

**1750, 1790, 1800, 1830, 1850 and 1900 The Queensway  
and 290, 300, 310 and 320 North Queen Street - Zoning  
By-law Amendment Application - Preliminary Report**

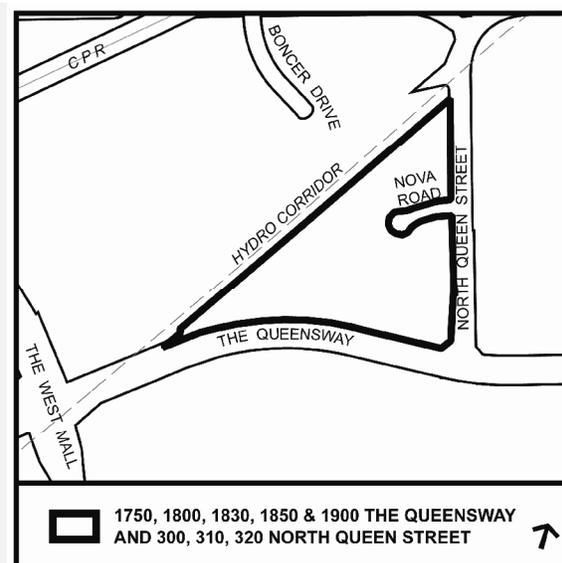
<b>Date:</b>	December 6, 2013
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Community Planning, Etobicoke York District
<b>Wards:</b>	Ward 5 – Etobicoke-Lakeshore
<b>Reference Number:</b>	13 247159 WET 05 OZ

**SUMMARY**

This application proposes to amend the former City of Etobicoke Zoning Code and City of Toronto Zoning By-law 569-2013 to permit a mixed-use development at 1750, 1790, 1800, 1830, 1850 and 1900 The Queensway and 290, 300, 310 and 320 North Queen Street. Three 27-storey residential buildings containing a total of 904 units and 13,942 m<sup>2</sup> of commercial floor space are proposed to be developed. Two existing commercial buildings would be retained.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

The lands are located within the boundary of the Sherway Area Study that City Council directed be initiated at its meeting of November 13 and 14, 2013 and for which Preliminary Terms of Reference for an approximately 18-month study process was approved by Etobicoke York Community Council at its meeting of November 19, 2013. The lands are also located within the study area of the North



Queen Street Extension Municipal Class Environmental Assessment (North Queen EA) which is underway with a final report and Notice of Completion to the Ministry of Environment targeted for the first quarter of 2014.

A community consultation meeting for this application is recommended to be scheduled by staff in consultation with the Ward Councillor once the Notice of Completion for the North Queen EA is issued and when the Sherway Area Study has advanced to the draft recommendation stage.

A final report and public meeting under the *Planning Act* to consider this application is targeted for the third quarter of 2015 concurrent with the estimated timing of completion of the Sherway Area Study.

## **RECOMMENDATIONS**

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

1. Staff be directed to schedule a community consultation meeting for the lands at 1750, 1790, 1800, 1830, 1850 and 1900 The Queensway and 290, 300, 310 and 320 North Queen Street together with the Ward Councillor when the Notice of Completion for the North Queen Street Extension Municipal Class Environmental Assessment is issued and the Sherway Area Study has advanced to the draft recommendation stage.
3. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the lands.
4. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **Pre-Application Consultation**

A number of pre-application consultation meetings were held with the applicant's consultants to discuss complete application submission requirements, studies currently underway and planned for the area, development limits, as well as potential issues related to the proposed development concept for the lands. Staff also confirmed that the southeast corner of the applicant's lands coincided with the approved Bloor-Danforth Subway extension alignment and was to be protected.

Staff identified the upcoming completion of the North Queen EA and initiation of the Sherway Area Study, both of which are discussed in this report, as they impact City staff's ability to review and evaluate the development proposal. It was recommended that the application submission be deferred pending the completion of the North Queen EA

and the advancement of the Sherway Area Study to the draft recommendation stage, so that an updated planning framework for the area could be comprehensively developed.

