

2 Holiday Drive – Rezoning Application – Final Report

Date:	January 25, 2008
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 3 – Etobicoke Centre
Reference Number:	File No.: 07 153449 WET 03 OZ

SUMMARY

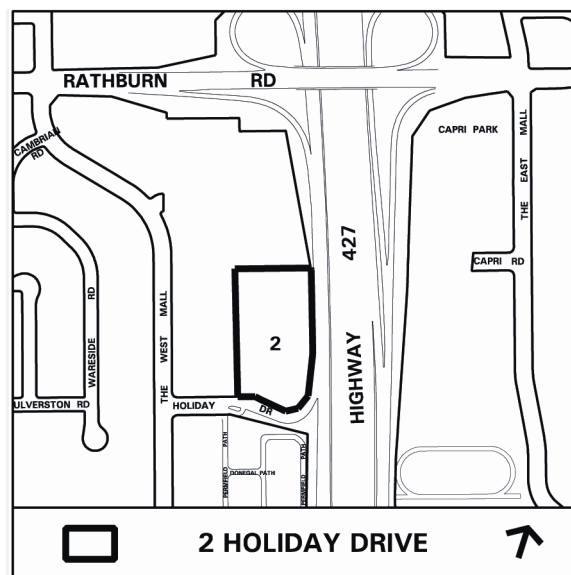
This application was filed on April 13, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

The applicant seeks zoning approval to build a residential condominium with 887 units contained in 4 towers of 24, 24, 21 and 19 storeys, connected by 5-storey buildings, at 2 Holiday Drive. The project is a redevelopment of a vacant hotel site which is surrounded by residential uses, including three high-rise apartment buildings.

The project implements the Official Plan and is consistent with the Provincial Policy Statement’s call for accommodation of residential growth.

Although the density of the proposed development (at 3.7 FSI) is higher than surrounding development, the point tower design and underground parking respect the integrity of the established neighbourhood while the landscaped open space and green roofs contribute to the area’s amenity.

This report reviews and recommends approval of the application to amend the Zoning By-law.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Zoning By-law for the property at 2 Holiday Drive substantially in accordance with the draft Zoning By-law Amendment as described in this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bill to City Council for enactment, require the owner to enter into an agreement under Section 37 of the Planning Act to secure public benefits outlined in Attachment 8.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

The applicant proposes to redevelop the former Ramada Inn site at 2 Holiday Drive with an apartment condominium development. The plans submitted include 4 point towers, with the two east towers, closest to Highway 427, having a height of 24 storeys (75.7 metres). The northwest tower would rise 21 storeys (67.7 metres) and the southwest tower would be 19 storeys (62.2 metres). All heights include the mechanical penthouses. The towers are connected by five storey podiums. The resulting building forms a U-shape around a landscaped central courtyard (Attachment 3).

The total Gross Floor Area (GFA) of the proposal is 80 841 square metres, resulting in a Floor Space Index (FSI) of 3.71 (Attachment 7). The development may be constructed in two phases, depending on unit sales.

The development would include 887 units. The total breaks down into approximately 7% studio units, 43% one bedroom and one bedroom plus den units, and 50% two bedroom and two bedroom plus den units. The average size of a unit would be approximately 75 square metres.

The applicant proposes 967 parking spaces for the residents and 175 for visitors. All except 9 will be in the underground parking garage. Hard and soft landscaping would be provided in the interior open space of the development as well between the proposed building and its neighbours (Attachment 3).

The original plans filed included a daycare facility and freestanding townhouse units. The project was revised through the review and community process to delete the daycare and make other changes. The applicant will make a financial contribution to an existing neighbourhood daycare under Section 37 of the Planning Act (see below and Attachment 8) in lieu of an onsite daycare. Reductions in height were also made and townhouse-style units have been included within the main building's base/podium.

A provision has been made for a small neighbourhood store to be located on the ground floor of the building, should there be sufficient demand. This retail facility would be limited to 225 square meters and would be intended to serve residents of the proposed and neighbouring buildings.

Site and Surrounding Area

The site is located on the west side of Highway 427, halfway between Rathburn Road and Burnhamthorpe Road. More specifically, it is at the northwest corner of Highway 427 and Holiday Drive, which is a local off ramp from Highway 427. It is almost rectangular in shape, flat and 2.2 hectares in size. The property has been used for hotel purposes, most recently as a Ramada Inn. The hotel is now closed. The only access to the property is at its southwest corner where a driveway connects with Holiday Drive (Attachment 1).

Abutting properties (Attachment 1):

North: To the north is 545 The West Mall, a 16-storey rental apartment building located 39.7 metres north of the proposed building, at its closest point.

West: West of the property is 511 The West Mall, a 19-storey condominium apartment building.

South: Across Holiday Drive is a low-rise condominium 94-unit townhouse development known as Etobicoke Estates

East: The site abuts Highway 427 on the east. Directly across the highway, which is 18 lanes wide at this point, is a 25-storey apartment building.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to

grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required by the Planning Act to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Consistency and conformity with these policies is discussed below.

Official Plan

The property is designated Mixed Use under the City of Toronto Official Plan. All of the surrounding properties, including those across Highway 427, are designated Apartment Neighbourhood (Attachment 5). Mixed Use areas are intended to accommodate some of the expected growth in Toronto's population and employment. Residential development of the type proposed is permitted in the Mixed Use designation. The Mixed Use area development criteria in the Official Plan guide the physical shape of intensification and are discussed below.

Zoning

The former City of Etobicoke Zoning Code zones the area CPP – Commercial Planned Preferred, reflecting its hotel use (Attachment 6). No residential use is permitted.

Site Plan Control

The property is in a Site Plan Control area. Site Plan Approval will be required for any development to proceed. No application has yet been received.

Reasons for Application

The current zoning on the site does not permit residential development and restricts commercial development on the site to a FSI of 0.4.

Community Consultation

A Community Consultation Meeting was held September 18, 2007 at the Etobicoke Civic Centre. All residents and property owners within a 120 metre radius of the site were notified, including the neighbouring apartment buildings, townhouse development and the apartment building directly across Highway 427. Approximately 70 members of the public attended the meeting.

Concerns were raised at the meeting about:

- traffic, including possible congestion and safety issues on Holiday Drive, the ability to enter and exit the townhouse development on the south side of Holiday Drive and transit capacity;
- height and density, the obstruction of views from the existing neighbouring high-rises, transition to the townhouse development to the south; and
- noise, dust and other nuisances during construction.

Six letters and a number of phone calls were also received from interested parties. The concerns expressed in these communications were similar to those expressed at the public meeting.

Two meetings were subsequently held attended by representatives of the three properties neighbouring the site, the applicant, Planning staff and the local councillor. The issues outlined above were further explored at these meeting. The neighbouring property representatives said at these meetings that they did not have fundamental objections to the proposed development. All other issues identified from the public are addressed in the Comments section of this report.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS. As a residential infill project it supports the policy objectives of focusing growth in existing settlement areas (intensification). The development promotes efficient land use, reduces land consumption related to residential development and utilizes existing services and infrastructure.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal's compact and efficient form helps to optimize the utilization of existing services and infrastructure and to reduce the need to convert rural land to urban uses. It is an example of intensification through redevelopment of an underutilized lot. The site is located in an intensification area, with good access to public transit, and is therefore suggested for densities higher than surrounding properties, provided an appropriate transition and contextual fit can be made.

Land Use

This property has been the site of a hotel for at least 35 years. The applicant advises that the hotel business was closed in January 2007 by the property and business owner after nine years of losses. The owner attributes these losses to increased competition from newer hotels closer to the airport and changes in travel patterns.

The site is designated Mixed Use in the Official Plan. Mixed Use areas are expected, among other things, to absorb much of the new housing that will be built in Toronto, provided it is compatible with neighbouring uses and does not present undue negative impacts. The applicant proposes to convert the property to residential use with a possible small retail component.

The site is surrounded on all four sides (across Highway 427 on the east side) by residential development, all of which is designated Apartment Neighbourhood in the Official Plan. Neighbouring properties on three of the four sides contain high-rise apartment buildings.

Staff are of the opinion that high-rise residential use of this land is appropriate as it is compatible with surrounding development and does not negatively affect the stability of the neighbouring Apartment Neighbourhoods.

