

**20 and 22 Marina Avenue and 3563 Lake Shore Boulevard West – Official Plan and Zoning Amendment and Site Plan Applications – Final Report**

<b>Date:</b>	October 22, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Community Planning, Etobicoke York District
<b>Wards:</b>	Ward 6 – Etobicoke-Lakeshore
<b>Reference Number:</b>	09 103998 WET 06 OZ

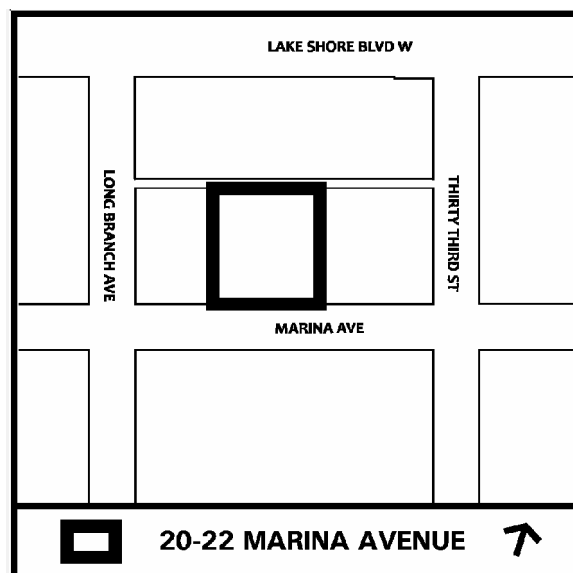
**SUMMARY**

This Zoning Amendment application was made on January 21, 2009 and the Official Plan Amendment application was made on September 22, 2009. They are both subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This report reviews and recommends approval of the applications to amend the Official Plan and the former City of Etobicoke Zoning Code.

This application proposes the construction of two, three-storey multiple unit residential buildings, each containing five dwelling units at 20 and 22 Marina Avenue and 3563 Lake Shore Boulevard West. A surface parking lot containing approximately 26 parking spaces is also proposed at the rear of the site.

The proposal provides an opportunity to incorporate one of the few remaining non-residential sites on Marina Avenue into the existing fabric of the surrounding residential neighbourhood. The proposed built-form and relationship to the public street compliments the existing residential



dwellings on Marina Avenue. The development represents an appropriate level of residential intensification for the area. As there may be servicing upgrades required for this development, the draft by-law contains an “H” holding zoning provision that may be removed once the applicant has fulfilled all required municipal service upgrades and provided financial securities to the satisfaction of the Executive Director of Technical Services.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment 9.
2. City Council amend the former City of Etobicoke Zoning Code substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 10.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment (and/or) draft Zoning By-law Amendment as may be required.
4. The applicant provide staff with revisions and/or additional material required, as set out in this report, prior to the introduction of the Bills in Council.
5. Before lifting the “H” holding zoning provision in the By-law, the applicant shall satisfy all municipal service upgrade requirements including watermain upgrades and storm sewer relocation to the satisfaction of the Executive Director of Technical Services.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

The application received by staff on January 21, 2009 originally proposed a development consisting of four, 4-storey apartment buildings each containing five units, for a total of 20 units on site.

Following staff’s review of the proposal and a Community Consultation meeting at which community concerns were raised, staff requested the applicant to reduce the proposed density on site and modify the proposal.

The applicant subsequently revised the proposal by eliminating two, five unit buildings at the rear of the site, reducing the proposed height of the two retained buildings fronting Marina Avenue from four to three storeys, and introducing a new redesigned at-grade parking lot at the rear of the site.

## **ISSUE BACKGROUND**

### **Proposal**

The proposal is for two, three storey multiple unit residential buildings containing five units each, both fronting on Marina Avenue. A private driveway is proposed off Marina Avenue between the two buildings to allow access to the 10 parking spaces provided at the rear of the proposed buildings.

The applicant also proposes to construct a new, separate redesigned at-grade parking lot at the rear of the site with approximately 26 parking spaces for use in association with the commercial uses on Lake Shore Boulevard West, between Long Branch Avenue and Thirty-third Street.

### **Site and Surrounding Area**

The site is located in the immediate vicinity of Lake Shore Boulevard West and Long Branch Avenue (Attachment 6).

North: Lake Shore Boulevard West, one to three-storey retail and office buildings, a three-storey stacked live/work apartment building and a four-storey condominium apartment building.

South: Marina Avenue and two to three-storey residential buildings.

East: Residential duplex building and other small scale residential uses.

West: Church, Long Branch Avenue, Funeral Home and some small-scale retail uses, including an artist's studio.

The lands on the north side of Lake Shore Boulevard West in this location are comprised of a mix of industrial and commercial uses, including a beer store, an automotive dealership and several large manufacturing plants. One of the larger manufacturing operations, Arvin Merator, has recently announced its closure and relocation outside Canada.

### **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 site is designated Neighbourhoods as per Map 15 in the Toronto Official Plan (Attachment 7). Neighbourhoods are physically stable areas providing for a variety of lower scale residential uses. Policies and development criteria in the Plan require that physical changes to established neighbourhoods be sensitive, gradual and generally "fit" the existing character of the neighbourhood.

The Plan (policy 4.1.5) requires that development within Neighbourhoods respect and reinforce the existing physical character of buildings, streetscapes and open space patterns. Among other criteria, new development shall have particular regard to:

- patterns of streets, blocks and lanes;
- size and configuration of lots;
- heights, massing, scale and dwelling type of nearby residential properties;
- prevailing building type;
- setbacks of buildings from the street(s); and
- prevailing patterns of rear and side yard setbacks and landscape open space.

## **Zoning**

A review of the former City of Etobicoke Zoning Code indicates that the lands are zoned Residential Multiple 1 - RM1 (western one third of the site) and Commercial - C1 (eastern two thirds the site). These land classifications permit residential uses including multiple unit residential buildings and commercial uses, respectively. The subject proposal requires further permissions for height, setbacks, lot area, landscaped open space and Gross Floor Area (Attachment 6).

## **Site Plan Control**

The proposed development is subject to site plan control. An application was submitted concurrently with the Zoning Amendment application and there are a number of issues that must be addressed and finalized at site plan review stage, including:

- final design of the proposed private driveway leading to the parking area at the rear of the proposed buildings;
- Final landscaping and tree planting strategies and the appropriate financial securities;
- Final design of the proposed at-grade private parking lot and additional considerations such as paving materials, lighting and landscaping as per the Design Criteria for Greening Surface Parking Lots;
- Detailed review of the Construction Management Plan recently submitted by the applicant; and
- Other issues identified in the staff comments arising from the review of the site plan application.