The basis for this recommendation was that the North Queen EA and the Official Plan policy framework for the Sherway Area both directly impact the development site and the development proposal with respect to transit and transportation capacities, the alignment of the public street network, the potential for additional retail/residential development permissions and the provision of community services and facilities that would be required to support residential uses.

## **ISSUE BACKGROUND**

### **Proposal**

A number of inconsistencies between the application form, plans, drawings and supporting documents were noted during the preliminary review of the application submission. The applicant has been advised of this issue and is required to provide the necessary information for the appropriate review and evaluation of the proposal. For the purposes of this report, the application description is based on the development statistics on Site Plan and Site Statistics Drawing No. A101, dated September 29, 2013 except where noted otherwise (see Attachment 1).

The applicant's landholdings in this area total 9.43 ha and are bisected by an Ontario Hydro One corridor resulting in a 3.4 ha North Parcel and a 6.03 ha South Parcel. The Master Plan and Zoning By-law Amendment Context Plan, submitted with the application, illustrate the potential redevelopment of the entire 9.43 ha, the relationship between the North and South Parcels and the hydro corridor, as well as the proposed organization and reconfiguration of the South Parcel to accommodate the development proposed by this application (see Attachments 2 and 3).

This rezoning application applies only to the applicant's 6.03 ha South Parcel. The application proposes the construction of three 27-storey residential condominium buildings with lower/ground floor commercial uses, the retention of two existing commercial buildings (currently tenanted to Staples and Tiger Direct) and the demolition of various buildings totaling 9,454 m<sup>2</sup> of existing commercial space. The proposal is referenced as Phase 1 of the redevelopment of the larger 9.43 ha property in the applicant's Planning Report.

To facilitate the proposed development, the South Parcel would be divided into three parcels of which Parcel 1 (2.02 ha in size) would accommodate two of the proposed residential buildings, while Parcel 2 (1.01 ha in size) would accommodate the third proposed residential building. The remaining lands would become the third parcel and contain the two retained commercial buildings. Changes are also proposed to the configuration of the existing internal private driveways, landscaped areas and surface parking areas. Access to the individual parcels is proposed from The Queensway, North Queen Street, Nova Road and an internal private driveway network.

The three new buildings propose a total of 904 residential units and 13,942 m<sup>2</sup> of commercial space and would occupy 3.03 ha of the South Parcel. A total of 2,099 parking spaces are proposed within three levels of underground parking, as well as 741 underground bicycle parking spaces. The two residential buildings on Parcel 1 would have a shared underground parking garage.

Detailed development statistics are set out in the table below.

	<b>Parcel 1</b>		<b>Parcel 2</b>	<b>Remaining Parcel *</b>
	Building A2	Building B1	Building C1	Retained Commercial
Net Parcel Area	2.02 hectares		1.01 hectares	3.0 hectares
Residential GFA	20,688 m <sup>2</sup>	21,386 m <sup>2</sup>	21,953 m <sup>2</sup>	n/a
Retail/Commercial GFA	4,430 m <sup>2</sup>	5,431 m <sup>2</sup>	4,081 m <sup>2</sup>	Data not provided
Net Parcel Density	2.57		2.57	Unable to calculate
Residential Units:	293:	300:	311:	n/a
One bedroom	190	195	200	
Two bedroom	102	104	108	
Three bedroom	1	1	3	
Amenity Area				n/a
Indoor	647 m <sup>2</sup>	794 m <sup>2</sup>	749 m <sup>2</sup>	
Outdoor	631 m <sup>2</sup>	633 m <sup>2</sup>	631 m <sup>2</sup>	
Parking (Underground)	710:	713:	676:	Data not provided
	366 residential 44 visitor 300 non-res	375 residential 45 visitor 293 non-res	389 residential 62 visitor 225 non-res	
Landscaping	Data not provided	Data not provided	Data not provided	Data not provided
Bicycle Parking (Underground)	240:	249:	252:	Data not provided
	176 residential 58 visitor 6 non-residential	180 residential 62 visitor 7 non-residential	187 residential 60 visitor 5 non-residential	
Total Residential GFA	64,027 m <sup>2</sup> (proposed)			n/a
Total Non-Residential GFA	13,942 m <sup>2</sup> (proposed)			Data not provided
Total GFA	77,969 m <sup>2</sup> (proposed)			Unable to calculate

\* The GFA and other related data for the proposed retained commercial buildings was not supplied in the application submission.