The mix of units proposed, which includes approximately 50% two-bedroom units, will provide housing opportunities suiting various family and single situations.

Should neighbouring sites be proposed for redevelopment, Planning staff would apply different criteria in evaluating any such applications. All of the abutting properties are designated Apartment Neighbourhood in the Official Plan. This designation calls for development to respect the stable nature of the area and significant growth is not anticipated, except on underutilized sites. Examples of development that may be permitted includes infill townhouses or small apartment buildings but any proposal would require detailed site-by-site review.

Density, Height, Massing

The Official Plan requires development in Mixed Use areas adjacent to stable neighbourhoods, such as Apartment Neighbourhoods, to demonstrate a style of development and an appropriate transition in terms of height and density to ensure that the general amenity and stability of the Apartment Neighbourhood is not negatively affected. Factors to be considered include light, shadows, views, privacy, traffic and parking, among other things. It calls for new development to frame existing streets, provide an entrance that is visible and accessible from the street and minimize the impact of parking, service areas, access roads, wind and shadows on future residents of the proposed development and neighbours.

The Official Plan calls for tall buildings to be composed of three components: base, shaft and top. The four tower elements proposed for this development all exhibit this form (Attachment 4). The Council approved Design Criteria for Review of Tall Building Proposals reiterate the Official Plan requirements for different components of tall buildings. Point towers are encouraged for this type of development. The floor plate size of 779 square metres is approximately 30 square metres larger than the optimum size for point towers laid out in the Design Criteria, however, the towers can be appropriate if they show articulation and an analysis of shadows and wind results in reasonable impacts.

The Greater Toronto Airport Authority advises that the site is located in the height restriction area of Pearson International Airport. As such, no structure higher than 219.46 metres above sea level is permitted. The two 24-storey towers plus mechanical penthouse proposed are designed to this maximum height. The other two towers are lower.

The density of this development, at 3.71 FSI, is greater than that of neighbouring properties (approximately 2.0 for the high-rise properties) but it is massed in such a way that it does not overwhelm the area. The existing apartment building across Highway 427 reaches the same height.

By including four relatively slender towers, the design provides for the intensification of the site while giving neighbours light, views and a feeling of openness. The separation distances between the towers and between the building and neighbouring buildings are well above the minimums called for in the Design Criteria for Review of Tall Building Proposals. The two towers closest to the adjoining buildings are lower than the airport height restriction allows, particularly the southernmost building at 19 storeys. This lower height, and the five storey podium, are designed to provide a transition from the 24-storey towers to the low-rise townhouse development to the south. The development creates a strong built form edge with visual interest along the highway corridor. The balconies, terraces and other articulation of the massing and architectural details of the building will provide interesting views in and out of the property.

This development has been designed to achieve a sense of place. Soft landscaping will cover 63% of the site and on adjacent street boulevards to enhance the pedestrian environment. As the site is bordered on one side by Highway 427, the Ministry of Transportation requires that any buildings, above and below ground, and any parking or feature essential to the viability of the proposal be setback 14 metres from the highway property line. This setback area, along Highway 427 and the Holiday Drive off-ramp, is part of the landscaped area (Attachment 3).

The courtyard is the focus of the landscaping of the plan. The outdoor amenity area in the courtyard is directly connected to the first floor indoor amenity area. The height of the connecting buildings, at five storeys on the east side and four storeys on the west, is the minimum needed to create a relatively quiet environment in the courtyard (see Noise below). The roofs of the connecting buildings will be green, providing an environmental benefit as well as an attractive view for the residents and neighbours. The entrance to the property is to be enhanced through use of materials and landscaping to provide a sense of arrival.

Land devoted to vehicles and vehicle traffic in the development has been minimized by locating the entrance to the underground parking garage near the entrance to the site. Garbage and recycling loading docks for the whole building have been centralized near the entrance. Four moving van locations have been provided, one for each tower element (Attachment 3).

This site is part of one of the major gateway corridors into the City and will be seen by many travellers arriving and leaving Toronto via the airport. The towers must project an image that will provide a good first and lasting impression to visitors and residents alike.

In staff's opinion the proposed development meets the requirements of the Official Plan and Design Criteria for Review of Tall Building Proposals. As part of the Site Plan

Approval review, a high quality building design will be pursued, particularly with respect to visibility from Highway 427, roof lines and materials.

Sun, Shadow

The applicant has provided a sun/shadow study to allow staff to assess the impacts of the shadows that the proposed building will cast on its own and neighbouring properties, as required by the Official Plan. The illustrations show the position of the shadows every hour from 9:18 am to 5:18 pm on March 21 and September 21. Between March and September the shadows will be shorter and between September and March the shadows will be longer.

Planning staff are of the opinion that the shadow impacts of this project on its neighbours are reasonable. In addition, the point tower profile of the tower elements will help to ensure that the shadows move quickly. The 5 storey height of the connecting buildings will provide reasonable sky view and light for residents of the development and its neighbours.

Wind

The applicant submitted a Microclimatic (wind) Analysis. Its objective is to determine what the wind velocities will be on the site and how pedestrians will perceive them. The analysis shows that wind conditions will be comfortable for those walking most of the time and for those sitting over half of the time. However, uncomfortable wind conditions will be experienced occasionally. Winter and summer will bring the most of the uncomfortable wind conditions.

The development will address these less than ideal wind conditions on this site with architectural and landscape features that increase surface roughness, such as balconies, coniferous trees and raised planters.

In the opinion of the authors of the wind study, if the measures described above are taken wind conditions on site should be better than those obtained through the modelling and should reach acceptable levels for an open setting.

Noise

The applicant has submitted a Noise Impact Feasibility Study. The major source of noise affecting this site is Highway 427. Current noise levels were measured on the site and were predicted ten years into the future. The Study found that the projected level of highway noise in the dwelling units is above acceptable limits and that noise control measures are required as follows:

- All units will require air-conditioning to allow the windows to be kept closed
- Upgrades to the exterior building materials will be required for all buildings to dampen excessive noise from the highway and meet the Ministry of the Environment's interior sound level guidelines

- All units will require warning clauses in the Agreements of Purchase and Sale notifying prospective purchasers that even though noise control features (the two items above) have been included in the building, road noise may still be a concern
- A further Noise Impact analysis should be conducted at the Site Plan Approval stage to ensure that the materials used in construction are sufficient to meet the Ministry's guidelines.
- No unit should have a balcony or terrace of greater than 4 meters in depth.

These measures will be secured in the Section 37 Agreement as a legal mechanism.

The outdoor amenity areas to the north, east and south of the building will be subject to excessive noise and will not be suitable for quiet, passive enjoyment. These areas are proposed to be landscaped with a jogging/walking trail running through them. The green roofs are also subject to unacceptable noise. Therefore they will not be available for resident use. However, the building itself will act as a noise barrier for the outdoor amenity and landscaped areas in the courtyard on the west side of the building. With the buildings connecting the tower elements at 5 storeys, noise levels at grade are predicted to be similar to that heard along a minor arterial road.

The Greater Toronto Airport Authority and the Noise Impact Feasibility Study both advise that the site is not within the area where aircraft noise is a concern.

Traffic Impact, Access, Parking

Highway 427 Off Ramp

The site is currently accessed from Holiday Drive east of The West Mall. The applicant proposes to use the same access for the proposed development (Attachment 1).

Holiday Drive functions as an off ramp from Highway 427. The Ministry of Transportation is currently studying possible reconfiguration of the Highway. Their recommendations could involve closure of the Holiday Drive exit in the future. The comments provided below are predicated on the existing condition. Should the ramp be closed in the future, traffic volumes on Holiday Drive would be significantly reduced.

Traffic Impact

The applicant submitted a Traffic Impact Study (TIS) which was reviewed by City staff. Development Engineering and Transportation Services staff indicate that they are in agreement with the findings of the TIS. These findings conclude that the traffic generated by this development can be accommodated on the surrounding existing road network and traffic circulation will remain at an acceptable level of service provided certain improvements are made. These improvements are detailed in the next three sections. The owner has agreed to provide all of these improvements at no cost to the City. This commitment will be secured through the Section 37 Agreement as a legal mechanism.

It should be noted that development permitted under the existing commercial zoning (CPP) on the site could include a shopping centre with a maximum floor area of 0.4 times the area of the lot. If a shopping centre was built to the maximum size, the afternoon peak hour traffic generated would be more than one and a half times the afternoon peak hour traffic that can be expected from the proposed residential development.