## **Reasons for Application**

The Official Plan Amendment application is required because a private, commercial parking lot is not permitted in Neighbourhoods.

The Zoning By-law Amendment is required because a portion of the proposed residential development will be located on lands that are currently zoned C1. The proposal also requires further permissions for increased height and reductions to the required building setbacks, landscape provisions, lot area and landscaped open space. In addition, a zoning amendment is also required to permit the at-grade private parking lot in its proposed location for parking in association with the commercial uses on Lake Shore Boulevard West.

## **Community Consultation**

A Community Consultation meeting was held at the Royal Canadian Legion, Branch 101 on April 14, 2009 in order to provide residents and property owners with an opportunity to review and comment on the original application. Approximately 25 area residents were in attendance at the meeting. A number of letters and phone calls were also received after the meeting, for the most part, in objection to the original proposed four-building, 20 unit development.

The concerns identified by the area residents included:

- Density and height (the proposal was too bulky, too tall and contained too many units);
- Additional traffic congestion and strain on an already exacerbated parking situation particularly on Marina Avenue, due to the church use;
- Preference for an alternative development such as a smaller building;
- The possibility of a precedent-setting situation for the larger neighbourhood whereby other sites could be developed similarly in the future;
- Lack of on-site amenity space; and
- Construction activity that may negatively affect the neighbouring communities with increased traffic and construction traffic blockades.

These issues are addressed below, including how the revisions made to the application respond to the concerns listed above.

## **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**

The subject application has been reviewed in context of the policies of the Provincial Policy Statement, Growth Plan and Official Plan.

## **Provincial Policy Statement and Provincial Plans**

The proposal is consistent with the PPS. The development promotes intensification through compact building form utilizing existing infrastructure. It also promotes the efficient development and lands use patterns including a desirable range and mix of residential uses for the area. The site is located in close proximity to a main street (Lake Shore Boulevard West) which is also identified as a major transit corridor in the Official Plan, Higher Order Transit Corridors Map 4.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. It will also assist in supporting the commercial strip of the former Village of Long Branch with additional population as well as additional parking.

The development is transit supportive in terms of density and proximity to the adjacent streetcar line along Lake Shore Boulevard West and the nearby Long Branch GO Station.

## **Land Use, Built Form and Massing**

All relevant Official Plan policies support the residential component of this development along Marina Avenue.

The site is currently designated as Neighbourhoods in the Official Plan. Despite its location within a Neighbourhood's area, the western two thirds of the site have historically been used as a surface parking lot. That area of the site is split-zoned RM1 and C1. The western half of the parking lot is located in an RM1 zone and is a legal non-conforming use. The eastern half of the parking lot is a permitted use under the C1 Zoning. This parking lot serviced a retail use at 3563 Lake Shore Boulevard West (formerly Loblaws), that is located north of the subject site, opposite to an existing public laneway adjacent to the north edge of the subject site.

In addition, the eastern most third of the application site is zoned C1 commercial. The dwelling that existed on this portion of the site was also a legal non-conforming use but has been demolished.

The existing parking lot extends from the public laneway south to the Marina Avenue street frontage. Given that most of the other lots within the greater block and larger neighbourhood are made up of residential buildings fronting on a public street, this site creates an undesirable break in the residential streetscape on Marina Avenue. Moreover, the existing C1 zoning over the eastern two thirds of the site offers the potential for a commercial building to be developed, which would not be in keeping with the residential character of the street.

This proposal ensures that the prevailing residential character is respected on the portion of the site that fronts on a residential street (Marina Avenue) in keeping with the intent of the Neighbourhood designation. It replaces the legal non-conforming portion of the existing parking lot and the C1 zoning of the balance of the site, which does not conform to the residential land use pattern within the neighbourhood and to the intent of the Official Plan.

The proposed parking lot will allow for parking to continue to serve the commercial developments along Lake Shore Boulevard West to the north of the site extending from Long Branch Avenue and Thirty-third Street and also accommodate some parking for the proposed residential development, should it be necessary. The draft zoning by-law will provide for this permission. The proposed parking lot can also provide additional parking to the neighbourhood and will alleviate the parking shortage that was identified by the residents at the Community Consultation meeting.

The parking lot will be laid out away from Marina Avenue with access from the public lane. It will be well screened from the residential units (proposed and existing) facing Marina Avenue. With access to Marina Avenue eliminated, parking lot-related traffic will remain outside the neighbourhood zone. It will have minimal impact on the surrounding residential neighbourhood.

The applicant was required to submit an Official Plan Amendment application for the proposed private parking lot to the rear (north) of the proposed residential buildings as such a use is not contemplated within Neighbourhoods in the Official Plan. This site-specific amendment, if approved, will regularize the residential and commercial zone boundaries, it will eliminate the broad commercial use permissions that extend to Marina Avenue and will restrict the non-residential use of the land to only a parking area that is to be associated with the commercial uses on Lake Shore Boulevards West, away from Marina Avenue.

Planning staff have also reviewed the prevailing lot depths, orientation of the lot frontages and lot patterns and determined that the location and orientation of the proposed residential lot and proposed walk-up apartment buildings is consistent with other existing residential lots within the immediate neighbourhood. It is unlikely that this form of development would be replicated elsewhere in this neighbourhood because there are no vacant or underdeveloped sites of the size required to accommodate this form of development and the established built form and lot pattern would necessitate multiple lot assembly.

The establishment of a wide landscape strip between the proposed public parking area and the proposed development will provide a buffer and a practical demarcation of the boundary between the commercial uses to the north and the residential uses to the south.

The neighbourhood contains varied built form that includes single family detached and semi-detached dwellings, duplexes, triplexes, fourplexes and other double triplex buildings that contain 6 units. These forms of multi-unit residential dwellings can also be found along Marina Avenue east and west of Long Branch Avenue. There are also larger multi-unit residential buildings further south and west of the subject site, in the neighbourhood.

The site is bordered by a public laneway to the north that is also the boundary between the Neighbourhood and the Lake Shore Boulevard West retail strip, which is identified as

an Avenue in the Official Plan and designated Mixed Use Areas. The built form on Lake Shore Boulevard West, between Long Branch Avenue and Thirty-third Street (which is the area immediately north of the subject site) consists of a mix of mainstreet buildings ranging in height from one to four storeys.