## Site and Surrounding Area

The lands are located opposite the Sherway Gardens Shopping Centre along the north side of The Queensway, between North Queen Street and The West Mall and are currently occupied by a mix of retail, commercial, restaurant and office uses.

The lands subject to this application (South Parcel) are 6.03 ha in area and are currently occupied by 10 buildings of which four are low-rise office buildings and the remainder include a mix of retail, commercial restaurant and personal service uses such as Jack Astor's, Canyon Creek, LCBO, Staples, Red Lobster and Tiger Direct among others. Surrounding land uses in the area are as follows:

North: Hydro One Corridor, retail commercial and restaurant uses within the FIMA North Parcel, industrial uses, City of Toronto Works Yard, and the Canadian Pacific Rail corridor.

South: Sherway Gardens Shopping Centre, high-rise residential uses, The Queen Elizabeth Way highway and the Trillium Health Centre to the southwest.

East: Retail, commercial and restaurant uses, and Highway 427.

West: Retail, commercial and restaurant uses, an automotive dealership within the FIMA North Parcel, Hydro One Corridor, The West Mall and Etobicoke Creek valley.

## 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 to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## Official Plan

The lands within the South Parcel are designated *Mixed Use Areas* on Land Use Map 15 of the Official Plan. The Plan also identifies the lands along The Queensway as an *Avenue*, and the remainder of the lands within an Employment District on Urban Structure Map 2.

On Map 3 Right-of-Way Widths Associated with Existing Major Streets, The Queensway is identified as having a right-of-way width of 36 m and North Queen Street as having a right-of-way width of 27 m.

The lands are also within a Transit Corridor and GO/TTC Interchange on the Higher Order Transit Corridors Map 4. The corridor reflects the Bloor-Danforth Subway Westerly Extension Environmental Assessment alignment, which was approved by the Ministry of the Environment in 1993.

The Official Plan characterizes *Mixed Use Areas* as being made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The objective of the development criteria for *Mixed Use Areas* (Section 4.5.2) is to direct the design, orientation and massing of new buildings to provide attractive, comfortable and safe pedestrian environments that limit adverse impacts and take advantage of nearby transit services.

### **Avenues and Employment Districts**

*Avenues* as identified on Map 2 of the Official Plan are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities. This reurbanization is to improve the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Reurbanization of the *Avenues* is to be achieved through the preparation of an Avenue Study that sets out contextually appropriate as-of-right zoning and other regulations to achieve high quality development. Section 2.2.3 of the Plan contains policies stating that development may be permitted on the *Avenues* prior to an Avenue Study where it implements all the policies of the Plan including the policies of the relevant designation area(s). As a City initiated Avenue Study has not commenced for this segment of The Queensway, the applicant submitted an Avenue Segment Review with this application. This report will be reviewed to assess the precedent the proposed development would set for other potential redevelopment sites in the area and the subsequent cumulative impacts on the existing infrastructure and community facilities.

Employment Districts are areas to be protected and promoted exclusively for economic activity. Development adjacent to or near Employment Districts is to be appropriately designed, buffered and/or separated from industries as necessary to mitigate adverse effects from noise, vibration, traffic, odour and other contaminants. The status of the Employment Districts overlay on the lands is discussed in the Official Plan and Municipal Comprehensive Review sub-section below.

### **Public Realm and Built Form**

The Public Realm and Built Form policies of the Official Plan (Sections 3.1.1 and 3.1.2), recognize the importance of good design in creating a great city. The Public Realm policies provide direction regarding the provision and design of new streets, blocks and development lots, and parks and open spaces. The Built Form policies provide direction regarding the location and organization of new development to ensure its fit with its

existing and planned context, the massing and design of new buildings and their relationship to the public realm, and the provision of amenity space. The Tall Buildings policies (Section 3.1.3) identify the larger civic responsibilities of tall buildings and the additional built form principles to be applied when considering their location and design.