Holiday Drive and The West Mall – Traffic Signals

This intersection is currently controlled by a stop sign on Holiday Drive. A pedestrian crosswalk is provided to assist pedestrians crossing the West Mall at Holiday Drive. Broadacres Park and Broadacres Junior School are located on the opposite side of The West Mall from the development site.

The traffic analysis indicates that under existing conditions long delays on Holiday Drive and queues stretching back to the highway ramp could be expected. The installation of a traffic signal at this intersection is recommended to prevent this condition and improve pedestrian safety. City Development Engineering and Transportation Services as well as the Ministry of Transportation are supportive of this approach. Residents at the public meeting also felt that a traffic signal at this intersection would be beneficial. The applicant has agreed to pay the cost of installing this traffic signal and any related intersection improvements.

With a traffic signal installed the expected back up can be accommodated on Holiday Drive. It will only periodically extend to Permfield Path but will not block that intersection. Permfield Path runs south from Holiday Drive and provides access to the condominium townhouse development south of the site (Attachment 1). Residents were concerned that vehicles waiting to turn left into the proposed development could block the Permfield Path/Holiday Drive intersection. Traffic analysis indicates that this situation will not develop and that the intersection will continue to operate at very good levels of service, similar to existing conditions.

Other Roadway Improvements

To address possible negative impacts on traffic conditions in the area some improvements will be required as follows:

- The West Mall and Holiday Drive - new southbound left turn lane
- The West Mall and Rathburn Road – longer westbound left turn lane
- The West Mall and Burnhamthorpe Road
 - longer southbound left turn lane
 - longer eastbound left turn lane
 - advanced green for eastbound left turns

The applicant will be required, and has agreed, to design and construct or install all of the above at no cost to the City of Toronto. These facilities will be secured in the Section 37 Agreement as a legal mechanism (Attachment 8).

Transit

The site is relatively well served by TTC buses, particularly the West Mall route which connects with the Kipling Subway Station.

The Toronto Transit Commission requests that transit signal priority be installed on The West Mall at the three closest signalized intersections to reduce delays to TTC buses that may be caused by site-generated traffic. The three intersections are Burnhamthorpe Road, Rathburn Road and Holiday Drive (where signals are to be installed as part of this development). The applicant has agreed to provide the funding requested to implement transit signal priority. This agreement will be secured in the Section 37 Agreement as a legal mechanism (Attachment 8).

Auto and Bicycle Parking

At a minimum, the owner is required to provide one parking stall for each unit of two bedrooms or less (this includes all 887 units in the proposed development). In addition, the owner will be required to provide 1 visitor parking stall for every 5 units (178 visitor stalls) for a total minimum parking requirement of 1,065.

The applicant proposes to exceed this minimum by providing 1,141 parking stalls. All will be located in the underground parking garage except 9 visitor spots, which will be at grade in the courtyard (Attachment 3).

The applicant also proposes to provide at least 200 bicycle parking space (100 per each of the two phases) for the use of the residents. These spaces will be provided on the first level of underground parking by converting some automobile parking spaces. If additional auto parking spaces are required the third level of underground parking can be expanded. The configuration of these spaces will be determined at the Site Plan Approval stage.

Visitors will be able to park their bikes in racks provided at the two entrances to the building (Attachment 3)

Servicing

Existing City infrastructure can support the proposed development. Private utility operators (Bell, Rogers Cable, Enbridge Gas and Toronto Hydro) have indicated that they are able to provide service to this development. Solid Waste Management and Fire Services will finalize their requirements at the Site Plan Approval stage.

Parkland

This development is subject to the new City-wide Alternative Parkland Dedication bylaw, enacted by Council in December, 2007. This bylaw applies to any development proposal in a Parkland Acquisition Priority Area or any proposal for a property which is designated Mixed Use in the Official Plan, or is in an Avenue, or is in an Employment Area that is being converted to residential uses. Only proposals for which a complete Building Permit application had been submitted by January 1, 2008 are exempted. This

property is both in a Parkland Acquisition Priority Area and is designated Mixed Use in the Official Plan.

In this case, the Bylaw requires the conveyance to the City of 15% of the land to be developed. Parks, Forestry & Recreation has indicated that they will require cash-in-lieu of parkland dedication. The Bylaw states that the portion of the dedication above the base 5% required of all residential developments must be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity of the development.

PF&R defines “in the vicinity” as a wider area than local parks, although it does not preclude using the money for local parks. For example, the additional cash-in-lieu could be devoted to improvements to Centennial Park. It could also be used for improvements to Broadacres Park, the closest local park to the site, or any other park in the vicinity.

Streetscape/Trees

Some privately owned trees will require removal if the development is built. The appropriate applications will be made when the development is ready to proceed.

The Urban Forestry Section of PF&R does not object to the landscaping concept for Holiday Drive presented as part of this application although additional species information and street tree planting are required, which will be secured at the Site Plan Approval stage.

Toronto Green Development Standard

The development includes facilities for the use of rainwater collected from rooftops for landscape irrigation, bicycle storage, green roofs (not accessible to the residents for use as terraces due to excessive noise), water-use reduction measures, natural light penetration and construction waste diversion. Requirements for Storm Water Management will be refined at the Site Plan Approval stage.

The building has been designed to allow LEED certification to be pursued.

Phasing

The applicant may build the development in two phases, depending on the rate of sales of the units. If the decision is taken to build in phases, the southern portion of the development, including two of the tower elements, and the entrance to the underground garage, would be built first (Attachment 3).

The remaining, northern portion of the lot would be landscaped in such a way that it would present an appropriate appearance and provide opportunities for passive use pending development. Plants in this temporary installation would be reused as much as possible when Phase 2 is built.

The blank north facing wall where Phase 2 will join the existing building would be faced in an appropriate material to reduce any “unfinished” appearance, as this wall will be seen by residents in the apartment building to the north (Attachment 4).

Section 37

Section 37 of the Planning Act allows municipalities to negotiate for the provision of public benefits with owners of property who receive approval for an increase in height or density. The benefits are generally capital projects and must bear a planning relationship to the proposed project.

In the original proposal, the applicant included 371 square metres for a daycare facility. The area surrounding the proposal is deficient in spaces for newborns to 5 year old children. City staff are of the opinion that more effective use of the resources that would be devoted to this daycare could be made by adding facilities for 2½ to 5 year olds at an existing before and after school (school-aged children) daycare housed in Broadacres School, which is located nearby in Broadacres Park across The West Mall. As the school is underutilized, the Toronto District School Board is willing to commit to a long-term lease for daycare purposes, which could also help to keep the school open.

The cost of renovating classroom space for daycare use is \$22,500 per space. The applicant has agreed to a contribution of \$700,000 to be used for this expansion. It will provide facilities for 31 children.

The owner will also provide cash in the amount of \$475,000 for improvements to Broadacres Park, which is a short walk from the development site (see below and Attachment 8). This money would be used to provide a new playground and waterplay feature. If additional funds are made available from the Alternative Parkland Dedication, PF&R would also improve the pedestrian pathways, increase the number of trees, provide new seating and a new baseball diamond.

As part of the Section 37 Agreement, the developer will improve the streetscape along both sides of Holiday Drive from the entrance to the site to The West Mall with tree and sod plantings and a widening of the sidewalk to 1.7 metres (Attachment 1). This will facilitate pedestrian connections to the neighbourhood. This work is estimated to cost \$50,000.

The community benefits recommended to be provided as part of the Section 37 Agreement and to be secured prior to the issuance of the first building permit total \$1,225,000 divided as follows:

1. \$700,000 cash contribution for expanded daycare facilities at Broadacres School (as above)
2. \$475,000 cash contribution for a new playground and waterplay facility in Broadacres Park (as above)

3. Streetscape improvements to Holiday Drive to a total value of \$50,000 (as above) which may be constructed by the owner or through a cash contribution of \$50,000 to accomplish the project.

The Section 37 Agreement contains a provision whereby the value of these contributions increases in accordance with the Construction Price Index from the time to Agreement is signed (before the introduction of bills to Council) to the time the benefits are secured.

