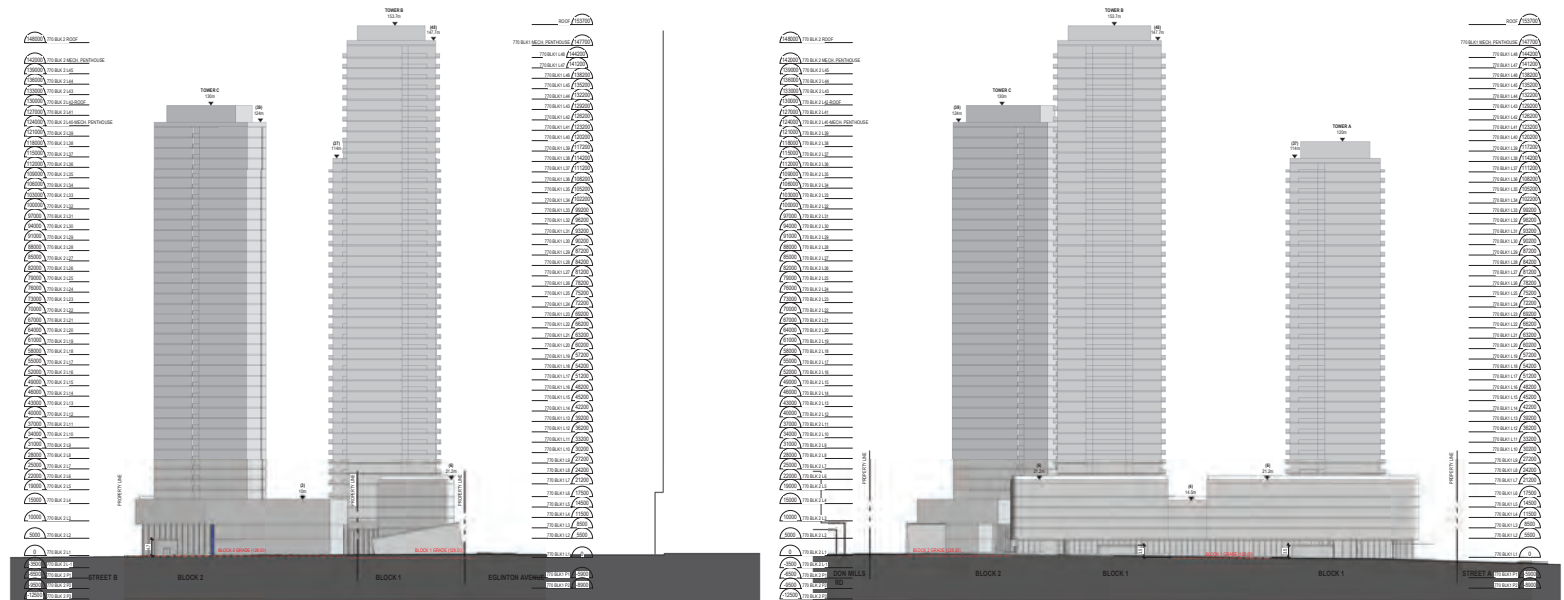
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TFS CON MILLS

FLOOR PLAN - MECH. & ROOF

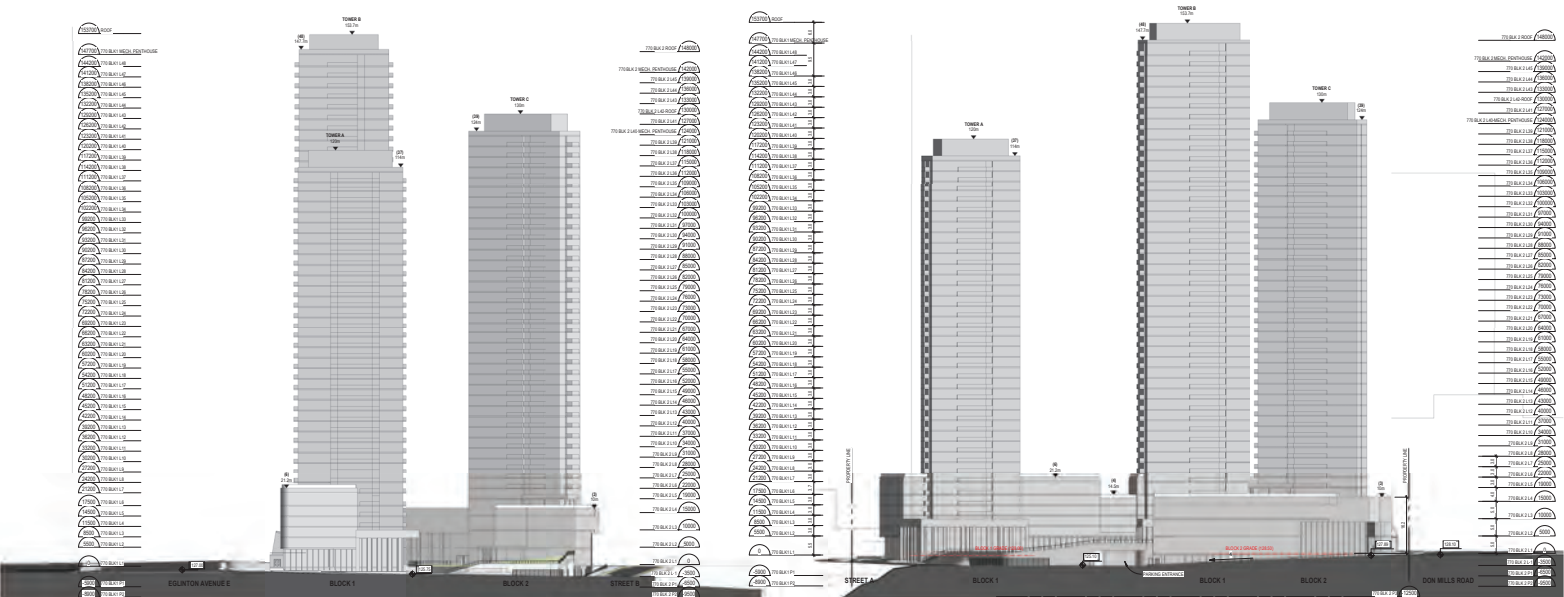
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A1.11



1 EAST
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2 NORTH
 A4.2 1:50



4 WEST
 A4.4 1:50

3 SOUTH
 A4.3 1:50

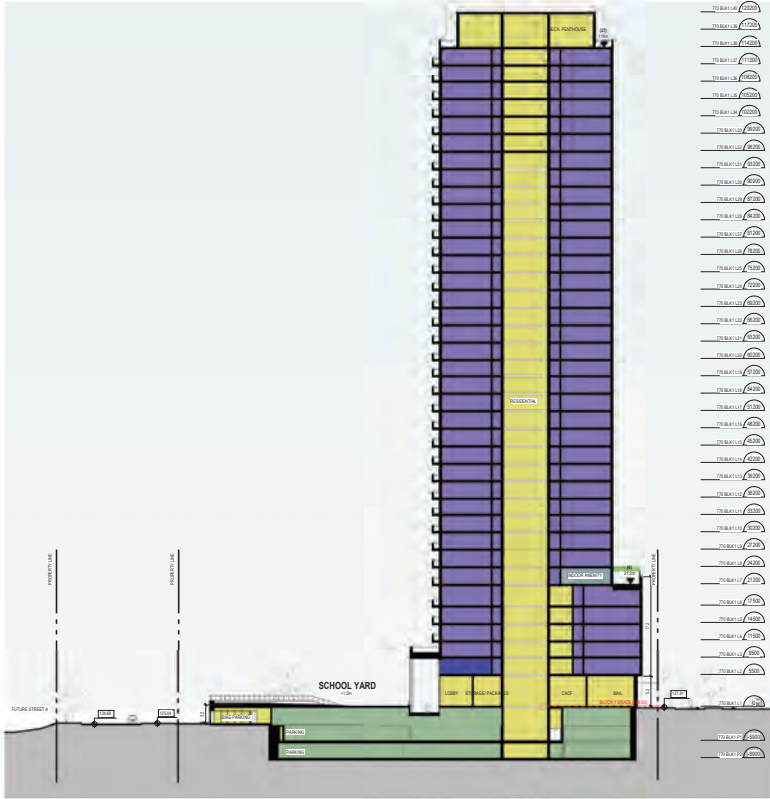


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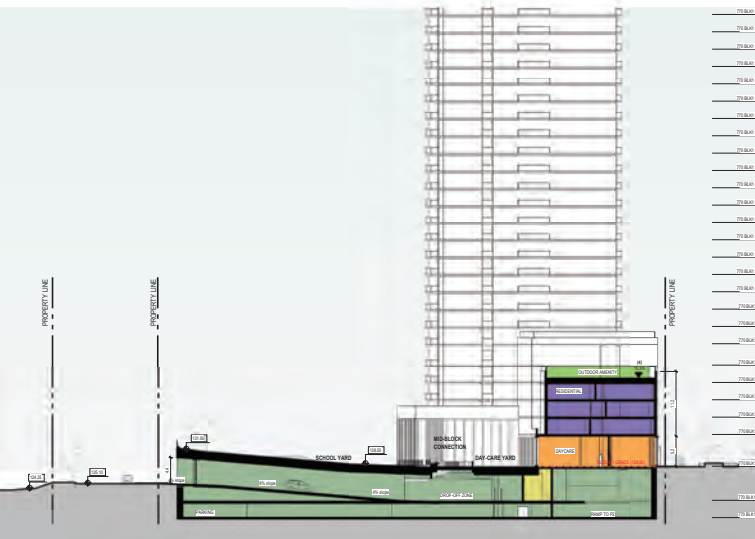
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 SITE ELEVATIONS