### **Housing**

The Housing Policies (Section 3.2.1) set out policy objectives with respect to achieving a range of housing type, tenure and affordability across the City and within neighbourhoods. Policy 3.2.1.9 of the Official Plan states that large residential developments on sites greater than 5 hectares shall provide a mix of housing in terms of type and affordability. The objective of this policy is to stimulate production of new private sector rental housing, preserve affordable rental housing, make efficient and effective use of the City's own housing resources to achieve a range of housing objectives and work in partnerships to take advantage of emerging opportunities in both the public, private and non-profit sectors.

### **Community Services and Facilities**

Section 3.2.2 Community Services and Facilities identifies the importance of providing ready access to community service facilities such as recreation centres, arenas, schools, libraries and community health clinics across the City and within neighbourhoods. This section of the Plan identifies that the provision of such services and facilities in areas experiencing major or incremental physical growth is a responsibility to be shared by the City, public agencies and the development community. To ensure a timely response to the need for new or additional services and facilities, a strategy is required. The policies require that such strategies and implementation mechanisms will be required for residential or mixed use sites generally larger than 5 hectares and all new neighbourhoods in order to inform the range of facilities needed to support development.

### **Parks and Open Spaces**

The proposed development is located within an area identified as having less than 300 people on Parkland Provision Map 8B of the Official Plan, reflecting that the lands are in a non-residential area. The Parks and Open Space policies of the Plan identify the addition of new parks and amenities and the expansion and improvement of existing parks as actions for the maintenance of the City's parks and open space system.

### **Building New Neighbourhoods**

Section 3.3 Building New Neighbourhoods provides policy direction where a new neighbourhood is proposed, identifying the requirement for a comprehensive planning framework to address infrastructure, streets, parks and local services needs to support new development and connect it with the surrounding land use fabric.

### **Site and Area Specific Policy 19**

The lands are subject to Chapter Seven, Site and Area Specific Policies (SASP) 19 on Site and Area Specific Policy Map 26. SASP 19 applies to the entire Sherway area bounded by the Canadian Pacific Rail line, Highway 427, The Queen Elizabeth Way and

the Etobicoke Creek. The boundaries of SASP 19 are also the boundaries of the Council approved Sherway Area Study and certain lands within this area are also subject to SASP 12, 13 and 20 (see Attachment 5(a)).

SASP 19 directs that the highest density and most urban form of development will occur within 500 m of the potential Sherway subway station to be located at the southwest corner of The West Mall and The Queensway. It also limits the amount of pre-subway retail and office development space to a maximum of 250,000 m<sup>2</sup> gross leasable area and 125,000 m<sup>2</sup> gross floor area, respectively, unless a comprehensive transportation review demonstrates that sufficient transportation capacity is available for additional space.

SASP 19 also states that a new network of local public streets are required to divide the area into a more urban pattern of streets and blocks, providing a framework for reorganizing and intensifying existing uses and accommodating new uses and forms of development. Conceptual public street network additions which directly impact the subject site are shown on Map 2 of SASP 19 (see Attachment 5(b)).

The Community Infrastructure section of SASP 19 identifies that a number of community services and facilities will be required to support residential uses including: day-to-day retail needs; elementary schools; active and passive public open spaces; community facilities including social and recreational facilities for seniors, other future residents and the working population of the area; library services; and, emergency services such as fire, ambulance and police.

SASP 19 also envisions a system of linked open spaces via a network of public parks, private open spaces, valley lands, landscaped streets, and paths for pedestrian, cycling and recreational use. A maximum parkland dedication rate of 1.0 ha per 300 housing units is established, with the potential to consider a reduced rate of no less than 0.5 ha per 300 housing units where a development provides or contributes to the provision of a needed public facility which is deemed to be a public benefit.

A Housing section is also included in SASP 19 which identifies that the area's qualities and constraints for supplying a broad range of housing will likely result in an emphasis on high density apartments.

The development proposal will be evaluated for conformity with these and other appropriate policies of the Official Plan.