The following matters are also to be secured in the Section 37 agreement, as a legal convenience to support development:

1. Installation of a new traffic signal at Holiday Drive and The West Mall (see Holiday Drive and The West Mall above)
2. Road improvements (see Other Roadway Improvements above)
3. Installation of transit signal priority features at The West Mall and Rathburn Road, Holiday Drive and Burnhamthorpe Road (see Transit above)
4. School Board warning clauses and signs (see School Boards/Library below)
5. Noise warning clauses and mitigation measures (see Noise above)

Tenure

The development is proposed to be a residential condominium.

School Boards/Library

The Toronto District School Board advises that currently there is insufficient space at the local middle and secondary schools to accommodate students that are anticipated from this development and others in the area. The local public elementary school is underutilized at this time. The Catholic School Board indicates that schools serving all grades are over capacity. It may be necessary to use portables or bus students in these grades to other schools.

Both School Boards have requested that signs be erected at the entrance to the site notifying prospective purchasers of the above. A similar “warning clause” is to be inserted into all offers of purchase and sale.

The Toronto Public Library has indicated that the existing facilities at the Eatonville Branch at Burnhamthorpe Road and The East Mall can accommodate the residents of this development.

Archaeology

Heritage Preservation Services will not require an archaeological assessment as the potential for encountering intact archaeological deposits is low. In the event that deeply

buried archaeological or human remains are uncovered during excavation, the City and Ministry of Culture are to be notified immediately

Development Charges

It is estimated that the development charges for this project will be \$5,560,000. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

Brian Gallagher, Senior Planner
Tel. No. (416) 394-8230
Fax No. (416) 394-6063
E-mail: bgallau@toronto.ca

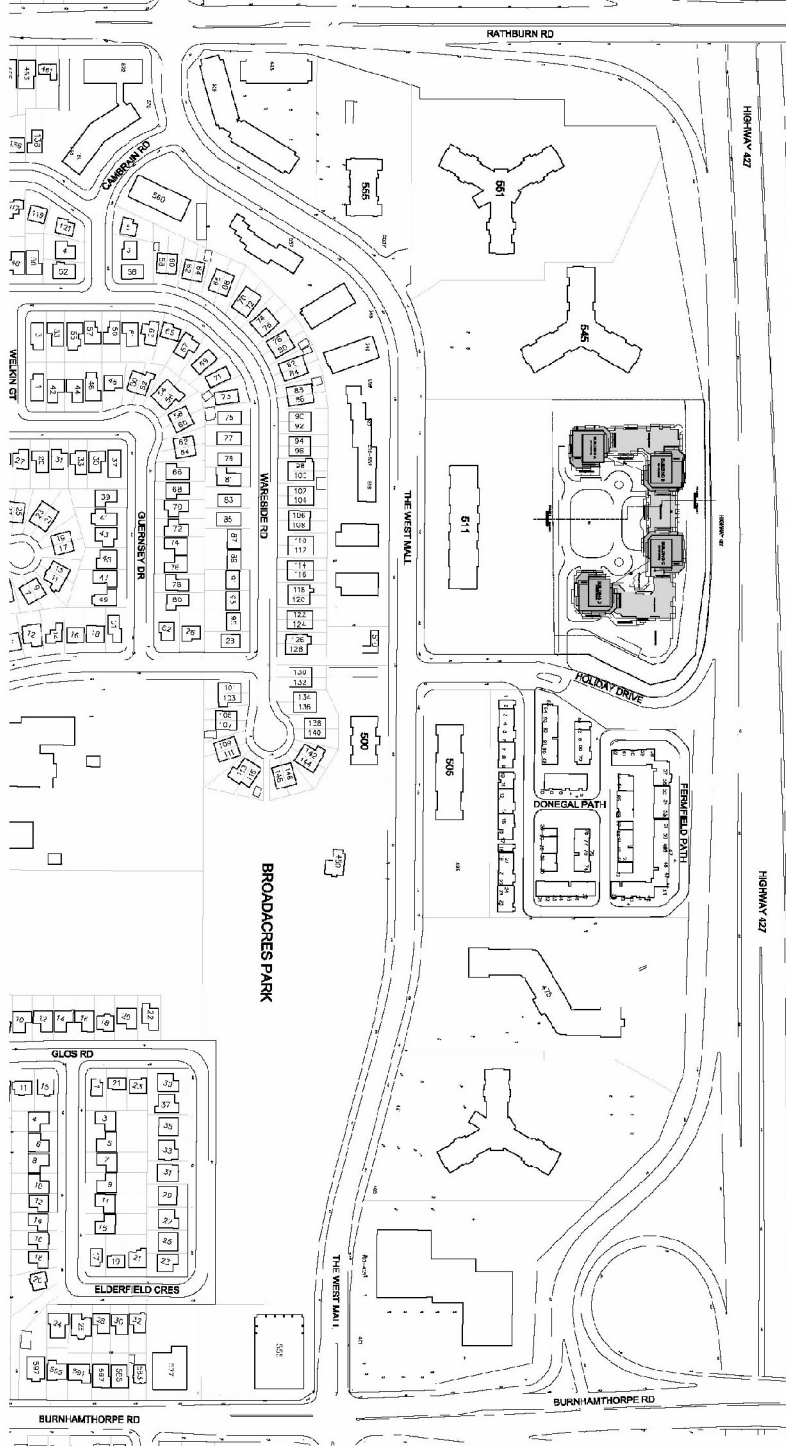
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Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Context Plan
Attachment 2A: Aerial View - Existing Site
Attachment 2B: Aerial View – Proposed Development
Attachment 3A: Site Plan – Complete Development
Attachment 3B: Site Plan – Phase 1
Attachment 4A: Elevation - North
Attachment 4B: Elevation - South
Attachment 4C: Elevation - East
Attachment 4D: Elevation - West
Attachment 4E: Elevation - North – Phase 1
Attachment 5: Official Plan
Attachment 6: Zoning
Attachment 7: Application Data Sheet
Attachment 8: Section 37 Requirements