A church is located at the northeast corner of Marina Avenue and Long Branch Avenue, abutting the subject site to the west. At the northwest corner of Marina Avenue and Long Branch Avenue there is a funeral parlour and to the north of that, on the west side of Long Branch Avenue, are several single detached dwellings, one of which operates as an artist's studio. A triplex is located to the immediate east of the site.

Although there are a number of housing types in the immediate vicinity, the built form is generally low to medium scale, with no buildings over three storeys in height, except for a number of larger, older developments further south on Thirty-third Street. Since the original application, the applicant has revised the proposed building height from four to three storeys, which is more consistent with the existing character in the immediate vicinity.

The proposed front yard setbacks, although considerably less than the required Long Branch zoning by-law standards, are consistent and align with the setback of the Church's to the west and the home located at the northwest corner of Marina Avenue and Thirty-third Street (which is at the east end of the subject site's block). In staff's opinion, the proposed setback is acceptable as it creates a consistent setback rhythm for the block face.

The building facades have been designed to complement the existing residential developments along the south side of Marina Avenue. The applicant also proposes to plant approximately five new trees on the public right-of-way.

The redesign of the site as proposed will eliminate the intrusion of the currently permitted surface parking lot on a residential street. The parking lot will be substantially set back from the street by approximately 26 metres.

Overall the proposal will result in a built form that is compatible with the surrounding neighbourhood with no adverse impact on the abutting neighbours.

### **Traffic Impact, Access, Parking**

The applicant submitted a Traffic Impact Assessment supporting the original application for four, five-unit buildings. The study concluded that, given the district is a mature residential area, no increase in background traffic was anticipated on Long Branch Avenue or other local roads in the vicinity. The increase in traffic generated by the original development (20 units) created a negligible change in operating conditions. The current proposal of 10 units would by inference have even less impact.

At the Community Consultation meeting the residents identified the shortage of parking as a serious issue in the neighbourhood, particularly on the days of service at the



neighbouring church. The proposed surface parking lot will help minimize the current shortage of on-street parking in the area, as it will provide a viable parking option for customers of the retail shops and services on Lake Shore Boulevard West. The applicant will work with the church to possibly arrange occasional parking within the surface parking lot for parishioners, particularly during special events at the church.

Transportation staff has recommended that a minimum of nine residential parking spaces be provided on-site plus two parking spaces for visitors. Currently, the applicant is proposing to provide five indoor parking spaces in each of the five unit buildings, (one residential space per unit). As the applicant is providing a surface parking area to the rear of the residential development with approximately 26 spaces, an arrangement can be made to either redesign the lot to allow for two visitor spots which would be separated from the rest of the commercial lot and be included as part of the residential property, or require the applicant to designate two parking spaces in the lot for visitors to the residential development. The former option is preferred.

Staff will continue to work with the applicant to resolve this issue. The parking requirement will be secured in the site specific by-law (Attachment 9) and the final parking arrangement will be dealt with at the site plan review stage.

## **Servicing**

The existing 100 mm watermain on Marina Avenue is insufficient to service the original proposal for four apartment buildings. The City would have required that it be upgraded at the applicant's expense. In accordance with the OBC, a Siamese connection and a fire hydrant was required within 45 metres of a connection. Technical Services staff determined that the upgrade was required given that hydrants need to be installed on watermain having a minimum diameter of 150 mm.

Based on the revised application for two three-storey buildings, the revised Functional Servicing and Stormwater Management Report (FSSM) no longer identifies the need for the installation of a new fire hydrant, given that the existing hydrants at the northeast corner of Marina Avenue and Thirty-third Street and at the southeast corner of Marina Avenue and Long Branch Avenue are sufficient.

The revised FSSM also states that there should be sufficient flows in the existing watermain for domestic usage and therefore an upgrade should not be required.

Through the review of the previous submission for four apartment buildings, Technical Services staff also identified the need for the relocation of a storm sewer that is currently located on the subject property. Staff required the applicant to design a new storm drainage system in the lane located to the north of the subject site, which should include a new catchbasin and storm sewer and a new storm sewer connection to the storm sewer on Long Branch Avenue. The applicant was also required to obtain the necessary approvals of the Ministry of the Environment for such improvement and pay for the City's engineering and inspection fees.

The revised FSSM addresses the requirements for a new storm drainage system and proposes that a connection will be provided to the existing storm sewer on Long Branch Avenue with on-site stormwater management control.

Technical Services staff have not yet fully reviewed the revised application and provided detailed comments on the revisions. Therefore, the attached draft by-law will proceed with a Holding Symbol that may be removed once the applicant fulfilled all the requirements of Technical Services in terms of required storm water management and servicing upgrades including the provision of all required financial guarantees.

## **Parkland**

The site is in the highest quintile of current provision of parkland, as per Map 8B/C of the Official Plan. The site is in a parkland priority area, as per Alternative Parkland Dedication Rate By-law 1420-2007.

The applicant proposes 10 residential units on a site of 0.195 hectares. The alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007 will be applied.

The applicant proposes to satisfy the parkland dedication requirement by cash-in-lieu and this is appropriate as the required amount of parkland is too small to be of a functional size. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

## **Open Space**

The proposal does not provide any other landscaped open space except for the proposed landscaping strip separating the residential component of the development from the proposed surface parking lot at the rear of the site.

Much of the area that could have otherwise been used for landscape open space on site is taken up by the proposed private driveway off Marina Avenue that will provide access to the parking area at the rear of the proposed buildings. The alternative to that arrangement would be to provide an integral parking area along Marina Avenue that could be accessed from the public street. Planning staff does not support that approach. Staff will however work with the applicant to ensure that the appropriate paving materials are used.

The applicant does provide some amenity space in the form of balconies at the rear of the proposed buildings and some additional landscaping throughout the site.

In addition, the proposed development is in close proximity to the lake, Birch Park and Long Branch and Lenford Parks.

## **Design and Streetscape Improvements**

The proposed development will result in an improvement to the existing streetscape on Marina Avenue.

Currently, the north side of Marina Avenue, from Long Branch Avenue to Thirty-third Street, is dominated by an empty lot that was previously used as a surface parking lot. This condition creates an undesirable break on the residential block that is not in keeping with the character of the larger neighbourhood.

The applicant proposes to construct two residential buildings along that frontage that are more in keeping with the existing character of the neighbourhood. The building facades have been designed to complement the existing residential dwellings south of this development.