### **Official Plan and Municipal Comprehensive Review**

A final staff report was submitted to the November 21, 2013 meeting of Planning and Growth Management Committee (PGMC), titled Official Plan and Municipal Comprehensive Reviews: Amendments to the Official Plan for Economic Health and Employment Lands Policies and Designations and Recommendations on Conversion Requests (dated November 5, 2013). The recommendations of the report, as amended by the Committee, will be submitted to the City Council meeting scheduled for December 16

and 17, 2013. The amended recommendations from PGMC can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

Among other matters, the report recommends that the Official Plan be amended to rename Employment Districts as *Employment Areas* and that all lands designated *Employment Areas* be included on Map 2 – Urban Structure. For these lands, this would have the effect of removing the Employment District overlay since the lands are designated *Mixed Use Areas*. The final report also incorrectly recommended that the lands generally associated with the North Queen Street addresses of this application be redesignated from *Mixed Use Areas* to *General Employment Areas*. PGMC requested the Chief Planner and Executive Director City Planning to report to the December 16 and 17, 2013 City Council meeting on the identified mapping error along North Queen Street, north of The Queensway.

## **Urban Design Guidelines**

### **Sherway Centre Urban Design Guidelines**

The Sherway Centre Urban Design Guidelines correspond to the lands within SASP 19. The Guidelines are intended to ensure a comprehensive approach to development and are based on the expectation of a new public street network and extensions to the street system including new local streets in support of a hierarchical public realm framework. The Guidelines include local street network sections to provide an appropriate and desirable condition for vehicles, trucks, pedestrians, cyclists and a viable framework for development. The Guidelines identify that The Queensway is to be defined by a continuous built form of sufficient height and mass to define the urban space to create a deliberate street wall condition. Key principles for The Queensway include a build-to line to be located 15m from the curb edge, a maximum building height of 22.5m and for landmark buildings a 3 m setback for buildings above 22.5 m to a maximum height of 30 m.

The Hydro easements are also addressed in the Guidelines, with the intent to reclaim these lands as part of the public realm, with park and recreational uses encouraged.

### **Performance Standards for Mid-Rise Buildings**

City Council on July 6, 7 and 8, 2010 adopted the recommendations of the Avenues and Mid-Rise Buildings Study and Action Plan. The study developed performance standards for mid-rise buildings to encourage the development of well designed mid-rise buildings on the *Avenues*.

### **City-Wide Tall Building Design Guidelines**

In May 2013, Toronto City Council adopted the updated City-Wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to

ensure they fit within their context and minimize their local impacts. The City-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

The principles and performance standards of the Sherway Centre Urban Design Guidelines, Performance Standards for Mid-Rise Buildings and City-Wide Tall Building Design Guidelines will be considered in the evaluation of this application.

## **Zoning**

The lands are zoned Planned Regional Commercial (CPR) under the former City of Etobicoke Zoning Code as amended by Zoning By-laws 83-20, 83-44, 1978-83, 1981-58, 1986-121, and 1986-234. The CPR zone permits a range of commercial uses to a maximum lot coverage of 25% with specific building setbacks. Residential uses are not permitted on the subject lands.

On May 9, 2013 City Council enacted City-wide Zoning By-law 569-2013, currently under appeal to the Ontario Municipal Board. Under Zoning By-law 569-2013 the lands are zoned Commercial Residential (CR) (c0.5; r0.0) (SS3) (x833) (x834). This zoning permits only non-residential uses to a density of 0.5 times the area of the lot.

Notwithstanding the CR zone category, the two exceptions (x833) and (x834) identify the following prevailing by-laws that continue to apply to the lands, thereby maintaining the existing site specific Zoning By-laws of the former Etobicoke Zoning Code: 83-20, 83-44, 1978-83, 1981-158, 1986-121 and 1986-234 (see Attachment 6).

## **North Queen Street Extension**

SASP 19 identifies that a network of public streets will be required in the area and includes a map illustrating the proposed additions to the public street network. In response to SASP 19, the City initiated the North Queen Street Extension Municipal Class Environmental Assessment in 2009 (North Queen EA) to identify a preferred public street to extend North Queen Street to The West Mall (the east-west extension). The North Queen EA has considered a number of alignment options for this new public street, including an examination of the feasibility of utilizing the Hydro One corridor that passes through the study area.