Attachment 1: Context Plan



2 Holiday Drive

File # 07_153449

Context Plan
Applicant's Submitted Drawing

Not to Scale
01/17/08



Attachment 2A: Aerial View – Existing Site



VIEW FROM SW TO SITE AND SURROUNDINGS

PHOTO 2

2 Holiday Drive

Aerial View - Existing Site

Applicant's Submitted Drawing

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File # 07_153449

Attachment 2B: Aerial View – Proposed Development



VIEW FROM SOUTHWEST

2 Holiday Drive

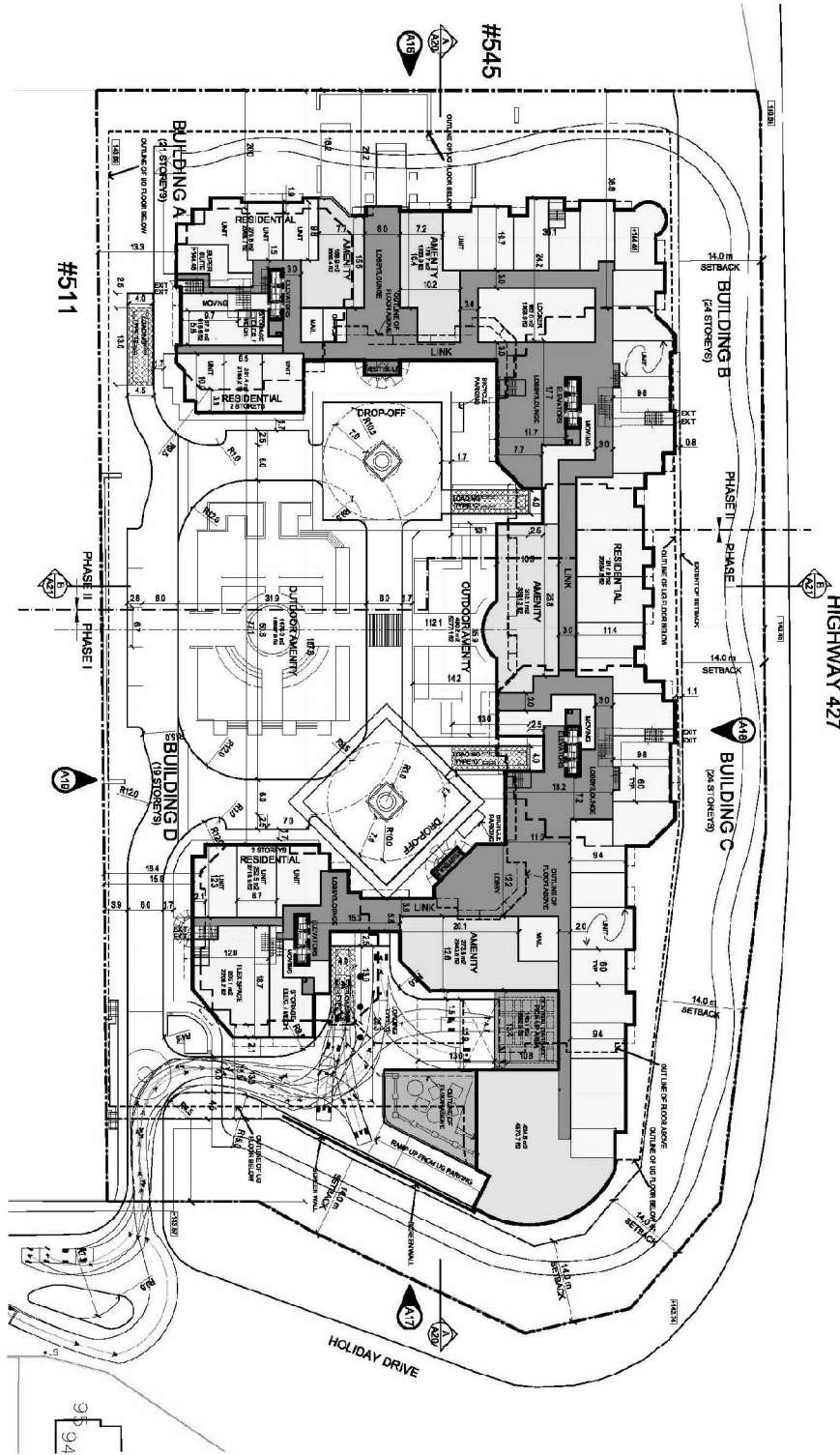
Aerial View - Proposed Development

Applicant's Submitted Drawing

Not to Scale
01/17/08

File # 07_153449

Attachment 3A: Site Plan – Complete Development



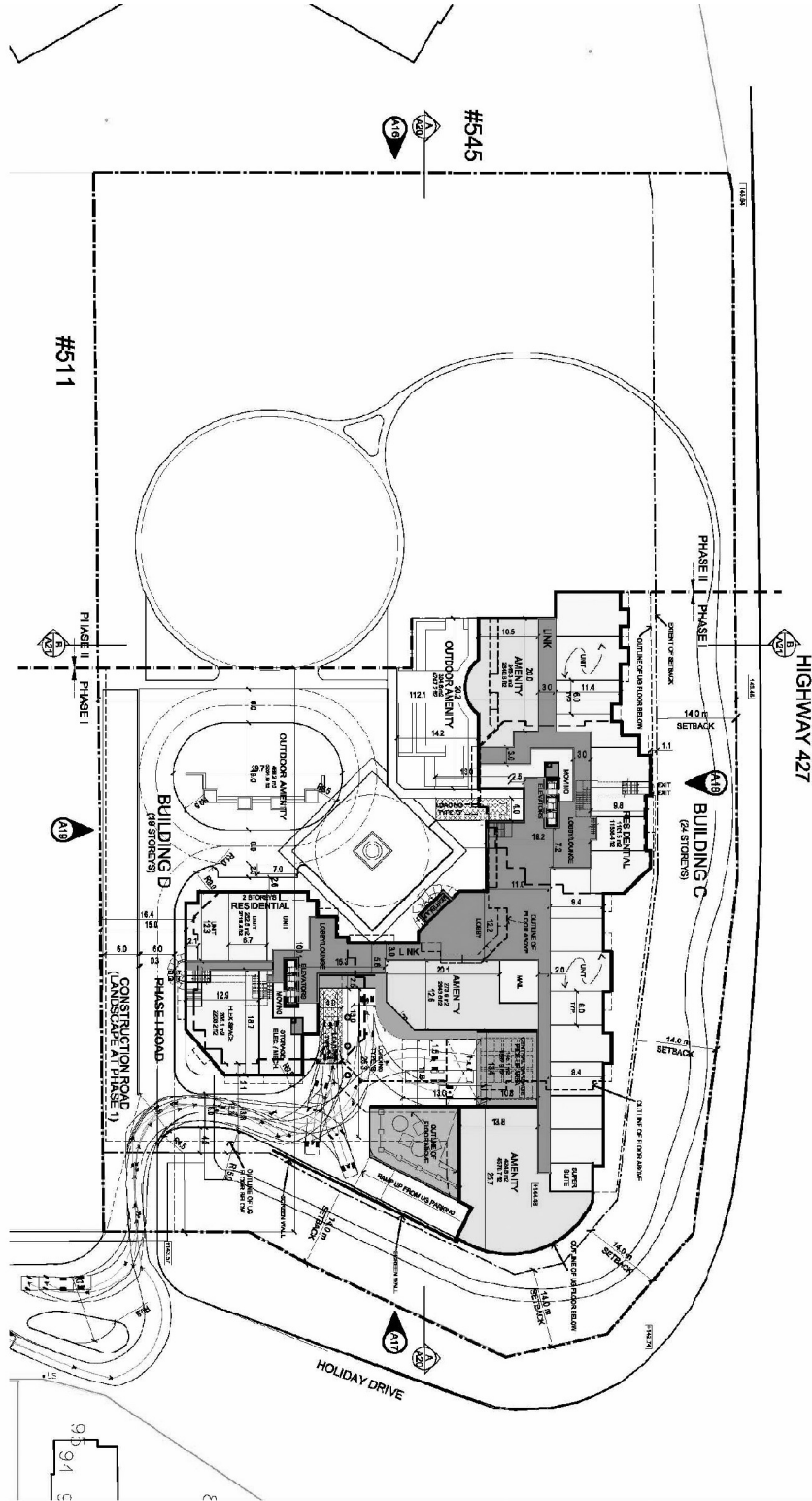
2 Holiday Drive

Site Plan
Applicant's Submitted Drawing

File # 07_153449

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Attachment 3B: Site Plan – Phase 1