Landscaping improvements to the public boulevard will also be provided and secured through the Site Plan Approval process, including the preservation of an existing oak tree and the planting of five new trees.

## **Toronto Green Standard**

Staff will be encouraging the applicant to review sustainable development opportunities by utilizing the City's Green Development Standards (GDS) adopted by Council in July 2006.

## **Development Charges**

It is estimated that the development charges for this project will be approximately \$74,200.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

## **CONTACT**

Pedro Lopes, Planner  
Tel. No: (416) 394-2608; Fax No: (416) 394-6063  
E-mail: plopes2@toronto.ca

## **SIGNATURE**

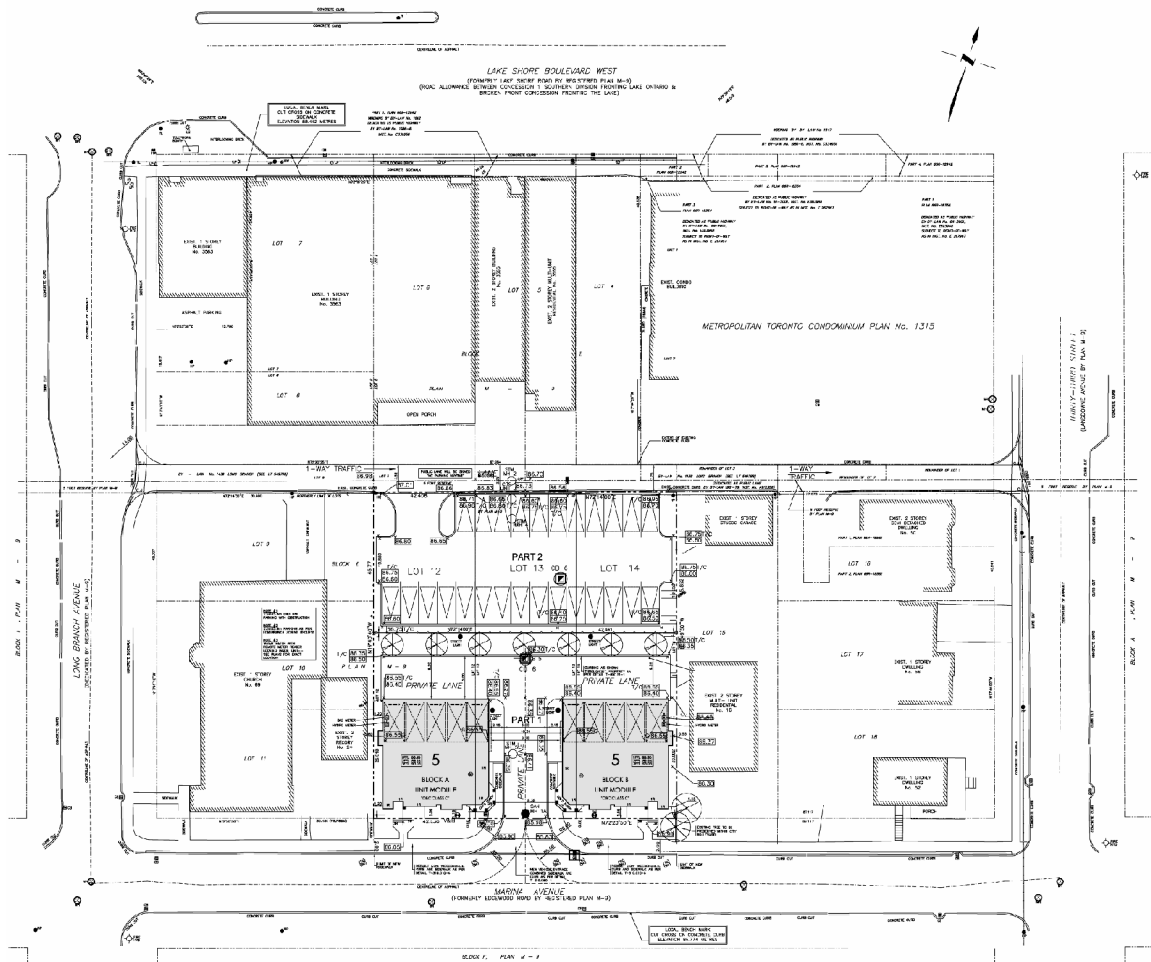
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Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Etobicoke York District

## **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: Block A Elevations (Front and Rear)
- Attachment 3: Block A Elevations (East and West)
- Attachment 4: Block B Elevations (Front and Rear)
- Attachment 5: Block B Elevations (East and West)
- Attachment 6: Zoning
- Attachment 7: Official Plan
- Attachment 8: Application Data Sheet
- Attachment 9: Draft Official Plan Amendment
- Attachment 10: Draft Zoning By-law Amendment