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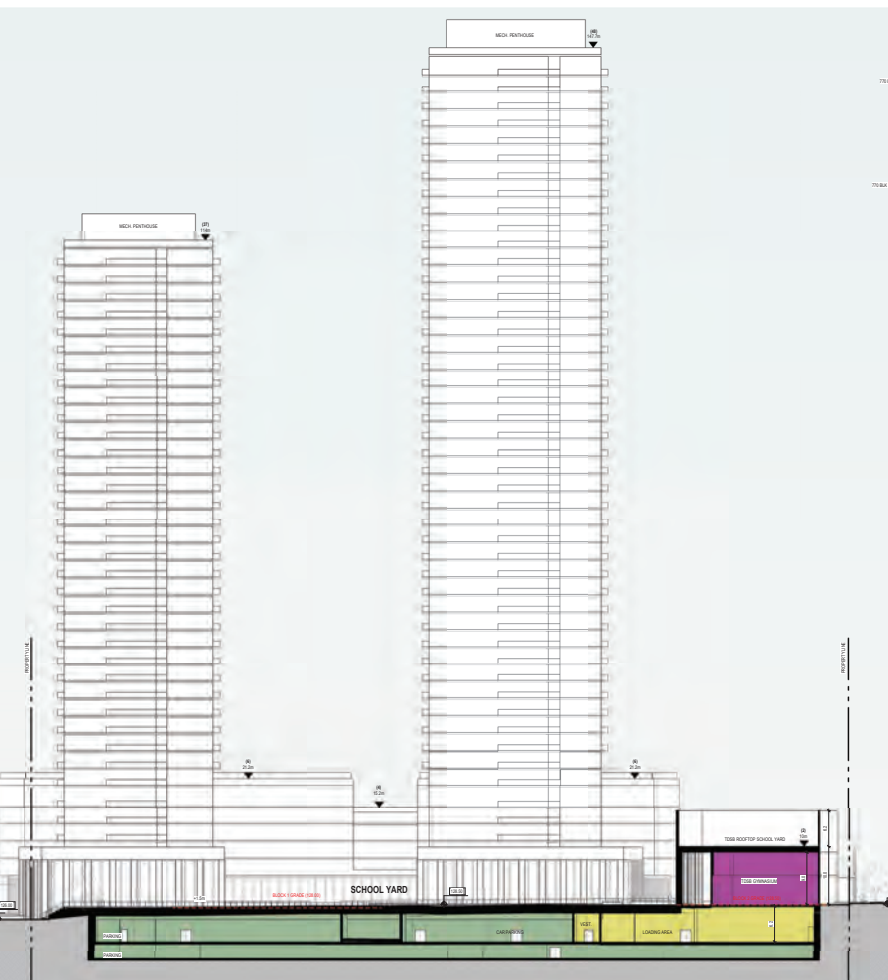
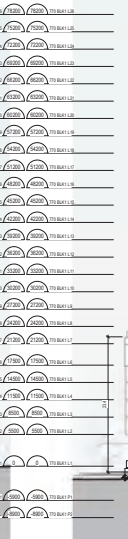
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Section 3
 Scale: 1/320



Section 1
 Scale: 1/320



Section 2
 Scale: 1/320



PROGRAM LEGEND

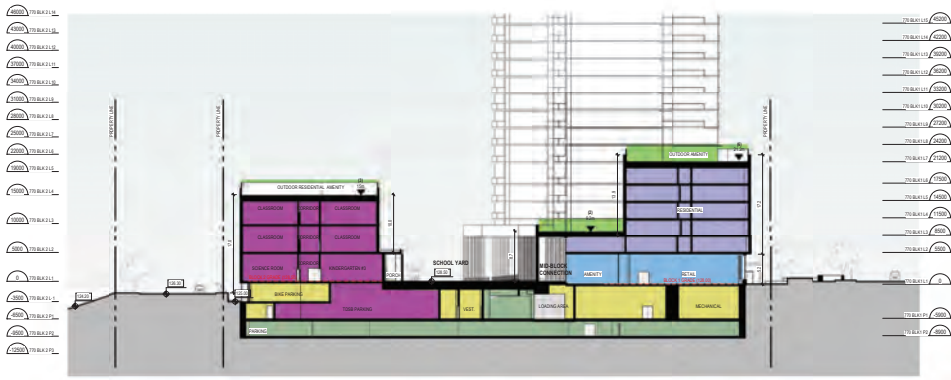
- AMENITY
- COMMON
- COMMUNITY SPACE
- CONDO
- DAYCARE
- NON-RES
- OUTDOOR AMENITY
- PARKING
- RENTAL
- TDSB

ASPECT ASSOCIATES
 All drawings are the property of the architect. Use of these drawings and information on site and model is restricted to the project for which they are prepared.

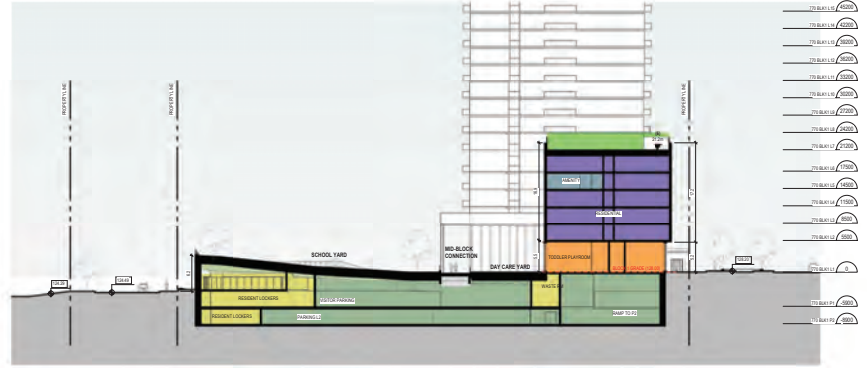
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SITE SECTIONS

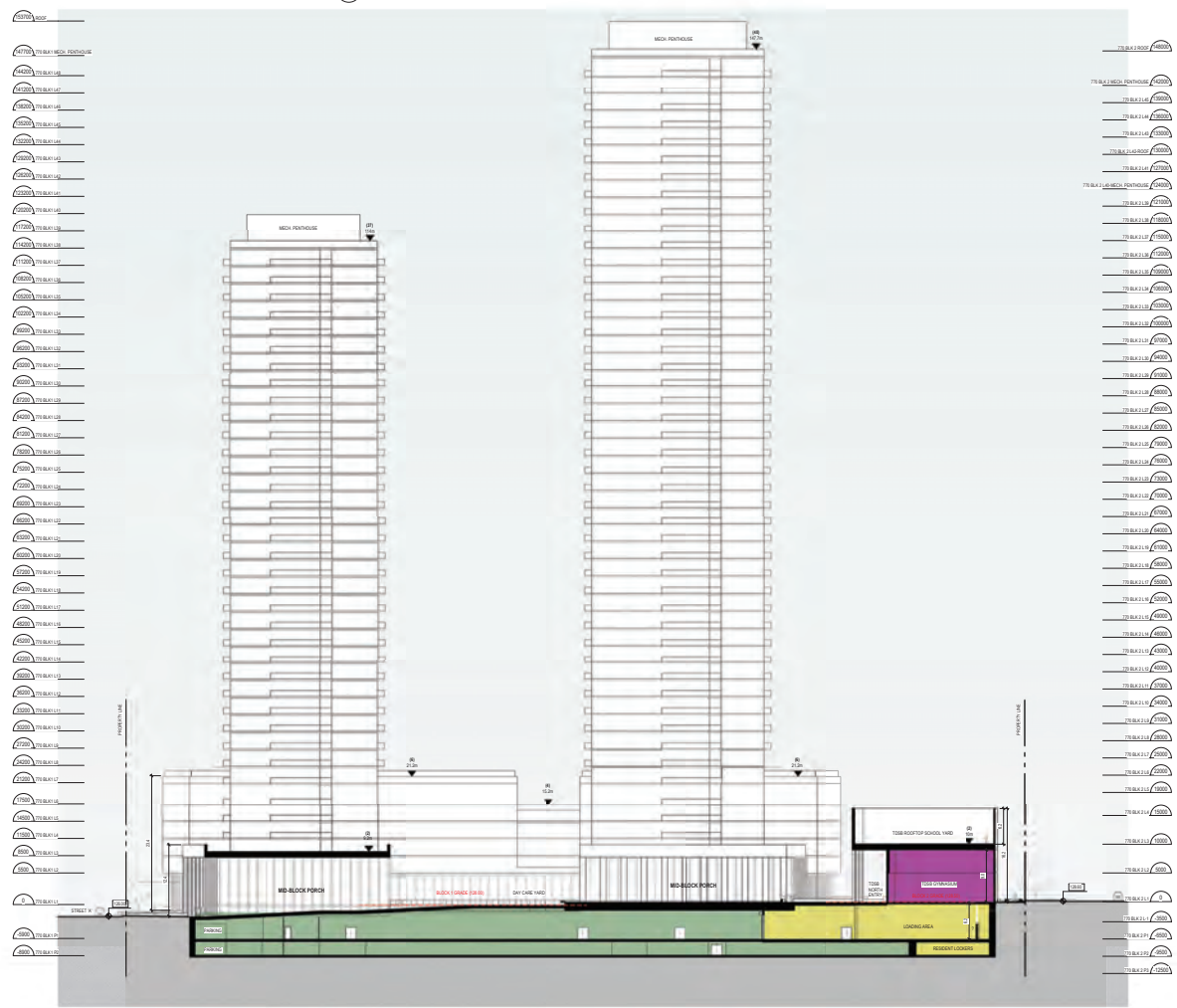
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 Job Number: 1800
 Job Date: 04/16/2022
 Drawing Number:



Section 6
 1:300
 STREET 'B' BLOCK 2 BLOCK 1 EGLINTON AVENUE



Section 7
 1:300
 STREET 'B' BLOCK 1 EGLINTON AVENUE



Section 4
 1:300
 STREET 'A' BLOCK 1 TOWER A BLOCK 1 TOWER B DON MILLS RD

PROGRAM LEGEND

- AMENITY
- COMMON
- COMMUNITY SPACE
- CONDO
- DAYCARE
- NON-RES
- OUTDOOR AMENITY
- PARKING
- RENTAL
- TSDB

1" = 600
 1/8" = 600
 1/16" = 600

CREATE TO

TSDB CON MILLS

SITE SECTIONS

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 reviewed by: SH
 job number: 1809
 job date: 04/19/2023
 drawing number:



PROGRAM LEGEND

- AMENITY
- COMMON
- COMMUNITY SPACE
- CONDO
- DAYCARE
- NURS/RES
- OUTDOOR AMENITY
- PARKING
- RENTAL
- TDSB

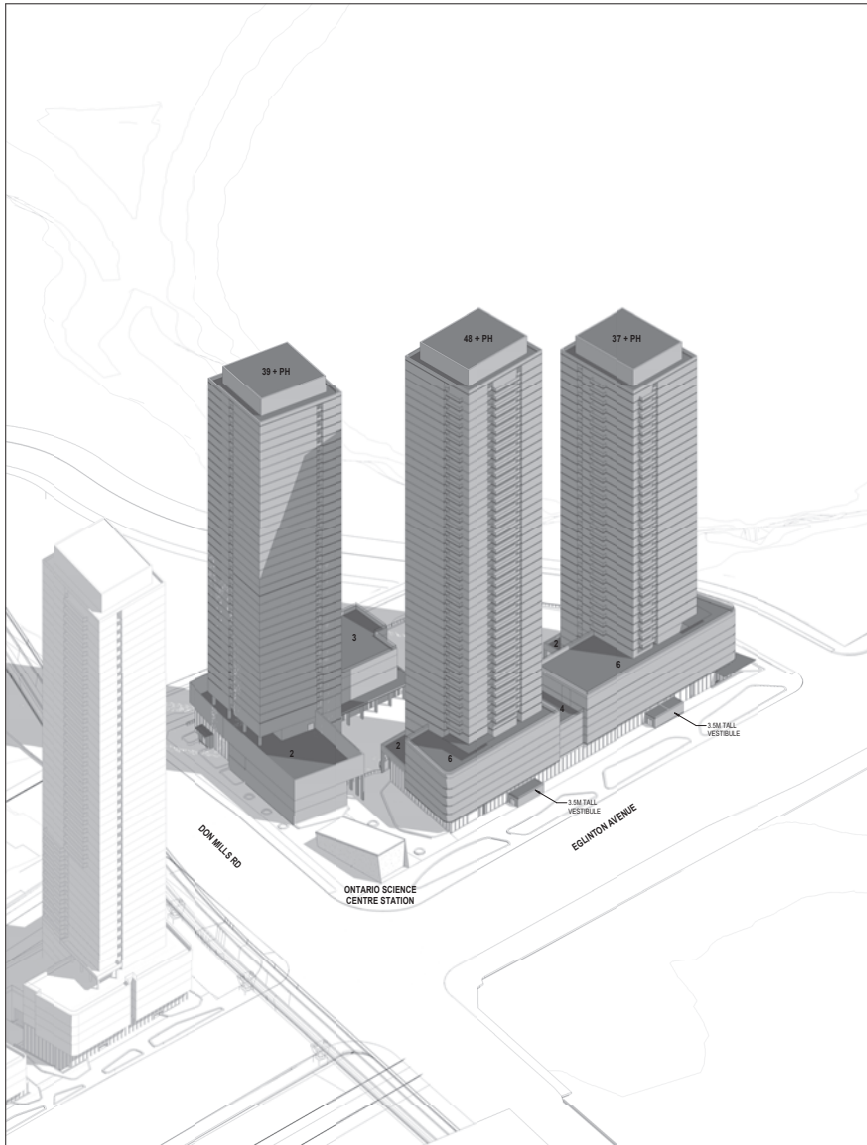
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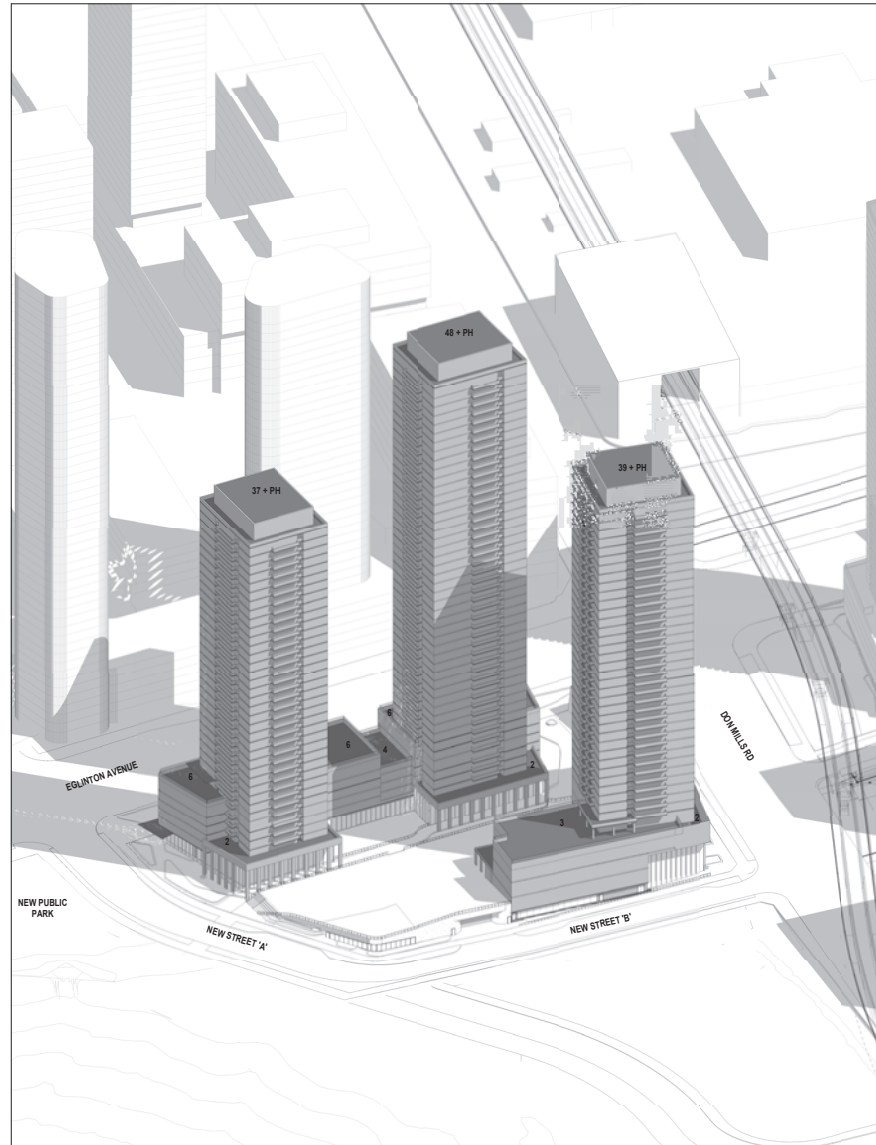
75 DON MILLS

SITE SECTIONS

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 reviewed by: SKB
 job number: 18009
 add date: 04/18/2022
 drawing number:



1 AXO - LOOKING SOUTH-WEST



2 AXO - LOOKING NORTH-EAST

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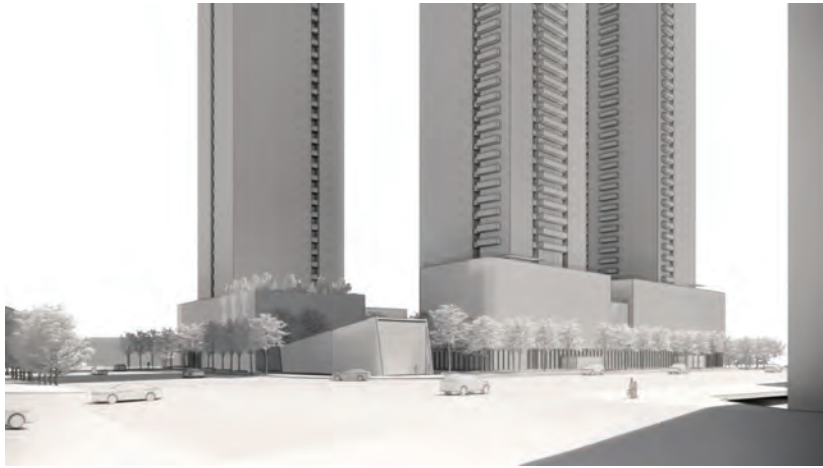
755 DON MILLS

AXOS

Scale:
 Drawn by: Author
 Revised by: Checker
 Job number: 18100
 Job date: 04/18/2013

Drawing number:

A7.02



1
 1/2" = 1' - 0"
 VIEW FROM NE OF DON MILLS CROSSING
 1:1



2
 1/2" = 1' - 0"
 VIEW FROM SE OF TDSB CORNER
 1:1



4
 1/2" = 1' - 0"
 VIEW FROM NW OF BLOCK 1 AT STREET A
 1:1



3
 1/2" = 1' - 0"
 VIEW FROM WEST OF MID-BLOCK ENTRY
 1:1

Scale: 1:1
 Date: 04/18/2022



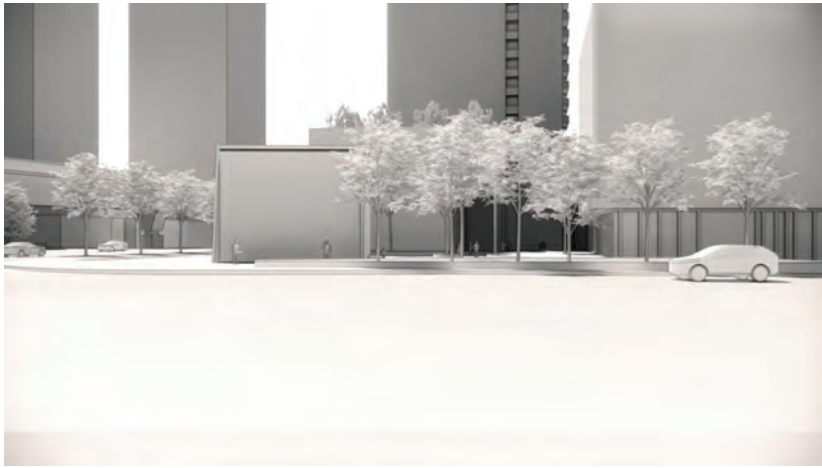
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TDS DON MILLS

PERSPECTIVES

Scale: 1:1
 Drawn by: Author
 Checked by: Checker
 Job number: 1805
 Job date: 04/18/2022
 Drawing number:

A7.06



3
A1.07
VIEW FROM NORTH OF TRANSIT PLAZA ON EGLINTON
1:1



2
A1.07
VIEW LOOKING WEST FROM SCHOOL YARD
1:1



4
A1.07
VIEW LOOKING SOUTH TO TDSB NORTH ENTRY AT TRANSIT PLAZA
1:1



1
A1.07
VIEW LOOKING WEST THROUGH MID-BLOCK
1:1

Scale: 1:1
 Revision: 01



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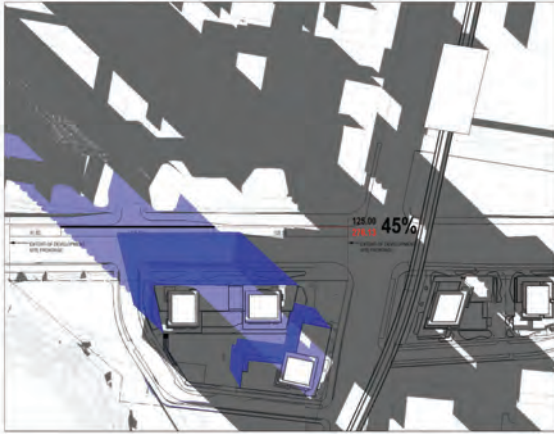
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PERSPECTIVES