A Public Information meeting for the North Queen EA was held on November 12, 2013. A draft Environmental Study report is targeted for completion in December 2013. A final report to the Public Works Committee is targeted for the first quarter of 2014, which will be followed by the issuance of a Notice of Completion to the Ministry of the Environment. The report will recommend an alignment for the east-west extension of North Queen Street and estimated costs. Currently, the preliminary preferred alignment proposes a 26 m right-of-way extending west from Manstor Road north of the hydro corridor, then curving south and west to The West Mall, with an additional 20m link providing a connection to The Queensway (see Attachment 7). This alignment is identified as providing the opportunity to open up lands north of The Queensway for

development and to undertake much of the road construction through the development process.

The preliminary preferred alignment directly impacts the subject lands where the proposed 20 m link connects to The Queensway. The development proposal shows a road in the general location of the preliminary preferred alignment. More broadly, the North Queen EA impacts the subject lands as it will inform and influence the provision of additional public street connections to achieve a new connected network of public streets as envisioned by SASP 19.

Further information on the status of this study can be found at the following link:  
[http://www.toronto.ca/involved/projects/north\\_queen/index.htm](http://www.toronto.ca/involved/projects/north_queen/index.htm)

### **Sherway Area Study**

At its meeting of November 13 and 14, 2013 City Council directed that a review be undertaken to update the existing planning policy framework for the Sherway Area, being the lands subject to SASP 12, 13, 19 and 20. At its meeting of November 19, 2013 Etobicoke York Community Council endorsed Preliminary Terms of Reference for this study. The subject lands are located within the Sherway Area Study boundaries.

One of the key reasons for initiating the study is that the development capacity limits indicated in the Site and Area Specific Policies for the area, in particular SASP 19, are at their maximum permissions for retail and nearing the maximum permission for other uses. These limits were established as a result of transportation capacity and infrastructure constraints in the area and are identified as pre-subway development permissions in the policies. SASP 19 requires a comprehensive transportation study be undertaken once development limits have been reached.

The Preliminary Terms of Reference identify the objective of the study as comprehensively re-examining the Site and Area Specific Policies contained in the Official Plan with respect to density, the mix of uses, transportation improvements, urban design, servicing and community infrastructure requirements. The goal of the study is to establish an updated planning policy framework for the area to guide development in the context of the City's vision and goals for complete communities as envisioned by the Official Plan. The study is to be initiated in 2014 and completed in the third quarter of 2015.

Further information on the study can be found at the following links:  
<http://www.toronto.ca/legdocs/mmis/2013/ey/bgrd/backgroundfile-62222.pdf>  
<http://www.toronto.ca/legdocs/mmis/2013/ey/bgrd/backgroundfile-63007.pdf>

### **Site Plan Control**

The proposed development is subject to Site Plan Control. An application for Site Plan Approval is required but has not yet been submitted.

## **Tree Preservation**

City of Toronto By-laws provide for the protection of trees situated on both private and City property. An Arborist Report and a Tree Inventory, Protection and Removal Plan were submitted with the application and are currently under review by City staff. The report indicates that 34 trees, with a diameter of more than 30 cm, will need to be removed and replaced with 102 trees to satisfy the City's policy of 3 replacement trees for every tree removed. The report also notes that 21 City owned trees within 6 m of the subject property would require protective hoarding during construction.

## **Archaeological Assessment**

The site is within the Interim Screening Areas for Archaeological Potential identified in the City's Archaeological Master Plan. The applicant has submitted a Stage 1 and 2 Archaeological Assessment Report. The submitted report concludes that no archaeological resources were encountered and no further study is required.

## **Reasons for the Application**

Amendments to the former City of Etobicoke Zoning Code and Zoning By-law No. 569-2013 are required to permit residential uses on the lands and to establish appropriate site-specific development standards for the proposed new buildings on Parcels 1 and 2, as well as the proposed retained buildings on the remaining parcel if required.

An amendment to the former City of Etobicoke Zoning Code is also required to permit an increase in lot coverage for commercial uses. Other areas of non-compliance may be identified through further review of this application.

The applicant has also been advised that an Amendment to SASP 19 may be required as noted in the Comments section below.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Planning Report including a draft Zoning By-law Amendment;
- Avenue Segment Review;
- Community Services and Facilities Study;
- Functional Servicing Report;
- Environmental Noise Feasibility Study;
- Phase One Environmental Site Assessment;
- Transportation Impact Study;
- Electromagnetic Field Survey;
- Stage 1-2 Archaeological Assessment;
- Arborist Report; and
- Toronto Green Standard (TGS) Checklist.