## Attachment 1: Site Plan



### Site Plan

Applicant's Submitted Drawing

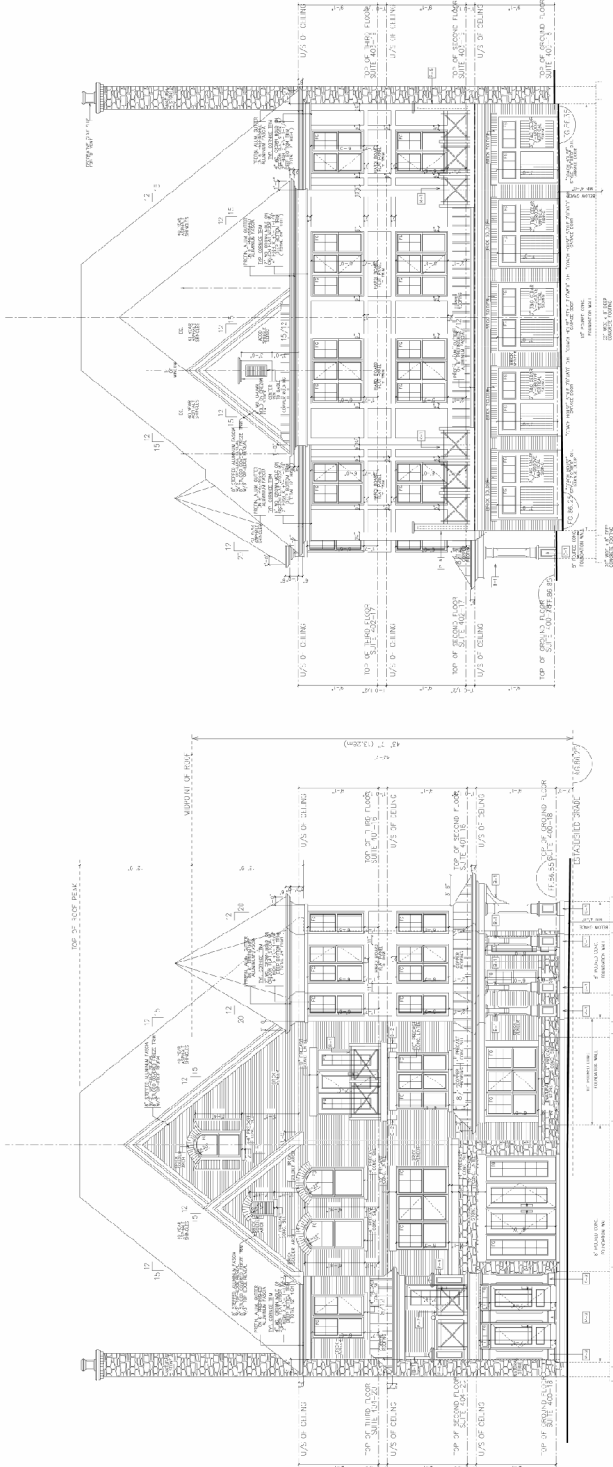
Not to Scale  
10/14/09



20 & 22 Marina Avenue  
3563 Lake Shore Boulevard West

File # 09\_103998

Attachment 2: Block A Elevations (Front and Rear)