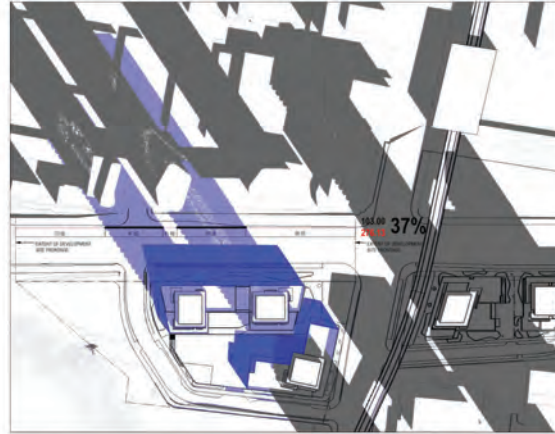
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 Job date: 04/18/2023
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A7.07

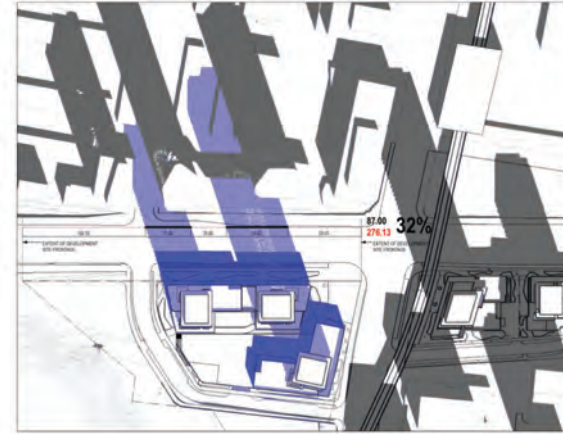
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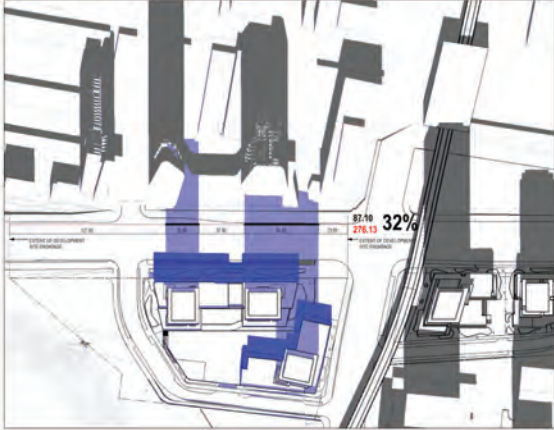
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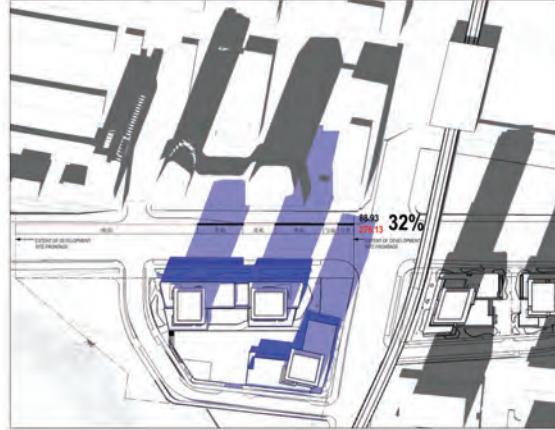
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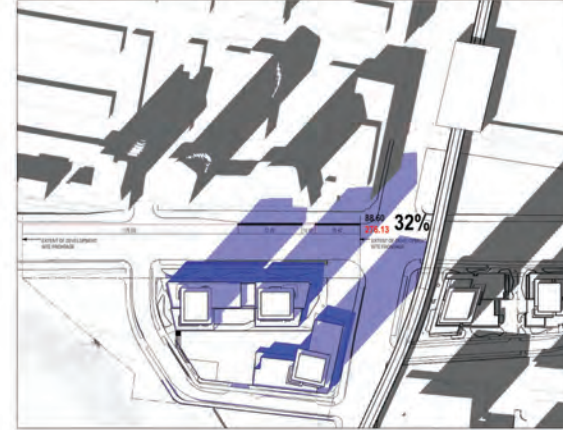
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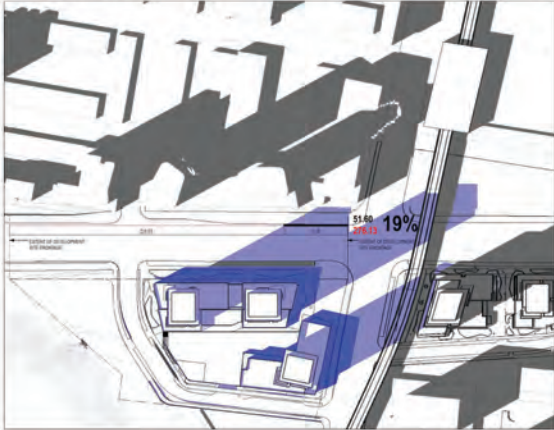
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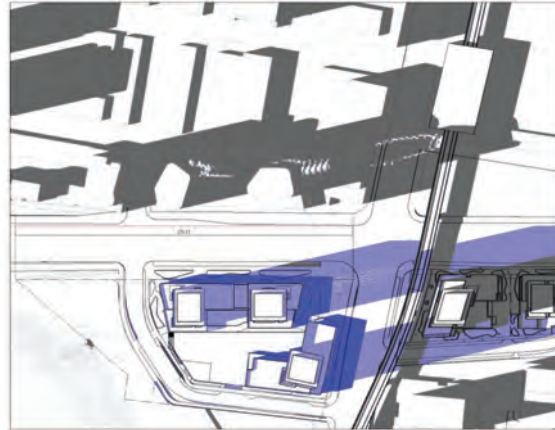
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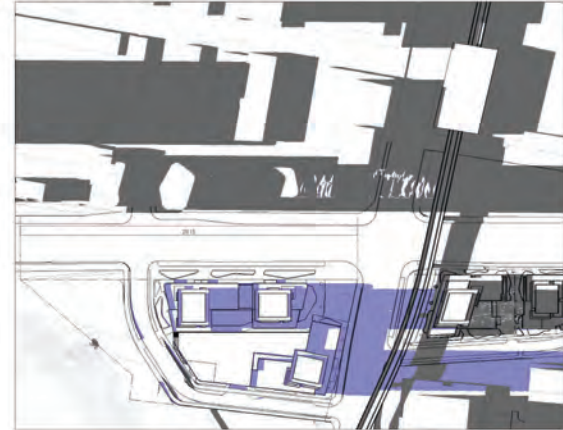
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[1 of 2] [March 21, 2022 - 16:18]



[2 of 2] [March 21, 2022 - 17:18]



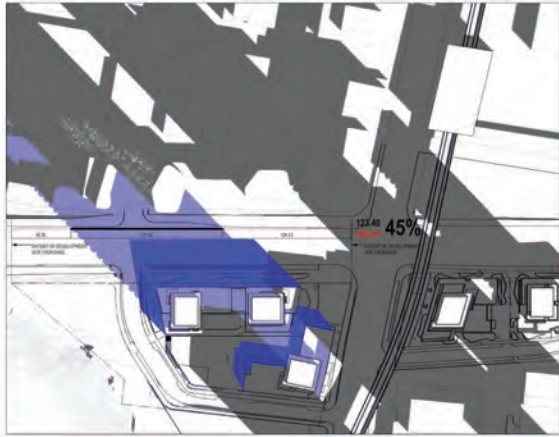
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725 CON MILLS

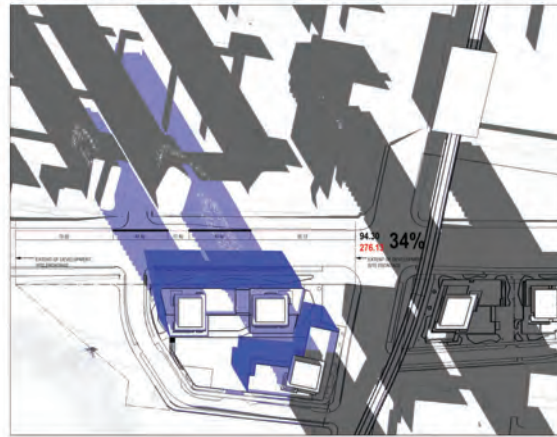
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REVIEWED BY: CHECKER
JOB NUMBER: 18100
JOB DATE: 04/18/2022
DRAWING NUMBER:

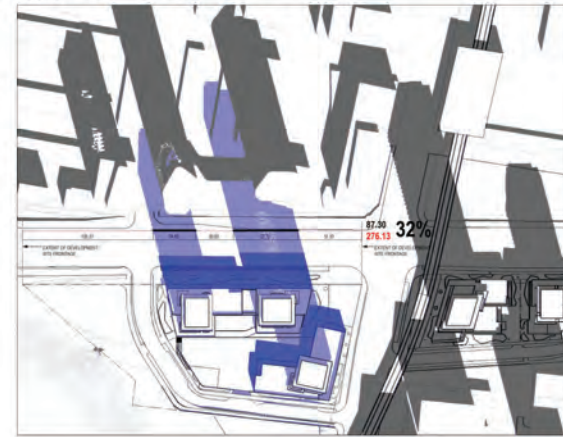
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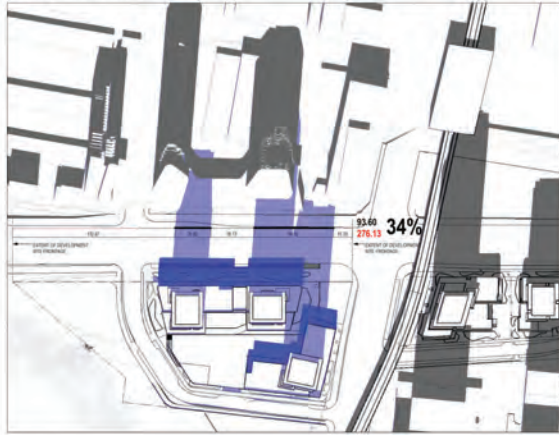
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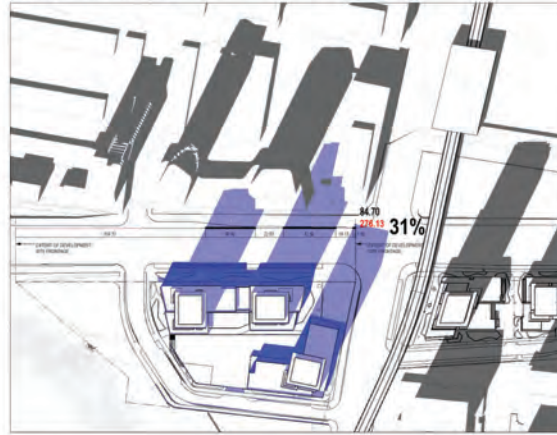
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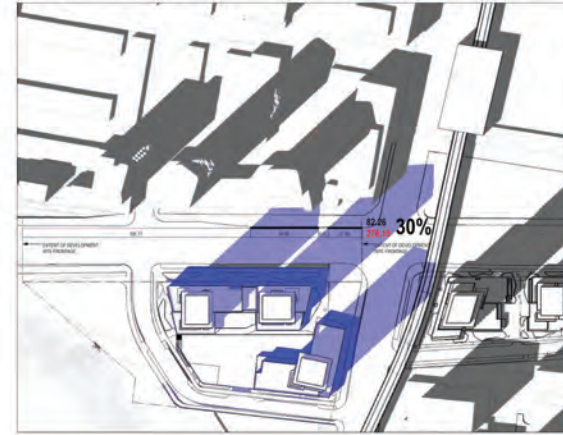
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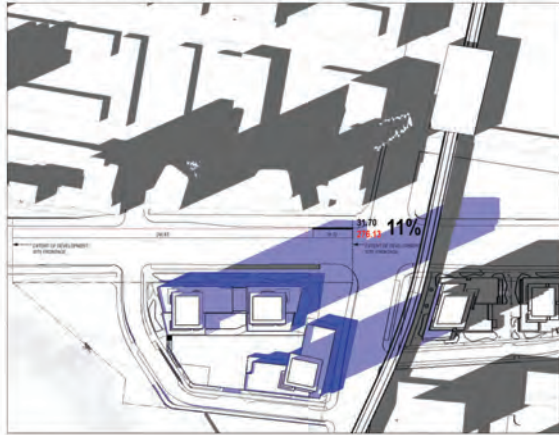
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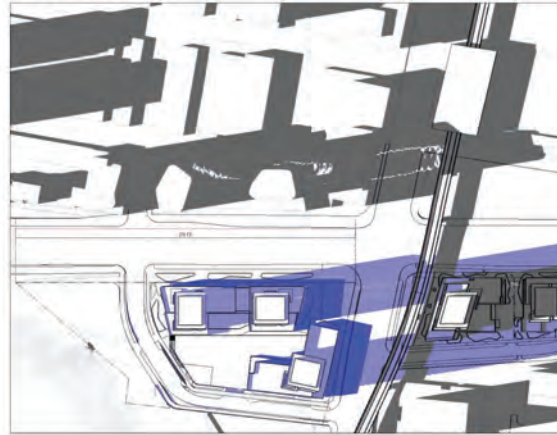
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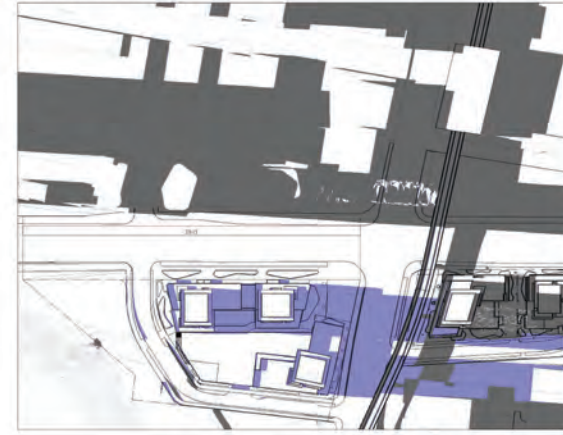
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[1 of 2] [September 21, 2022 - 16:18]



[2 of 2] [September 21, 2022 - 17:18]



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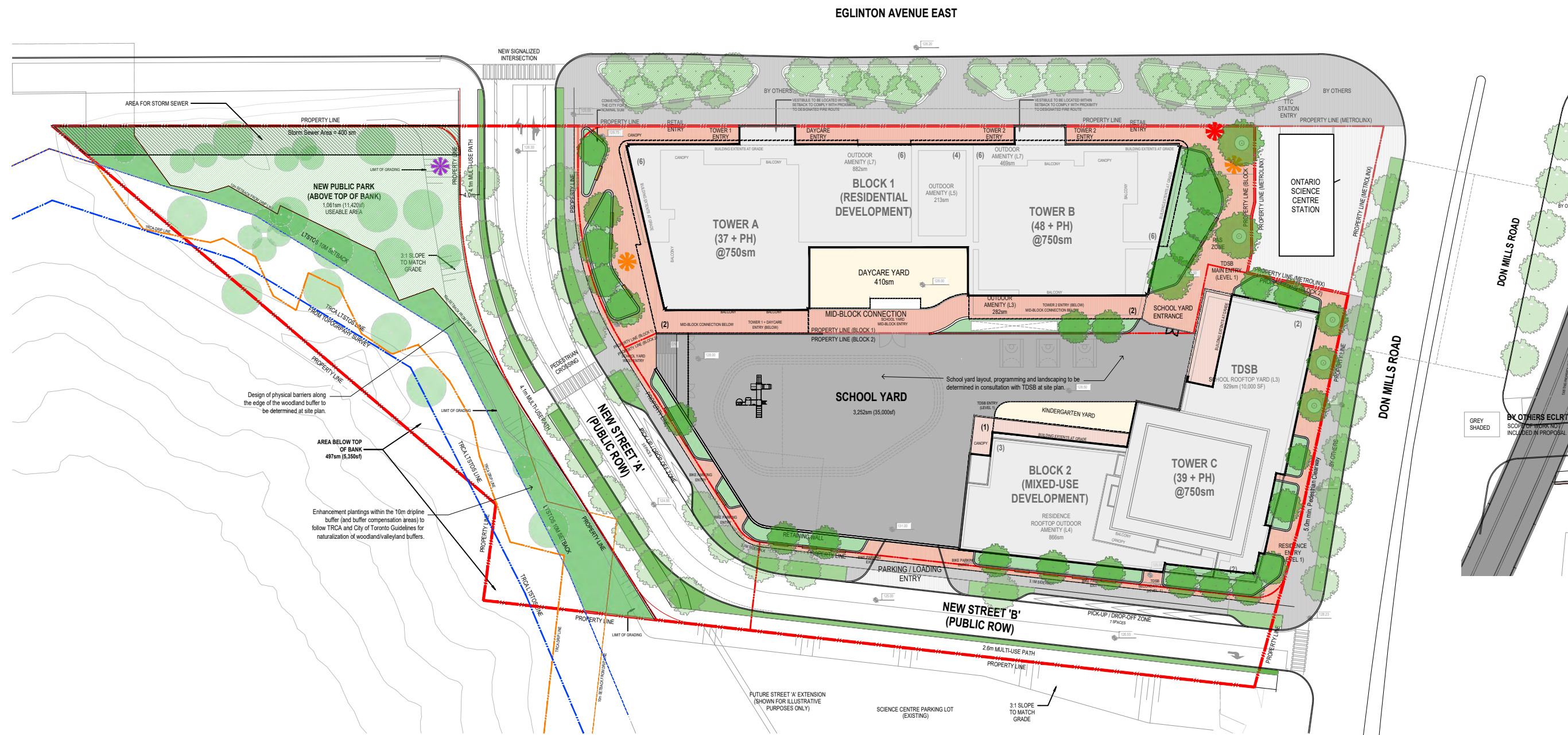
TS/CON/MSL/S

SHADOW STUDY (SEPT 21)

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 Revised by: Checker
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 Job date: 04/18/2022
 Drawing number:

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Project			
770 DON MILLS ROAD			
Client			
CreateTO			
Issue / Revisions			
No.	Description	Date	By
1	Issued for City Review	21-07-30	WD
2	Issued for City Review	21-10-18	WD
3	Issued for City Review	22-01-18	WD
4	Issued for City Review	22-04-12	WD
5			
6			
7			
8			
9			
10			



LEGEND

- Property Line
- TRCA Long Term Stable Top of Slope (LTSTOS)
- - - 10m Setback from Long Term Stable Top of Slope (LTSTOS)
- TRCA Drip Line
- - - 10m Setback from TRCA Drip Line
- Parkland
- Enhancement Plantings
10m Drip Line Setback / Buffer
- Existing Tree
- Landscaping / Trees by Others
- Landscaping / Trees
- Concrete Paving
- Concrete Sidewalk
- Asphalt Paving
- Play Area Surface
- Raised Planter / Seawall
- Fence
- * Potential Public Art Location
- * Potential Short Term Bicycle Parking
- * Potential Bike Share Location

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE LANDSCAPE ARCHITECT.