2 Holiday Drive

File # 07_153449

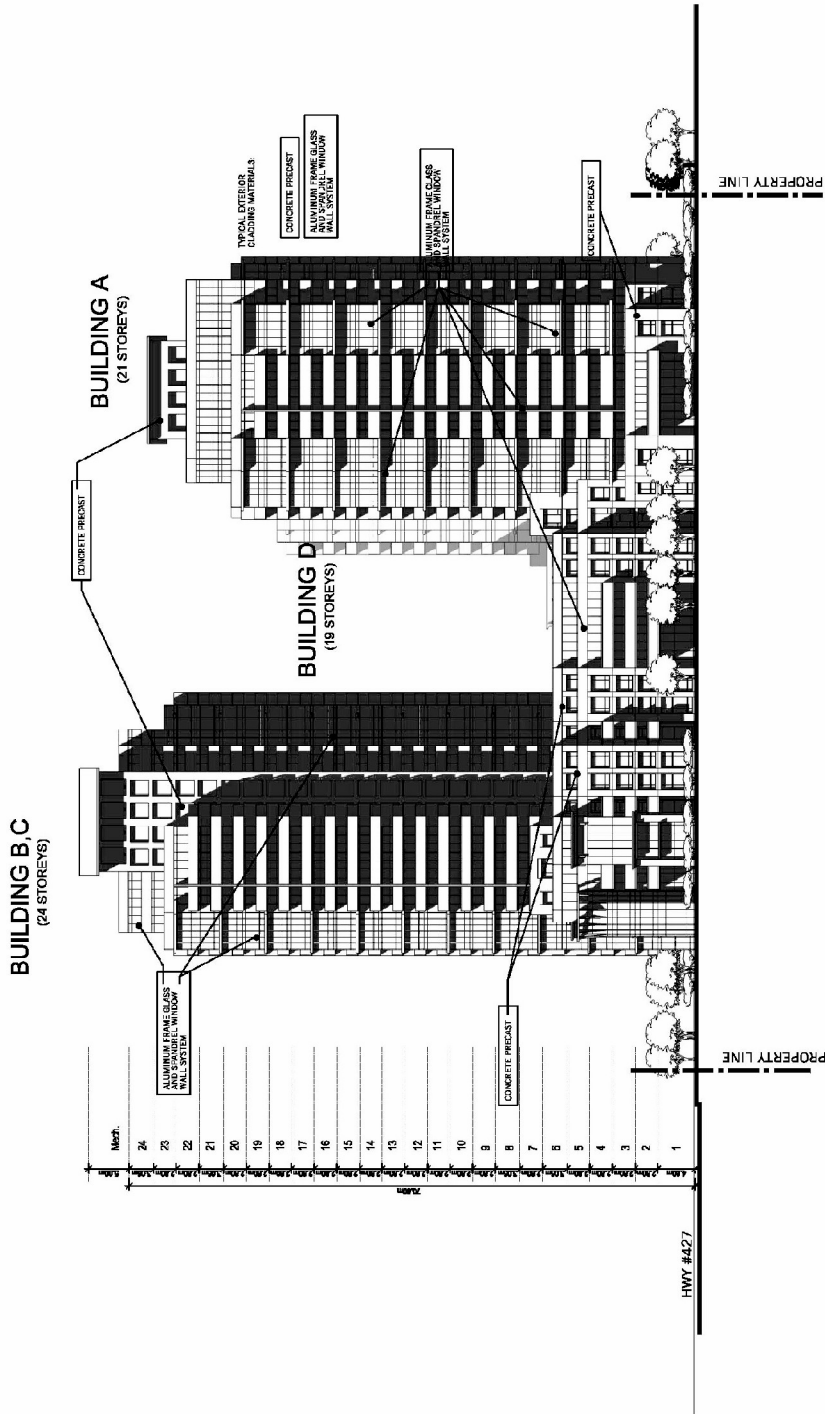
Site Plan - Phase 1

Applicant's Submitted Drawing

Not to Scale
01/17/08



Attachment 4A – Elevation – North



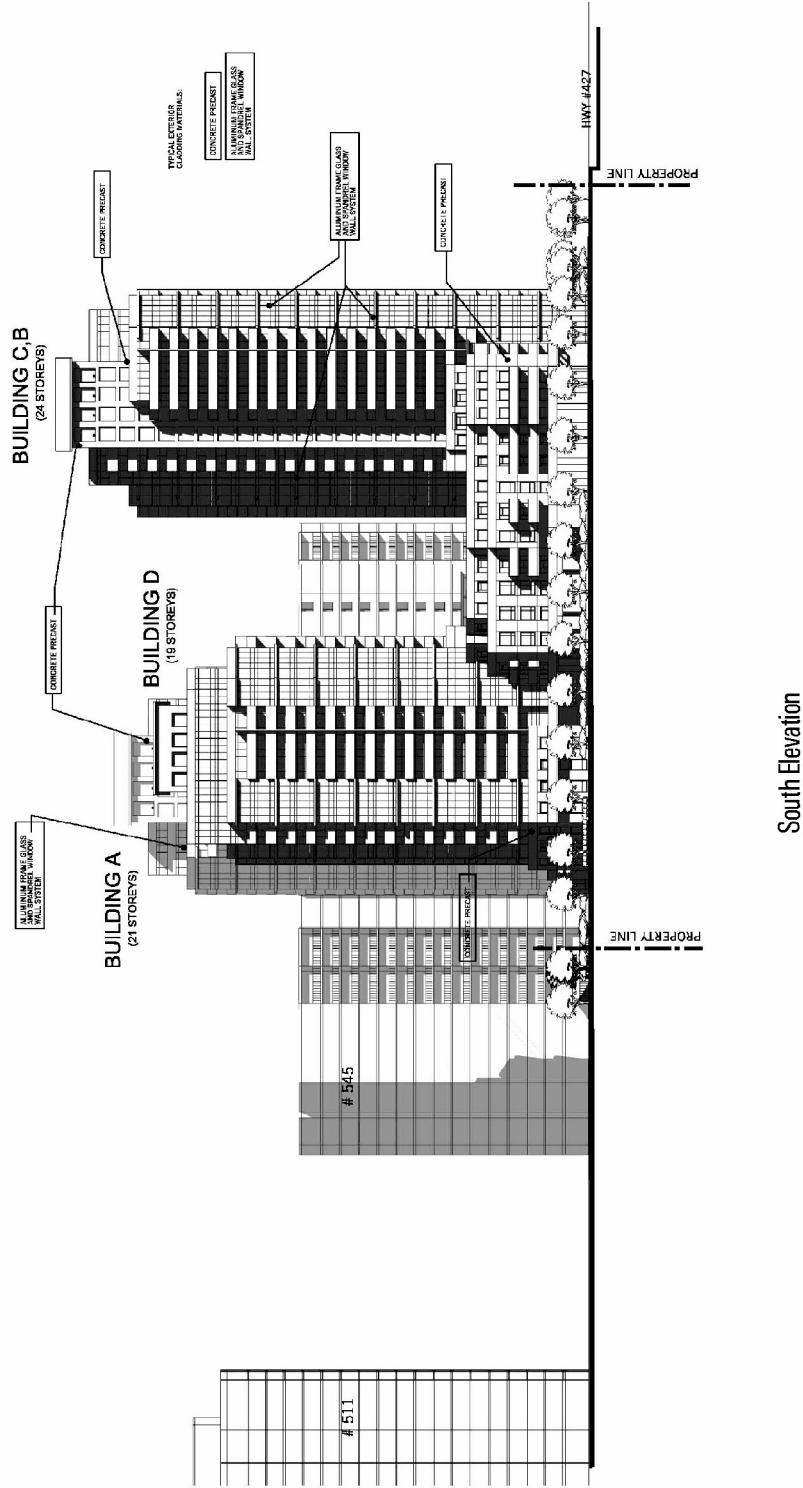
North Elevation

2 Holiday Drive

Elevations
 Applicant's Submitted Drawing
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File # 07_153449