BLOCK A - Rear Elevation

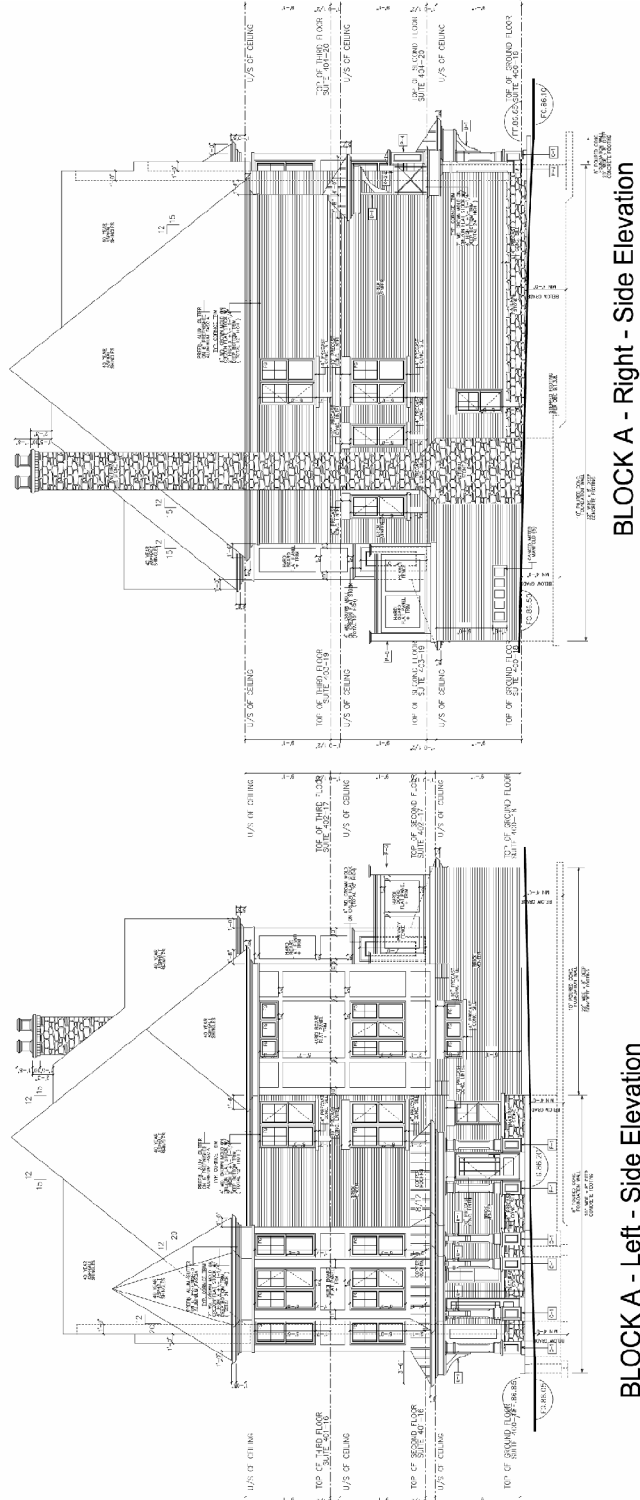
BLOCK A - Front Elevation

**Elevations**  
Applicant's Submitted Drawing  
Not to Scale  
10/14/09

**20 & 22 Marina Avenue**  
**3563 Lake Shore Boulevard West**

File # 09\_103998

### Attachment 3: Block A Elevations (East and West)

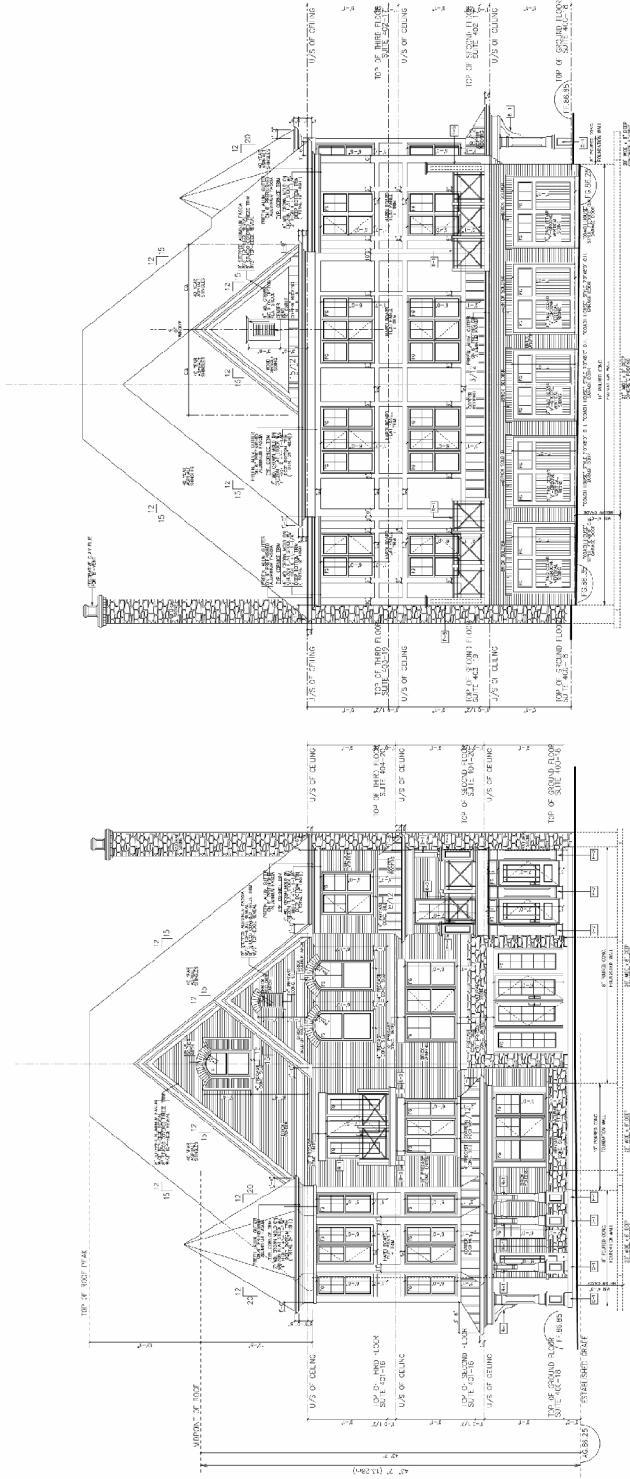


**Elevations**  
 Applicant's Submitted Drawing  
 Not to Scale  
 10/14/09

**20 & 22 Marina Avenue**  
**3563 Lake Shore Boulevard West**

File # 09\_103998

Attachment 4: Block B Elevations (Front and Rear)



BLOCK B - Rear Elevation

BLOCK B - Front Elevation

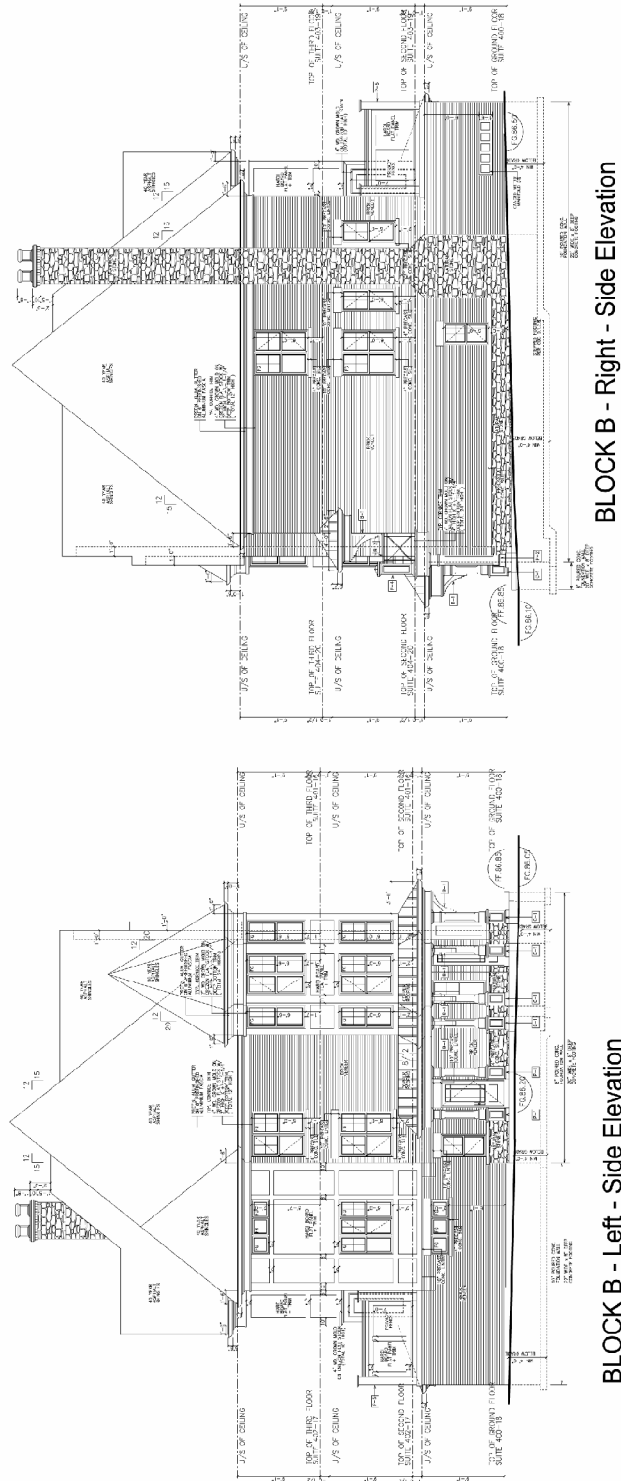
**Elevations**  
Applicant's Submitted Drawing  
Not to Scale  
10/14/09