Designed By	WD
Drawn By	WD
Checked By	



1255 Bay Street, Suite 500
Toronto, Ontario, Canada M5R 2A9
t: 416-975-1559 f: 416-975-1580 info@planpart.ca

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General Notes

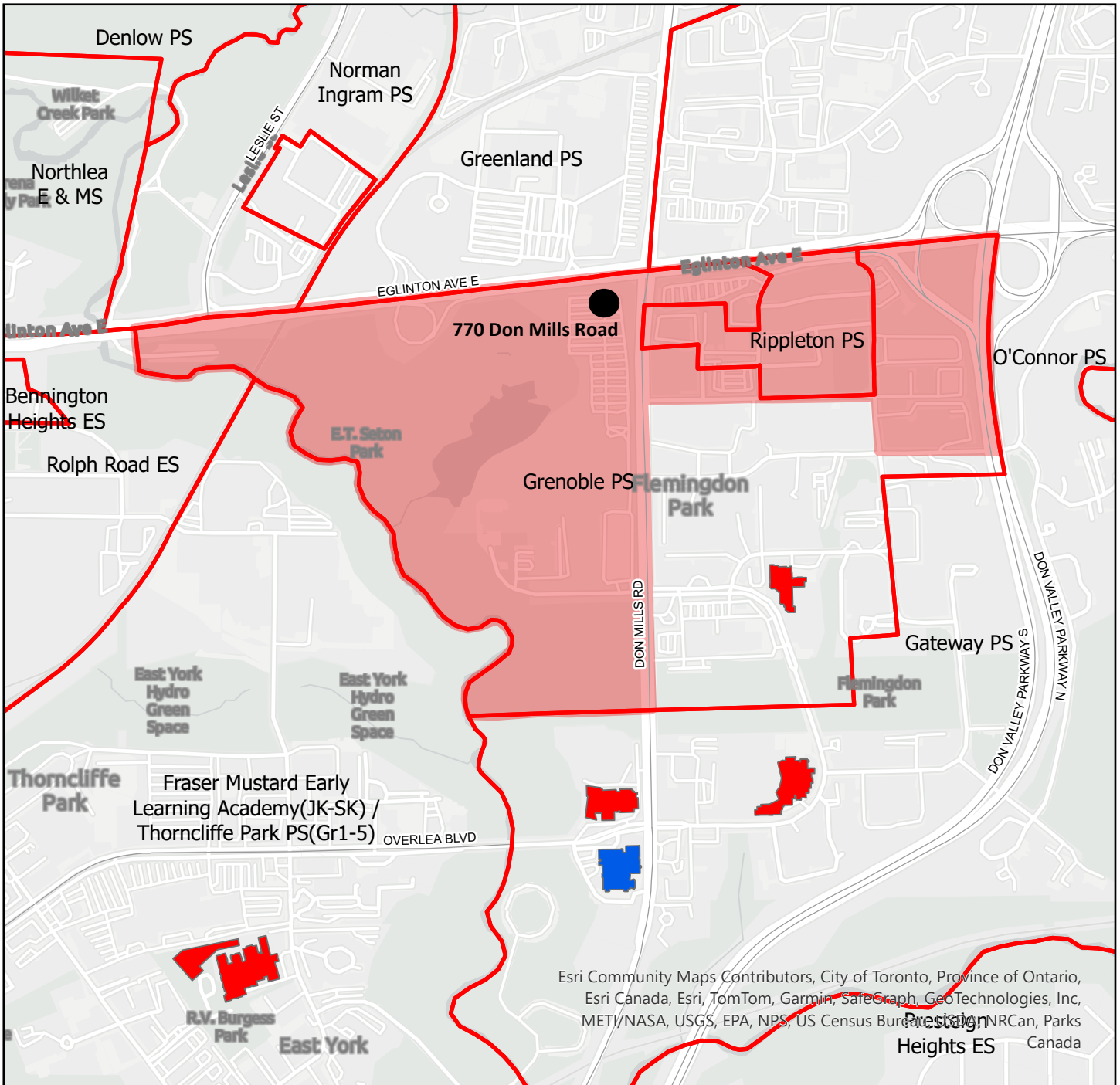
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CONCEPTUAL LANDSCAPE PLAN

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Sheet No.	



Toronto District School Board

Proposed Boundary for the New School at 770 Don Mills Road



Esri Community Maps Contributors, City of Toronto, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, Statistics Canada, Parks Canada

Produced by: Strategy and Planning, TDSB

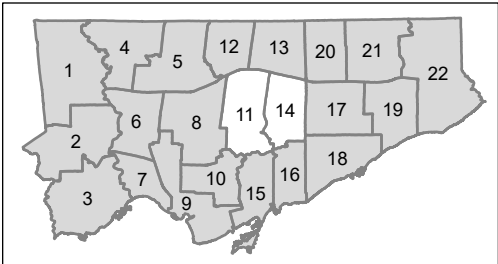
 September 13, 2024

 Base Map - Geospatial Competency Centre

 Facility - Strategy and Planning, TDSB

 Data - City of Toronto

- Legend**
- Proposed JK-8 Attendance Boundary for New School at 770 Don Mills Road
 - Elementary School
 - Secondary School
 - Junior Attendance Area
 - Road



Cost Consultant Estimate

Appendix E

	Cost Consultant (FM)	Standard Site Costs	Unique Site Costs	Municipal Costs	Site Acquisition
ITEM PREVIOUS VARIANCE CURRENT					
BUDGET BUDGET					
LAND					
1 Land Cost					\$ 8,000,000
2 Land Transfer Tax					
3 Land Loan Interest per CreateTO					
4 Parkland Dedication					
5 City Development Charges (August 2023 rates plus 2 year indexin	\$ 1,202,511			\$ 1,202,511	
6 City Education Development Charges (Dec 3, 2024 - December 2	\$ 81,945				
7 Realty Taxes Prior to Construction	\$ -				
8 Realty Taxes During Construction	\$ 420,000		\$ 420,000		
CONSTRUCTION					
9 Construction - TDSB Below Grade	\$ 4,072,300	\$ 4,072,300			
10 Construction - TDSB Above Grade	\$ 22,827,800	\$ 22,827,800			
11 Construction - TDSB Landscaping	\$ 1,906,800	\$ 1,906,800			
12 Construction - TDSB Ramp & Retaining Walls	\$ 969,500		\$ 969,500		
13 Construction - TDSB New Street A&B	\$ 63,300		\$ 63,300		
14 Construction Management Fees	\$ 1,122,719	\$ 1,122,719			
15 Furniture, Fixtures & Equipment (Allowance Only - No Design B	\$ 3,650,000	\$ 3,650,000			
16 Gym Equipment	\$ 185,000	\$ 185,000			
17 Building Permit	\$ 173,704	\$ 173,704			
18 Municipal Fees	\$ 100,000	\$ 100,000			
19 Service Connections	\$ 125,000	\$ 125,000			
20 Construction Insurance	\$ 250,000	\$ 250,000			
21 Bonding - Assume 5A CM contract					
DESIGN - SOFT COSTS					
22 Architect	\$ 750,000	\$ 750,000			
23 Structural Engineer	\$ 195,000	\$ 195,000			
24 Mechanical & Electrical Engineer	\$ 195,000	\$ 195,000			
25 Landscape Architect - MHBC	\$ 153,000	\$ 153,000			
26 Interior Designer / FF&E Consultant	\$ 250,000	\$ 250,000			
27 Soils & Environmental Consultant	\$ 95,000		\$ 95,000		
28 Cost Consultant - Estimating	\$ 60,000	\$ 60,000			
29 Inspection & Testing	\$ 60,000	\$ 60,000			
30 Code Consultant	\$ 35,000	\$ 35,000			
31 Acoustical Consultant	\$ 35,000	\$ 35,000			
32 Commissioning Agent	\$ 40,000	\$ 40,000			
33 Civil Engineer	\$ 65,000	\$ 65,000			
34 Planning Consultant	\$ 80,000	\$ 80,000			
35 Traffic Consultant	\$ 20,000	\$ 20,000			
36 Consultant Disbursements	\$ 20,000	\$ 20,000			
37 Fire Safety Plan	\$ 30,000	\$ 30,000			
38 Miscellaneous Consultants	\$ 100,000	\$ 100,000			
LEGAL & ADMINISTRATION (SOFT COSTS)					
39 Legal Fees	\$ 250,000	\$ 250,000			
40 Land Surveyor	\$ 30,000	\$ 30,000			
41 Accountant (External Audit Only)	\$ 50,000	\$ 50,000			
42 Development Management Fee	\$ 1,785,000	\$ 1,785,000			
MARKETING & SALES					
43 Campaign Costs					
FINANCE					
44 Commitment Fee - Construction Loan	\$ -	\$ 20,000			
45 Commitment Fees - Mezz Loan	\$ -				
46 Stand-By Fee		\$ 12,000			
47 Bank Service Charges / Misc. Finance Fees & Sundry Income	\$ 20,000	\$ 160,000			
48 Letter of Credit Fees					
49 Appraisals	\$ 12,000				
50 Project Monitor	\$ 160,000				
51 Mezzanine Loan Interest					
52 Construction Bank Loan Interest					
CONTINGENCY					
53 Post Contract Construction Contingency - 5%	\$ 1,492,000				
54 Design Contingency - 7.5%	\$ 2,238,000				
55 Construction Cost Escalation Contingency - 10% to Q1 2027	\$ 3,367,470	REMOVED FROM ESTIMATE			
56 Development Contingency	\$ 939,426				
H.S.T.	\$ 122,555				
57 H.S.T. @ 13%					
58 H.S.T. Rebate (2.16% net full rebate)					
TOTAL	\$ 46,432,560	\$ 38,808,323	\$ 1,547,800	\$ 1,202,511	\$ 8,000,000

TOTAL COST

\$ 54,432,560 \$ 46,432,560



REPORT FOR ACTION

Additional Information on 770 Don Mills Road - Memorandum of Understanding with Toronto Lands Corporation

Date: July 23, 2024

To: City Council

From: Acting Executive Director, Corporate Real Estate Management

Wards: 16 - Don Valley East

SUMMARY

This report, prepared in consultation with Housing Secretariat, is supplementary to PH14.11 "770 Don Mills Road - Memorandum of Understanding with Toronto Lands Corporation" from the Board of Directors of CreateTO and provides City Council with information on a proposed transaction between the City of Toronto (the "City") and Toronto Lands Corporation ("TLC"), on behalf of the Toronto District School Board ("TDSB"), and requests Council to endorse the attached terms of a Memorandum of Understanding between CreateTO and TLC in respect of the opportunity to incorporate a public elementary school within the Housing Now development at 770 Don Mills Road, following which the parties will continue negotiations in order to finalize all business terms of the arrangement. The key terms of the Memorandum of Agreement were approved by the Board of Directors of CreateTO on June 14, 2024 via Item RA12.2.

RECOMMENDATIONS

The Acting Executive Director, Corporate Real Estate Management recommends that:

1. City Council authorize the Executive Director, Corporate Real Estate Management, in consultation with the Executive Director, Housing Secretariat and the Chief Executive Officer, CreateTO, to continue negotiations with Toronto Lands Corporation based on terms of the Memorandum of Understanding as outlined in Attachment 1 to this report, and such other terms and conditions as may be considered appropriate by the Executive Director, Corporate Real Estate Management, and to report back to City Council for authority to enter into the agreements contemplated by such Memorandum if their terms cannot be authorized pursuant to staff's existing delegated real estate authority.

FINANCIAL IMPACT

There are no immediate financial impacts resulting from the recommendations contained in this report.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as identified in the Financial Impact Section of this report.