A Notification of Incomplete Application was issued on November 5, 2013 and identifies the outstanding material required for a complete application submission as follows:

- Housing Issues Report; and
- Resolution of discrepancies with the application submission package, including the Development Approval Application form, plans and drawings, and supporting documents.

### **Issues to be Resolved**

The application has been circulated to City divisions and public agencies for comments.

There are significant matters to be resolved before a thorough review of the application can be undertaken and these are identified in the sub-section on Application Lands and Submission Materials below. As well, staff are concerned that this application cannot be appropriately evaluated until the North Queen EA is completed and the Sherway Area Study has significantly advanced.

### **Timing of Application Review**

At this time, City Planning, Transportation Services and Engineering and Construction Services staff are of the opinion that the review and evaluation of this application should be undertaken concurrently with the completion of the North Queen EA and the commencement of the Sherway Area Study.

The final recommended alignment for the North Queen EA has not been finalized nor has a Notice of Completion been issued to the Ministry of the Environment. The preliminary preferred alignment identifies that land conveyance may be required from the subject site, which would impact the development lands. Until a recommended alignment has been approved and the private property requirements and mechanisms required to secure the road have been finalized, staff will not be able to complete the evaluation of the application. The North Queen EA is expected to be concluded in the first quarter of 2014.

The concurrent review of the application is an approach that will ensure a comprehensive consideration of all issues, including development levels, transportation capacity and the public street network and community infrastructure. The provision and optimization of infrastructure to support growth and redevelopment for all the lands within the area must be determined on a comprehensive basis.

Proceeding on a site by site basis presents potential risks for the orderly and efficient development of the area and the ability to establish appropriate mechanisms to deliver necessary infrastructure in a timely and equitable manner. Of particular note:

- The review of the condition and capacity of existing sewer and water infrastructure and any improvements or upgrades should be undertaken on a comprehensive basis to

ensure the development of an appropriately located and sized servicing infrastructure network for the area.

- As set out in SASP 19, a public street network is required to establish appropriate development blocks and development/intensification opportunities in the area. The public street network should serve all development blocks and the timing and construction of the network should be determined on an area wide basis.
- The need, timing and mechanisms for the delivery of required parks and community services facilities should be evaluated comprehensively.

### **Application Lands and Submission Materials**

To undertake an appropriate review and evaluation of the proposal, the lands subject to this application must be established and the information and statistics in the submission materials must be consistent to the satisfaction of the City.

#### a) Determination of Need for a Housing Issues Report

The City's Development Application Guide includes a Terms of Reference for a Housing Issues Report. These Terms of Reference identify that applications subject to Policy 3.2.1.9 of the Official Plan require a Housing Issues Report as part of any application submission for the purpose of identifying the number, type and tenure of residential units including the number proposed to meet the affordability requirement of the Official Plan. Policy 3.2.1.9 sets out housing mix and affordability expectations on large sites, generally greater than 5 ha in size.

The applicant contends that the subject application applies to only 3.03 ha and is therefore exempt from the requirements of Policy 3.2.1.9. This area is based on the net areas of the portions of the 6.03 ha South Parcel of the lands that are proposed to accommodate the three new mixed-use buildings.

Staff are of the opinion the lands subject to this application are 6.03 ha in area, being the entire 6.03 ha South Parcel of the lands. This opinion is based on the fact that the existing lots within the 6.03 ha South Parcel must be reconfigured to create three new parcels to accommodate the applicant's proposal and that some existing buildings must be demolished to accommodate new buildings while some existing buildings would also be retained and accommodated on the third parcel of land for which site specific zoning would be required to reflect the new parcel configurations and associated development standards. In addition, all three parcels would share an internal private driveway network and landscaped open spaces for Parcel 1 are shown as being partially provided in Parcel 3. This reflects the fact that the entire 6.03 ha South Parcel forms the development site.