Attachment 4B – Elevation – South



2 Holiday Drive

File # 07_153449

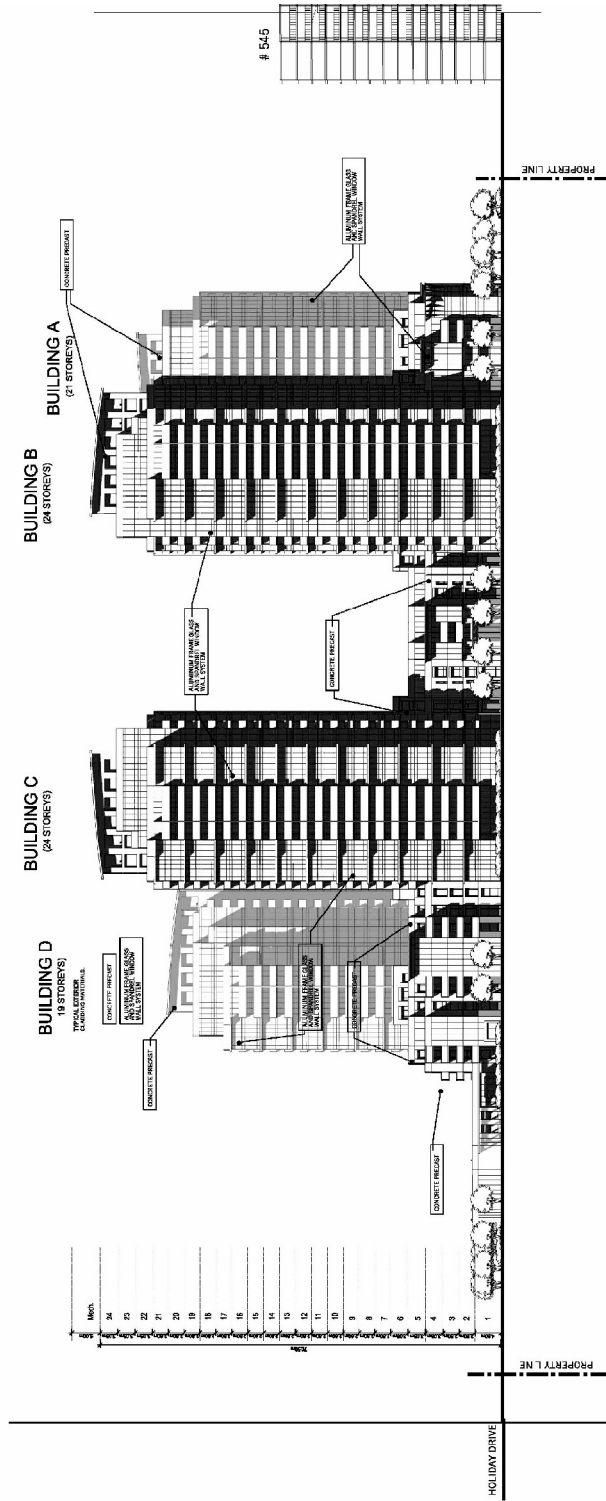
South Elevation

Elevations

Applicant's Submitted Drawing

Not to Scale
01/17/08

Attachment 4C – Elevation - East



East Elevation

Elevations

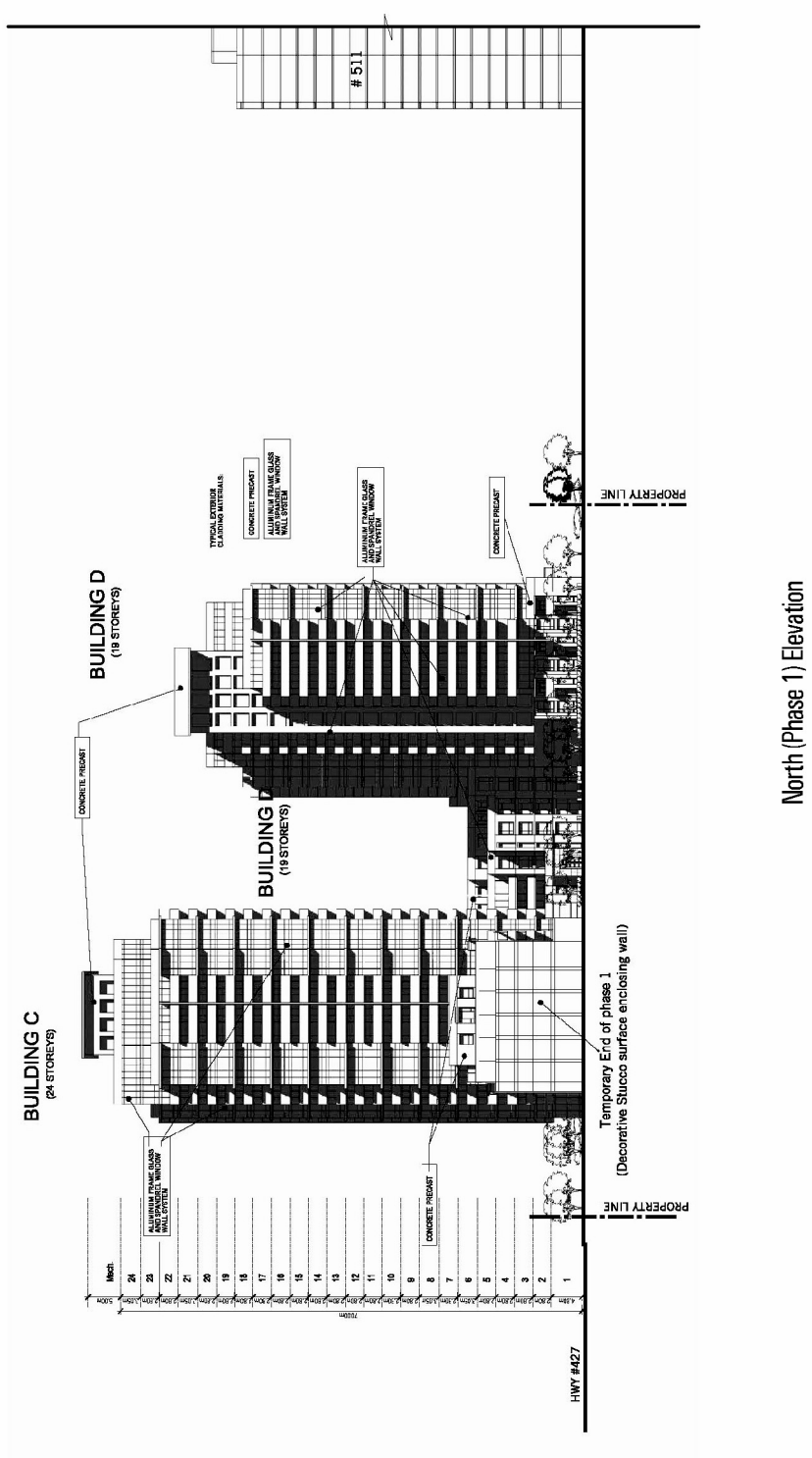
Applicant's Submitted Drawing

Not to Scale
01/17/08

2 Holiday Drive

File # 07_153449

Attachment 4E – Elevation – North – Phase 1



2 Holiday Drive

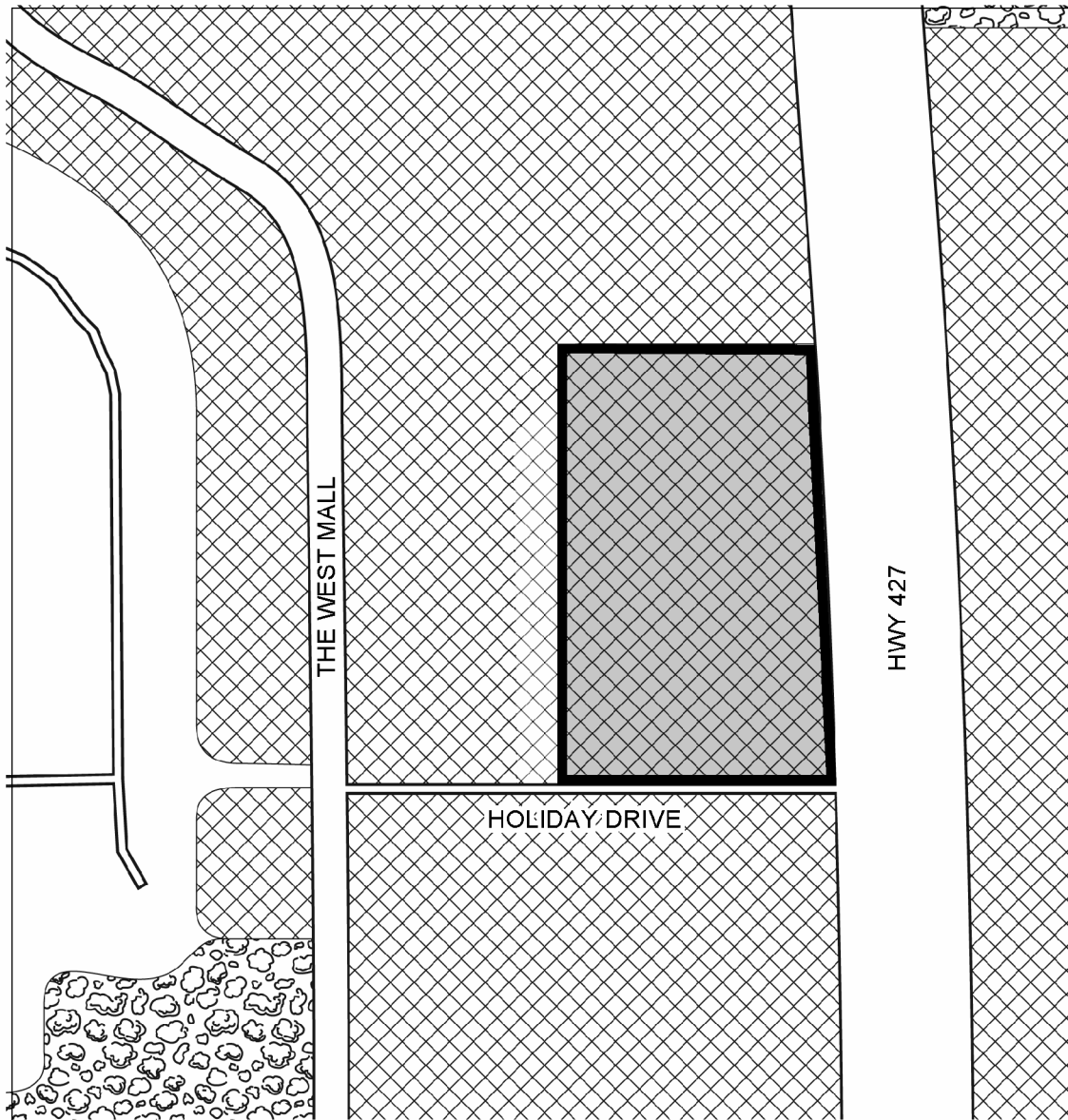
File # 07_153449

Elevations
Applicant's Submitted Drawing

Not to Scale
01/17/08

North (Phase 1) Elevation

Attachment 5 – Official Plan



TORONTO City Planning
Official Plan

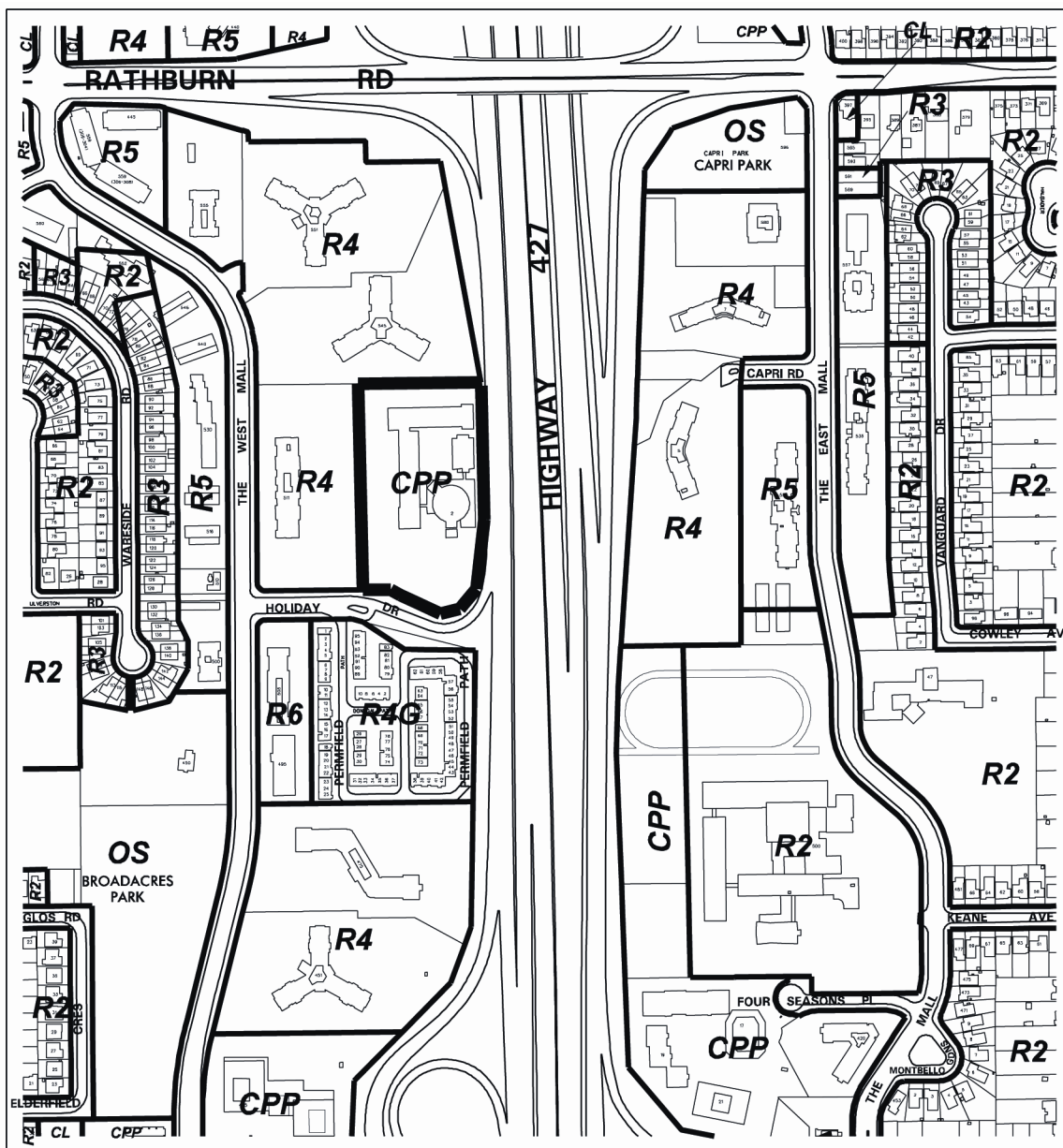
2 HOLIDAY DRIVE

File # 07_153449



Not to Scale
 11/08/07

Attachment 6 – Zoning



2 Holiday Drive

File # 07_153449

Former Etobicoke

- R2 Residential Second Density
- R3 Residential Third Density
- R4 Residential Fourth Density
- R5 Residential Fifth Density

- R4G Residential Fourth Density Group
- OS Public Open Space
- CL Commercial Limited
- CPP Commercial Planned Referred



Not to Scale
Zoning By-law 11,737 as amended
Extracted 05/30/07 - MH

Attachment 7 – Application Data Sheet

APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	07 153449 WET 03 OZ
Details	Rezoning, Standard	Application Date:	April 13, 2007

Municipal Address: 2 HOLIDAY DR, TORONTO ON M9C 2Z7

Location Description: PL M883 PT BLK C RP R1019 PT 2 RP 64R1472 PTS 1 2 & 3 **GRID W0304

Project Description: Proposed development of 887 unit residential condominium apartment building with four 19 to 24-storey tower elements and connecting buildings of 4 to 5 storeys.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use	Site Specific Provision:	10955,11449,11729
Zoning:	CPP	Historical Status:	N/A
Height Limit (m):	N/A	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	21825	Height:	Storeys:	19, 21, 24, 24
Frontage (m):	25.53		Metres:	75
Depth (m):	188.02			
Total Ground Floor Area (sq. m):	6883			Total
Total Residential GFA (sq. m):	80616		Parking Spaces:	1141
Total Non-Residential GFA (sq. m):	225		Loading Docks	1
Total GFA (sq. m):	80841			
Lot Coverage Ratio (%):	31.5			
Floor Space Index:	3.7			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	444
2 Bedroom:	443
3 + Bedroom:	0
Total Units:	887

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	80616	0