DECISION HISTORY

On July 11, 2024, Planning and Housing Committee amended PH14.11 - "770 Don Mills Road - Memorandum of Understanding with Toronto Lands Corporation" and directed the Executive Director, Corporate Real Estate Management, in consultation with the Executive Director, Housing Secretariat, to provide a supplementary report directly to City Council following a review of the terms of the Memorandum of Understanding contained within Confidential Attachment 1 to the report from the Chief Executive Officer, CreateTO.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH14.11>

On June 26, 27, and 28, 2024, City Council adopted PH13.8 - "Launching the Rental Housing Supply Program, which establishes a new Rental Housing Supply Program to offer City funding and incentives to deliver on a range of rent-geared-to-income, affordable, and rent-controlled homes, and set a clear focus on prioritizing the growth and development of the community housing sector to build more non-market homes.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH13.8>

On June 19, 2024, the Board of Directors of CreateTO adopted RA12.2 "770 Don Mills Road - Memorandum of Understanding with Toronto Lands Corporation" and endorsed the key terms of the Memorandum of Understanding with Toronto Lands Corporation, on behalf of Toronto District School Board, to include an elementary school within the 770 Don Mills Housing Now site and recommended CreateTO and relevant City staff negotiate and finalize all necessary agreements to facilitate the arrangement with Toronto Lands Corporation.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.RA12.2>

On November 8 and 9, 2023, City Council adopted EX9.3 – "Generational Transformation of Toronto's Housing System to Urgently Build More Affordable Homes". The report outlines several recommended actions, and highlights initiatives underway, which will make a generational change to transform and strengthen Toronto's housing system and expedite delivery of the HousingTO and Housing Action Plan targets.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX9.3>

On June 16, 2022, City Council adopted PH34.2 "Housing Now – 770 Don Mills Road - City-Initiated Zoning By-law Amendment and Draft Plan of Subdivision – Final Report" to facilitate the development of mixed-use residential developments with a minimum of 33 percent affordable rental units. There were no appeals or objections and By-Law 582-2022 came into full force and effect as of June 16, 2022.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH34.2>

On January 30 and 31, 2019, City Council adopted EX 1.1 "Implementing the "Housing Now" Initiative". This report provided recommendations on the organizational structure and processes to deliver the Housing Now Initiative, the proposed affordable housing program and the overall financial implications of the program.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX1.1>

On December 13, 2018, City Council adopted CC1.3 "Housing Now", which approved the activation of 11 City-owned sites for the development of affordable housing as part of creating mixed-income, mixed-use and transit-oriented communities. 770 Don Mills was named as one of the Phase One sites.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC1.3>

On July 4, 2018, North York Community Council adopted NY32.25 "Preliminary Report – Official Plan Amendment and Zoning By-law Amendment Application – 770 Don Mills Road and 805 Don Mills Road" with amendments. This report provided preliminary information and an early opportunity to raise issues for follow-up with regard to the application submitted by Build Toronto Inc. (now CreateTO).

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY32.25>

COMMENTS

The purpose of this supplementary report is to provide further information on a proposed transaction between the City and Toronto Lands Corporation related to the City's redevelopment of the Housing Now site at 770 Don Mills Road (the "Development Site"). The Development Site is a Phase 1 Housing Now site located at the southwest corner of Don Mills Road and Eglinton Avenue East. The site is currently a 5.48-acre vacant surface parking lot, and is located directly adjacent to the Eglinton Crosstown LRT Science Centre station, a future Ontario Line station, as well as directly north of the Ontario Science Centre.

On November 8 and 9, 2023, City Council adopted item [EX9.3 - Advancing a Generational Transformation of Toronto's Housing System to Urgently Build More Affordable Homes](#) which updated the City's HousingTO targets, recommends new approaches to delivering rental housing in Toronto and on City land, and prioritizes a shift in the housing system to deliver more non-market homes. This includes enhancing the City's HousingTO targets by introducing new targets for rent-geared-to-income homes and rent-controlled market homes; prioritizing public ownership of land; accelerating the delivery of housing ready projects on City and non-profit land; and implementing the City's income-based definition of affordable rental housing in the City's housing programs, ensuring rents are more reflective of residents' ability to pay rather than market conditions. In June 2024, City Council further built on this direction in adopting a new [Rental Housing Supply Program](#) which established new funding and incentives to support the delivery of rental homes with a clear priority of supporting the growth of the community housing sector, including Indigenous, non-profit, and cooperative housing providers.

The proposed development at 770 Don Mills Road will be delivered in accordance with these principles and new approaches to housing delivery in Toronto. The Development Site will create a new mixed-use, mixed-income community with 100 percent of the 1,254 new homes being developed as rental. At least one-third of the new homes will be affordable rental, with rents set at the City's new income-based definition. The remaining two-thirds of homes will be rent-controlled market rental homes. The development will retain public ownership of the lands while supporting the continued transformation of the area into a transit-oriented complete community, including new public streets, a non-profit child-care centre, new parkland, new publicly accessible open space, and the expansion and improvement of the public realm. In addition to these community facilities, the proposed development includes a TDSB elementary (K-8) school anticipated to accommodate approximately 550 students. See the Board of Directors of CreateTO Item RA12.2 for additional details.

The attached terms of a Memorandum of Understanding reflect the arrangement that has been negotiated between CreateTO and TLC to date regarding the school to be constructed as part of the development. Through the market offering for this site, the City will require the successful proponent to construct the TDSB school in accordance with TLC Program Requirements. Finalizing the key terms in the Memorandum of Understanding is critical to advancing this project to the next stage where a development partner will be selected. The City is currently assessing approaches to the development partnership to achieve the outcomes identified for this site, and support the transformation of the City's housing system in alignment with Council's direction in the EX9.3 report. The City expects to select a development partner by the first quarter of 2025.

Staff have reviewed the terms of the draft Memorandum of Understanding with TLC, will continue negotiations based on these terms, and report back to City Council for additional authority as required.

CONTACT

Alison Folosea, Director, Transaction Services, Corporate Real Estate Management, 416-338-2998, Alison.Folosea@toronto.ca

Noah Slater, Director, Housing Development, Renewal and Improvements, Housing Secretariat, 416-397-4165, Noah.Slater@toronto.ca

SIGNATURE

Marco Cuoco
Acting Executive Director, Corporate Real Estate Management
770 Don Mills Road - Toronto Lands Corporation

ATTACHMENTS

Attachment 1 - Key Terms of Memorandum of Understanding with Toronto Lands Corporation

Attachment 1 - Key Terms of Memorandum of Understanding with Toronto Lands Corporation

Below is a summary of the key terms of the Memorandum of Understanding ("MOU") between CreateTO and the Toronto Lands Corporation ("TLC"), on behalf of the Toronto District School Board ("TDSB"), for stratified and condominium lands (the "New School Property") within the 770 Don Mills Road Housing Now site (the "Development Site").

Transaction Terms	Description
Purchaser	Toronto District School Board ("TDSB"), by its manager and agent Toronto Lands Corporation ("TLC").
Vendor	The City of Toronto in its role as land-owner.
TDSB School Program Requirements	<ul style="list-style-type: none"> • Approximately 63,600 square feet of shell space for an elementary school • At least 10,000 square feet of outdoor podium space for exclusive use by the TDSB. • An outdoor play space of approximately 35,000 square feet for exclusive use by TDSB during school hours. TDSB will provide access to the outdoor play area to the City at nominal value for use by the public outside school hours. • Eight underground parking spots for exclusive use by TDSB
Title Transfer	<p>A strata freehold interest in the portion of the property comprising the elementary school building, outdoor podium space and outdoor play space to be sold to TDSB.</p> <p>To the extent the TDSB Parking is located within the underground parking garage forming part of a rental housing building on the Property, the Developer will sublease the TDSB Parking to TDSB for nominal consideration for the term of the ground lease.</p> <p>To the extent the TDSB Parking is comprised of condominium parking units within a residential condominium building on the Property, the Developer will be required to transfer ownership of each parking unit comprising the TDSB Parking to TDSB following registration of the condominium for nominal consideration.</p>
Closing Date	On the date that is 30 days following the later to occur of the following (the "New School Property Closing"):

	<p>(a) the substantial completion of the construction of the TDSB School, and</p> <p>(b) the registration on title to the Property of a strata reference plan legally describing the boundaries of the TDSB School (the “New School Property”).</p>
Deposit	There shall be no deposits paid in respect of the purchase agreement
Purchase Price	The purchase price (the “Purchase Price”) shall be the market value of New School Property. Each party shall appoint an appraiser to determine the market value of New School Property. If (i) the lower of the two appraised values is within 10% of the higher of the two appraised values then the Purchase Price will be determined by taking the average of the two appraisals; or (ii) the two appraised values differ by more than 10% of the higher of the two appraised values then the two appraisers will appoint a third appraiser whose appraised value will conclusively determine the Purchase Price.
Prepaid Amount	Provided that the Purchase Agreement has been fully executed and provided that the Conditions set out in Sections 4(a), 4(b), 4(c)(i) and 4(c)(ii)(A) below have been satisfied, then within [●] days of confirmation of the Purchase Price through the appraisal process, TDSB shall prepay the full amount of the Purchase Price (the “Prepaid Amount”) to counsel to the City Owner, in trust, pending completion of the transaction contemplated by the Purchase Agreement (with such completion date being referred to herein as the “New School Property Closing Date”). The Prepaid Amount shall be held in an interest-bearing trust account with accrued interest payable to TDSB. Upon the New School Property Closing Date, the Prepaid Amount shall be released to the City Owner in satisfaction of the Purchase Price. If the transaction contemplated by the Purchase Agreement does not close, the Prepaid Amount and accrued interest shall be promptly repaid to TDSB without deduction.
Conditions in the Definitive Agreements	<p>4. Any obligation of the parties to proceed with the Definitive Agreements and the Transaction shall be conditional on the following:</p> <p>(a) prior to the date that is [●] days following execution of the MOU, the TDSB shall be satisfied in its</p>