**20 & 22 Marina Avenue**  
**3563 Lake Shore Boulevard West**

File # 09\_103998



## Attachment 5: Block B Elevations (East and West)



### Elevations

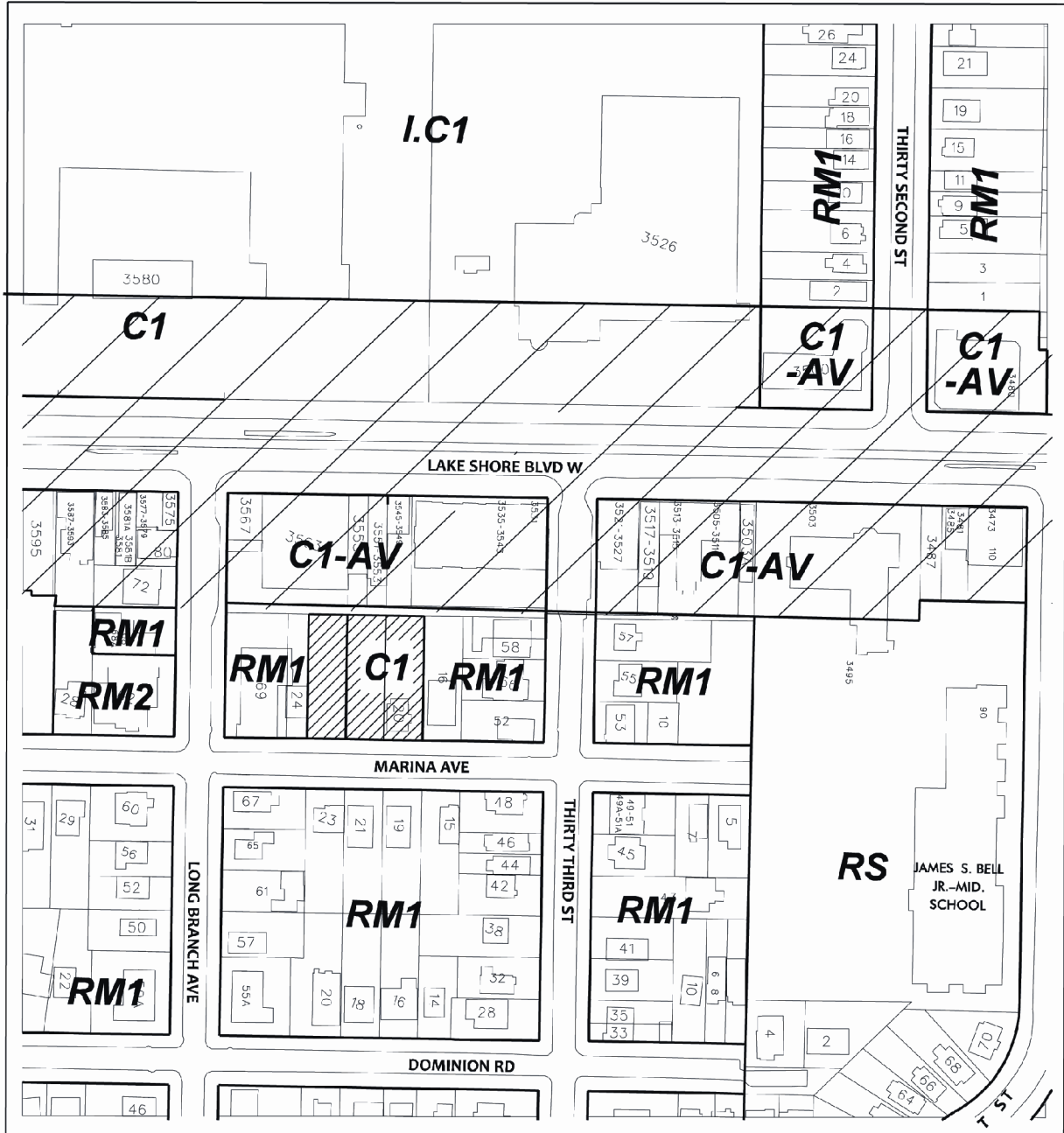
Applicant's Submitted Drawing

Not to Scale  
10/14/09

20 & 22 Marina Avenue  
3563 Lake Shore Boulevard West

File # 09\_103998

## Attachment 6: Zoning



**TORONTO** City Planning  
Zoning

20-22 Marina Ave & 3563 Lake Shore Blvd W.

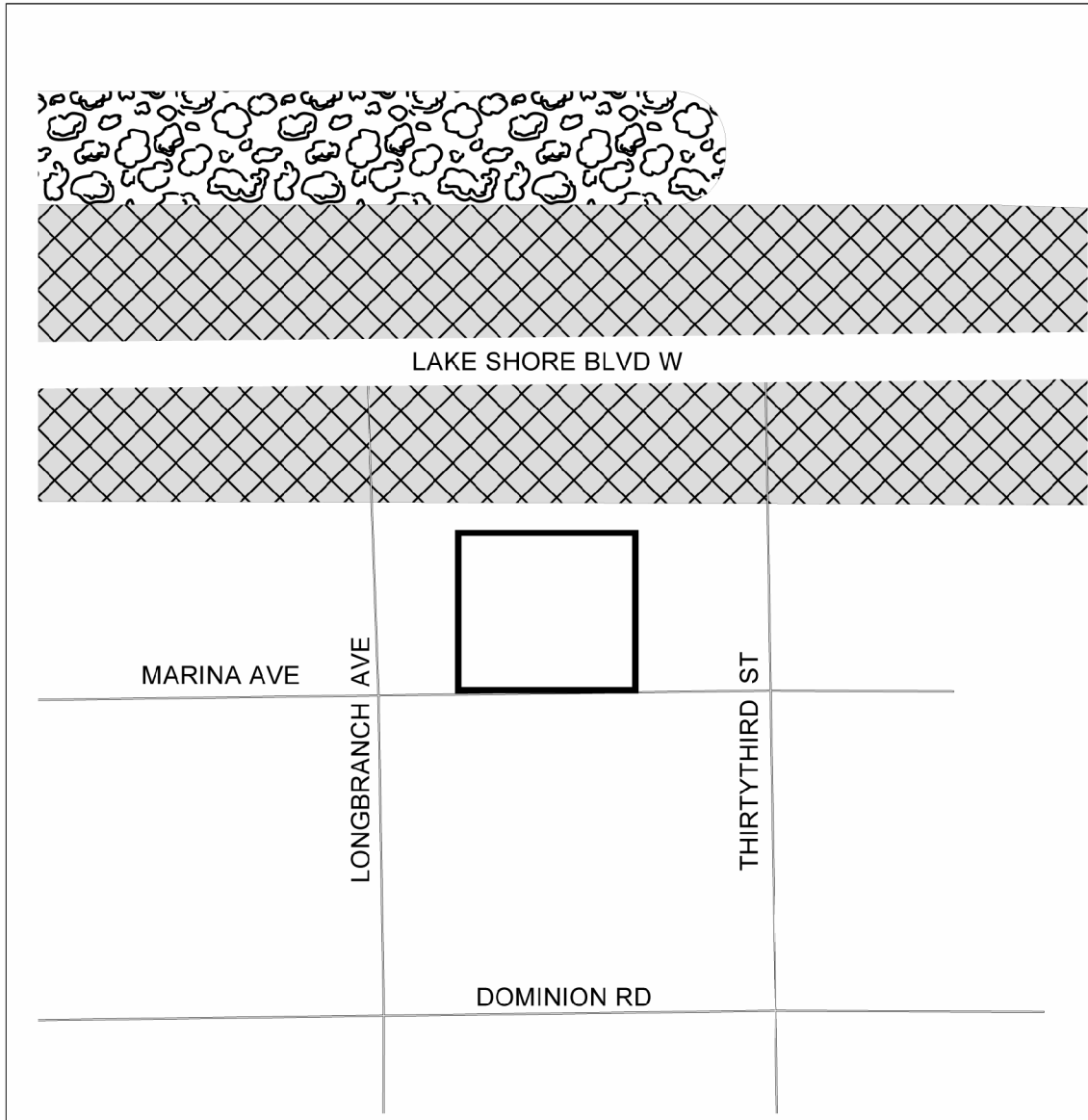
File # 09\_103998\_

RS Residential Single  
RM1 Multiple-Family Dwellings First Density Zone  
RM2 Multiple-Family Dwellings Second Density Zone  
C1-AV General Commercial Zone