Retail GFA (sq. m):	225	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT: PLANNER NAME: Brian Gallagher, Senior Planner
TELEPHONE: (416) 394-8230

Attachment 8 – Section 37 Requirements

The community benefits to be provided as part of the Section 37 Agreement and to be secured prior to the issuance of the first building permit total \$1,225,000 divided as follows:

1. \$700,000 cash contribution to provide 31 daycare places for children 2 ½ to 5 years of age at Broadacres School
2. \$475,000 cash contribution for a new playground and waterplay facility in Broadacres Park
3. Streetscape improvements (street trees, sod and 1.7 metre wide sidewalk) to Holiday Drive to a total value of \$50,000, which may be constructed by the owner or through a cash contribution of \$50,000 to accomplish the project.

The Section 37 Agreement contains a provision whereby the value of these contributions increases in accordance with the Construction Price Index from the time to Agreement is signed (before the introduction of bills to Council) to the time the benefits are secured.

The following matters are also to be secured in the Section 37 agreement, as a legal convenience to support development:

1. Installation of a new traffic signal at Holiday Drive and The West Mall and all related intersection improvements
2. Design and construction of area road improvements at no expense to the municipality as follows:
 - The West Mall and Holiday Drive - new southbound left turn lane (15 metres storage with 30 metre taper)
 - The West Mall and Rathburn Road – longer westbound left turn lane (70 metres storage with 30 metre taper)
 - The West Mall and Burnhamthorpe Road
 - longer southbound left turn lane (170 metres storage with 30 metre taper)
 - longer eastbound left turn lane (45 metre storage with 30 metre taper)
 - advanced green for eastbound left turns
3. Installation of transit signal priority features at The West Mall and Rathburn Rd. The West Mall and Holiday Drive and The West Mall and Burnhamthorpe Road
4. Inclusion of Public and Catholic School Board warning clauses and signs regarding possible bussing of students to schools outside the immediate neighbourhood
5. Inclusion of noise warning clauses and mitigation measures
6. Securing of building materials and finishes to the satisfaction of the Chief Planner and Executive Director of City Planning