	<p>sole, absolute and unfettered discretion, with all of its investigations and searches in respect of the Property, including title to the Property, the physical and environmental condition of the Property, including any environmental and geotechnical investigations made by the TDSB and the zoning of the Property;</p> <p>(b) within [●] days following the waiver or satisfaction of the condition contained in (a) above:</p> <p>(i) the Board of Directors of CreateTO and City Council, in their sole, absolute and unfettered discretion, shall have authorized and approved the template Definitive Agreements to be included in City Owner’s electronic data room and the transaction contemplated by this MOU; and</p> <p>(ii) the Board of Directors of Toronto Lands Corporation and the TDSB, in their sole, absolute and unfettered discretion, shall have authorized and approved the template Definitive Agreements to be included in City Owner’s electronic data room and the transaction contemplated by this MOU;</p> <p>(c)</p> <p>(i) once the Purchase Price has been determined, then the TDSB shall have a period of [●] days [NTD: to be confirmed] within which to obtain the sole, absolute and unfettered approval of the Ministry of Education to the Transaction; and</p> <p>(i) within [●] days [NTD: to be confirmed] after the Ministry of Education approval contemplated in section 4(c)(i) above has been obtained, TDSB shall provide reasonable evidence to the City Owner that:</p> <p>(A) TDSB has received Ministry of Education funding for payment of the Purchase Price;</p> <p>(B) TDSB has received Ministry of Education funding for TDSB’s share of hard costs incurred in respect of the TDSB School and TDSB Parking, including contingency reserves related thereto; and</p> <p>(C) TDSB has established a segregated bank account specific to the Project and that the funds set forth in section 4(c)(ii)(B) above have been deposited into such account.</p>
<p>Definitive Agreements</p>	<p>Purchase and Sale Agreement in respect of the transfer of title to the New School Property. A Tri-party Development Agreement and reciprocal rights and cost sharing agreement.</p>

	<p>TDSB to enter into a reciprocal rights and cost sharing agreement with the Developer (and subsequently, the owner of the Condominium Lands) providing for the integrated use, operation, maintenance, repair and reconstruction, if necessary, of the Project and the TDSB Project (the “Reciprocal Agreement”), the material terms of which shall be incorporated as a Schedule to the executed Tri-Party Development Agreement.</p> <p>City Owner shall prepare and deliver to TDSB a draft of the template Tri-Party Development Agreement, based upon the Term Sheet, within 30 days following mutual execution of the Term Sheet. The City Owner and TDSB shall use reasonable efforts to settle the terms of the template Tri-Party Development Agreement within 30 days following receipt of the draft. The template Tri-Party Development Agreement shall contain a comprehensive dispute resolution provision and shall contain all of the terms set forth in this Term Sheet and other terms typical and appropriate for a transaction of this type as agreed between the City Owner and TDSB.</p>
<p>Construction of the TDSB School and TDSB Parking</p>	<p>The City Owner will cause the Developer to act as development manager for the design and construction of the TDSB School and the TDSB Parking in accordance with the terms of a tri-party development agreement to be entered into among the City Owner, the TDSB and the Developer (the “Tri-Party Agreement”), the terms and conditions of which shall be satisfactory to the City Owner and the TDSB. The Tri-Party Agreement shall contain the terms and conditions set out in Key Terms of the transaction.</p>
<p>Joint Construction Initiative</p>	<p>The Developer will design and construct the Project in accordance with the Project design plans, using [an affiliate of the Developer][a third construction company] as construction manager (the “Construction Manager”), and will carry out and complete the construction of the Project by the Target Project Completion Date in accordance with (i) the overall design development and construction schedule approved by the Developer and TDSB; and (ii) the overall development budget approved by TDSB.</p> <p>TDSB agrees that it shall be responsible for the TDSB Project hard costs actually incurred and payable in connection with the construction of the TDSB Project and for a Proportionate Share of the soft costs of the</p>

	<p>Project related to the TDSB Project. “Proportionate Share” of Project soft costs means the proportion equal to the TDSB’s percentage of the budgeted soft costs of construction of the Project.</p> <p>The Project and the TDSB Project shall be designed and constructed in a manner such that the building systems and facilities for each of the Project and the TDSB Project shall be self-sufficient and separate from the other and contained within each respective component, to the maximum extent that is legally acceptable, commercially practical and reasonable to do so in the circumstances.</p>
<p>Construction Management</p>	<p>The Developer shall:</p> <p>(a) as “Owner” enter into a CCDC 5B construction management contract with Supplementary Conditions with the Construction Manager for the construction of the Project and TDSB Project (the “Construction Management Agreement”). The terms and provisions of the Construction Management Agreement shall require the approval of TDSB, acting reasonably;</p> <p>(b) retain the necessary, qualified and experienced persons selected by the Developer to act as consultants for the Project and TDSB Project, including an architect and such other consultants as the Developer determines from time to time are necessary or advisable for the Project, provided that all such consultants required for the TDSB Project shall be retained in consultation with TDSB and shall have been approved by TDSB, acting reasonably and without restricting TDSB’s right to appoint its own consultants;</p> <p>(c) pay all hard costs and soft costs of construction of the Project, subject to reimbursement by TDSB of TDSB’s share of (i) hard costs incurred in respect of the TDSB Project; (ii) soft costs for the TDSB Project, being reasonable, (A) consulting, legal and other professional fees and expenses, (B) government planning and building permit fees, (C) development charges and levies (if applicable to TDSB), (D) financing and guarantee fees, (E) insurance premiums, and (F) similar fees and expenses related thereto, and (iii) off-site improvement costs for the construction of all roads, services and other master plan improvements required by governmental agencies to be completed prior to and as a condition to the use and occupancy of the Project;</p>

	<p>(d) pay all costs payable to all consultants engaged by the Developer in respect of the Project, subject to reimbursement by TDSB of TDSB's share of consulting costs which are reasonable and market for projects similar to the Project and which are to be included within soft costs set out in (ii) immediately above;</p> <p>(e) develop the detailed design for the Project and, in consultation with and approval by TDSB (acting reasonably), the TDSB Project;</p> <p>(f) work with the City to secure site plan approval and all necessary permits and approvals required for the construction of the Project and the TDSB Project;</p> <p>(g) make all TDSB Project hard costs and soft costs incurred by or on behalf of the Developer in connection with the TDSB Project available for review by TDSB (and its designee) on a full transparent and open book basis at any time by TDSB on written request to the Developer and with appropriate audit rights on the part of TDSB at TDSB's cost; and</p> <p>(h) obtain warranties for the benefit of TDSB respecting the construction work and equipment included in the TDSB Project subject to approval by TDSB, acting reasonably;</p>
<p>General Principles Applicable to the Construction Management Agreement</p>	<p>The Developer shall cause the Construction Manager, at the Construction Manager's expense, to promptly correct all defects and deficiencies in the TDSB Project which appear prior to and during the warranty period specified in the Construction Management Agreement.</p> <p>TDSB shall have the right to approve any changes to the amount of all fees and bonuses (if any) payable to the Construction Manager under the Construction Management Agreement to the extent they shall apply to the TDSB Project.</p> <p>TDSB agrees that the TDSB Project hard costs include payment by TDSB of [●]% of the fixed amount of the Construction Manager's fee payable to the Construction Manager under the Construction Management Agreement in respect of the TDSB Project.</p> <p>TDSB (and its designee) shall be afforded reasonable access to all of the Developer's and the Construction Manager's books, records, correspondence, instructions, drawings, receipt vouchers, invoices and memoranda relating to the Cost of the Work and Reimbursable Expenses (as defined in the Construction</p>

	<p>Management Agreement), and for this purpose the Developer shall preserve all of its such records, and shall require and cause the Construction Manager to preserve all of its such records, for a period of two years following the date of the final certificate of payment under the Construction Management Agreement.</p> <p>The following matters under the Construction Management Agreement shall require approval from TDSB, acting reasonably:</p> <p>(a) the exercise by the Developer of any right to temporarily suspend or terminate the construction of the Project at any time for any reason;</p> <p>(b) any change to the Project implemented by the Developer, as Owner, which would have a material impact on the overall design development and construction schedule, a Material Change to the overall construction budget, a Material Change to the cost of the work and/or reimbursable expenses, and a material impact on the scope of work to be carried out and performed under the Construction Management Agreement;</p> <p>(c) Change directives and change orders resulting in:</p> <p style="padding-left: 40px;">(i) an extension of the contract time (resulting in a delay to the Target Project Completion Date, including any recovery/mitigation plans); or</p> <p style="padding-left: 40px;">(ii) any increase in any fixed amount of the fee payable to the Construction Manager under the Construction Management Agreement;</p> <p>(d) any assignment of the Construction Management Agreement by the Developer or the Construction Manager;</p> <p>(e) the types and amounts of insurance to be obtained and maintained by the Developer, as Owner, and the Construction Manager under the Construction Management Agreement. TDSB shall be a named insured on all insurance policies arranged by the Developer and the Construction Manager under the Construction Management Agreement; and</p> <p>(f) any public statements regarding the Project.</p>
Assignment	Neither the City Owner nor TDSB may assign the Definitive Agreements in whole or in part.
Indemnity and Release of City Owner	The Developer and TDSB shall provide a full release with respect to, and shall agree to indemnify and save

	<p>the City Owner harmless from, any and all claims, losses, damages, liabilities, judgments, penalties, fines and expenses, including, but not limited to, reasonable legal fees and costs, resulting from or arising out of construction of the Project and the TDSB Project, save and except to the extent caused by the gross negligence or willful misconduct of the City Owner.</p>
<p>Development Fee</p>	<p>In addition to the fee payable to the Construction Manager under the Construction Management Agreement, as part of the TDSB Project costs, TDSB agrees to pay a development management fee to the Developer based on [●]% of construction costs for the TDSB Project.</p>

770 Don Mills Elementary School

Appendix G

		Start	Finish
Pre-Design	Ministry Project Approval	Apr 2025	
	Architect Selection	May 2025	Jul 2025
Design	Schematic Design	Jul 2024	Nov 2024
	Background Site Studies	Oct 2024	
	Class C Estimate	Jun 2024	Aug 2024
	Design Development	Feb 2025	Apr 2025
Approvals	SPA Pre-Consultation Meeting	Sep 2024	
	Zoning Certificate	Oct 2024	Nov 2024
	Site Plan Approval	Jan 2025	Jul 2026
	Minor Variance (if required)		
	NOAC		Jul 2026
	Building Permit	Jul 2026	Nov 2026
Construction Documents	Construction Documents	Apr 2025	Jan 2026
	40% Submission	Jul 2025	
	85% Submission	Dec 2025	
	Class A Estimate and Board Review	Dec 2025	Jan 2026
Bidding & Negotiation	Tender	November 2026	January 2027
	Award Construction Contract	January 2027	March 2027
Construction	Construction (including ex school demolition)	April 2027	October 2029
	Occupancy	November 2029	
	School Opening	January 2030	