Not to Scale  
Zoning By-law 7625  
Extracted 03/02/2009 JM

## Attachment 7: Official Plan



**Toronto** City Planning  
Official Plan

20 - 22 Marina Avenue  
3563 Lake Shore Boulevard West

File # 09\_103998

	Site Location		Natural Areas		Institutional Areas		Utility Corridors
	Neighbourhoods		Parks		Regeneration Areas		
	Apartment Neighbourhoods		Other Open Space Areas		Employment Areas		
	Mixed Use Areas						

↑  
Not to Scale  
10/14/09

## Attachment 8: Application Data Sheet

### APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	09 103998 WET 06 OZ
Details	Rezoning, Standard	Application Date:	January 21, 2009

Municipal Address:	20 MARINA AVE
Location Description:	PL M9 BLK E LT14 **GRID W0605
Project Description:	Proposal for the construction of two multiple unit buildings containing five units each for a total of 10 units at 20 & 22 Marina Avenue. A private surface parking lot is also proposed towards the rear of the site.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
QUEENSCORP INC			QUEENSCORP (LONG BRANCH)

#### PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	C1 RM1
Zoning:		Historical Status:	
Height Limit (m):		Site Plan Control Area:	

#### PROJECT INFORMATION

Site Area (sq. m):	1945.45	Height:	Storeys:	4
Frontage (m):	42.52		Metres:	13.75
Depth (m):	45.85			
Total Ground Floor Area (sq. m):	251.56			<b>Total</b>
Total Residential GFA (sq. m):	1020.36		Parking Spaces:	10
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	1020.36			
Lot Coverage Ratio (%):	12.9			
Floor Space Index:	0.52			

#### DWELLING UNITS

#### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:			
Rooms:	0	Residential GFA (sq. m):	1020.36
Bachelor:	0	Retail GFA (sq. m):	0
1 Bedroom:	2	Office GFA (sq. m):	0
2 Bedroom:	8	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	10		

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	Pedro Lopes, Planner
	<b>TELEPHONE:</b>	(416) 394-2608

## **Attachment 9: Draft Official Plan Amendment**

Authority: Etobicoke York Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

### **CITY OF TORONTO**

#### **BY-LAW No. ~-20~**

#### **To adopt an Amendment No. 78 to the Official Plan respecting 20 and 22 Marina Avenue**

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No.78 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

## AMENDMENT NO. 78 TO THE OFFICIAL PLAN

### 20 and 22 Marina Avenue

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 337 to the rear portion of 20 and 22 Marina Avenue, as follows:

337. **20 and 22 Marina Avenue**

A private commercial parking lot is permitted.



2. Map 26, Site and Area Specific Policies, is amended by adding 20 and 22 Marina Avenue, as shown on the map above as Site and Area Specific Policy No. 337.

## Attachment 10: Draft Zoning By-law Amendment

Authority: Etobicoke York Community Council Item \_\_\_\_\_  
as adopted by City of Toronto Council on \_\_\_\_\_  
Enacted by Council: \_\_\_\_\_

### CITY OF TORONTO

#### BY-LAW No. \_\_\_\_\_-2009

**To amend the former City of Etobicoke Zoning Code Chapters \_\_\_\_ and \_\_\_\_ with respect to lands municipally known as 20 and 22 Marina Avenue**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The Etobicoke Zoning Code, as amended, Division C, is further amended as follows:

1. That the zoning map referred to in Section 320-5, Article II of the Zoning Code, be and the same is hereby amended by changing the classification of the lands described in Schedule "A" annexed hereto from;

- a) C1 on the easterly part of the southern portion of the site to RM1;  
and

- b) RM1 on the westerly portion of the northern portion of the site to C1.

2. Notwithstanding the provisions of Sections \_\_\_\_\_ of the Zoning Code, a three-storey multi-unit residential building containing a maximum of five dwelling units shall be permitted within the setbacks established for building envelopes A and B for a total of two buildings as shown on schedule 'B' attached hereto subject to the following provisions;

Maximum Height	3 storeys and 13.5 meters to the midpoint of the roof measured from the established grade elevation of 86.25 meters.
Maximum number of dwelling units	10
Maximum Gross Floor Area	840m <sup>2</sup>
Minimum parking spaces	
<i>Dwelling units</i> (include den)	0.8 spaces for a 1 bedroom (may

0.9 spaces for a two bedroom

*Visitor*

0.15 spaces per dwelling unit

The minimum required parking spaces shall be provided on the combined lands described as Part 1 and Part 2 on Schedule 'B' attached hereto.

A minimum of 20% of the lands shown as Part 1 on Schedule B shall be landscaping.

3. Notwithstanding the provisions of Section \_\_\_\_\_ of the Zoning Code, only a private commercial parking lot shall be permitted on lands described as Part 2 on Schedule 'B' attached hereto.'

Where the provisions of this By-law conflict with the provisions of the former City of Etobicoke Zoning Code and/or By-law 1989-78, the provisions of this By-law shall take precedence.

Chapter 324, Site Specifics, of the Etobicoke Zoning Code, is hereby amended to include reference to this By-law by adding the following to Section 324-1, Table of Site Specific By-laws:

BY-LAW NUMBER AND ADOPTION DATE	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
_____ - 2009	Lands located at the southeast quadrant of Lake Shore Boulevard West and Long Branch Avenue, municipally known as 20 & 22 Marina Avenue.	To rezone the westerly part of the southern section of the property from C1 to RM1 to permit two 3 storey multi unit buildings containing 10 dwelling units and to rezone the westerly portion of the northern part of the site from RM1 to C1 to permit a private parking lot

Enacted and passed this \_\_\_\_ day of \_\_\_\_ . 20\_\_\_\_

DAVID R. MILLER

Mayor

ULLI S. WATKISS  
City Clerk