## b) Determination of Need for an Official Plan Amendment

Given the inconsistencies between the submission materials, staff have been unable to determine if an amendment to SASP 19 is required to modify the requirement for the maximum gross residential density of 150 units per hectare (uph) and 1.50 times the lot area.

The Site Plan and Site Statistics drawing identifies a density of 150 uph on the basis of a site area of 6.03 ha (area identified for the entire South Parcel). However, based on the applicant's contention that the development application applies only to 3.03 ha, the resultant gross residential density would be 298 uph and 2.57 times the lot area thereby requiring an Official Plan Amendment.

As well, no determination has been made as to whether the proposal compiles with the new City-wide Zoning By-law 569-2013, as it relates to permitted commercial uses to a density of 0.5 times the area of the lot. If the proposal exceeds the maximum permitted commercial gross floor area then an amendment to SASP 19 may also be required to allow for additional retail uses above the current 250,000 m<sup>2</sup> development limit. This will be confirmed upon submission of the required material.

## c) Inconsistencies in Submission Materials

To date, the following inconsistencies have been noted in the submission materials:

- Existing lot area identified on the Development Approval Application Form does not correspond to the figures on the Site Plan and Site Statistics Drawing A101, or the figures included in the Planning Report.
- Existing lot frontage and lot depth figures identified on the Development Approval Application Form do not correspond to measurements on the lot survey.
- Proposed total GFA identified on the Development Approval Application Form does not correspond with that of the Site Plan and Site Statistics Drawing A101, nor referenced in the Planning Report. Further, it is unclear on the Site Plan and Site Statistics Drawing A101 what non-residential GFA is being proposed and what is being retained on the lands.
- Existing and proposed building setbacks on the Development Approval Application Form do not correspond to those identified on the submission drawings.
- Total GFA for Building A is inconsistent between the Site Plan and Site Statistics Drawing A101 and the Planning Report.
- The unit breakdowns do not total the proposed 904 units cited in the Development Approval Application Form and the Planning Report.
- Total parking data is inconsistent and does not distinguish between proposed and existing/retained parking.

Staff have raised these matters with the applicant and encouraged a timely response and submission/resubmission of materials as appropriate.

### **Additional Issues**

The following additional issues have been identified through a preliminary review of the application:

- Conformity with applicable Official Plan policies, in particular the Built Form Policies, the Development Criteria for *Mixed Use Areas* and SASP 19;
- Consistency with the Sherway Centre Urban Design Guidelines, as they relate to the development proposal and the public realm along The Queensway, Tall Buildings Guidelines and Mid-Rise Buildings Guidelines;
- Determine if the proposed development will set a built form precedent for other lands along The Queensway relative to a review of the Avenue Segment Study;
- Compatibility and fit of the proposal with the existing and planned context of the area;
- Provision of sufficient hard and soft servicing infrastructure capacity to support the proposed development;
- Evaluation of site design and layout of development blocks (parcels) including parking, loading and service areas, pedestrian and vehicle circulation, connectivity, and on-site landscaping;
- Adequacy, appropriateness and location of the proposed landscaping, open space and indoor and outdoor amenity space;
- Appropriateness of building type, form and design including number, type and mix of residential units;
- Impact of the development on the existing street network as related to the Traffic Impact Study and the creation of the new public street network envisioned by SASP 19;
- Protection of the Bloor-Danforth Westerly Subway extension alignment;
- Determining whether the application site and development statistics include public lands (i.e. Nova Road);
- Provision of appropriate setbacks and separation distances between the proposed buildings to ensure sufficient sunlight, skyview and privacy;
- Compliance with City vehicular parking and bicycle parking standards;
- Identification of appropriate separation measures from the CP Rail corridor;
- Compliance with the TGS Tier 1 performance standards;

- Concurrence with the Arborist Report and Tree Inventory, Protection and Removals Plan as determined by Urban Forestry staff;
- Impact of magnetic field radiation from the adjacent Hydro corridor;
- Appropriateness of noise mitigation measures required to be incorporated into the development proposal relative to the review of applicable Noise Feasibility Studies; and
- Suitable Section 37 community benefits as applicable and appropriate.

Additional issues may be identified through the review of the application, agency comments, the work undertaken for the Sherway Area Study and the community consultation process.

## CONTACT

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## SIGNATURE

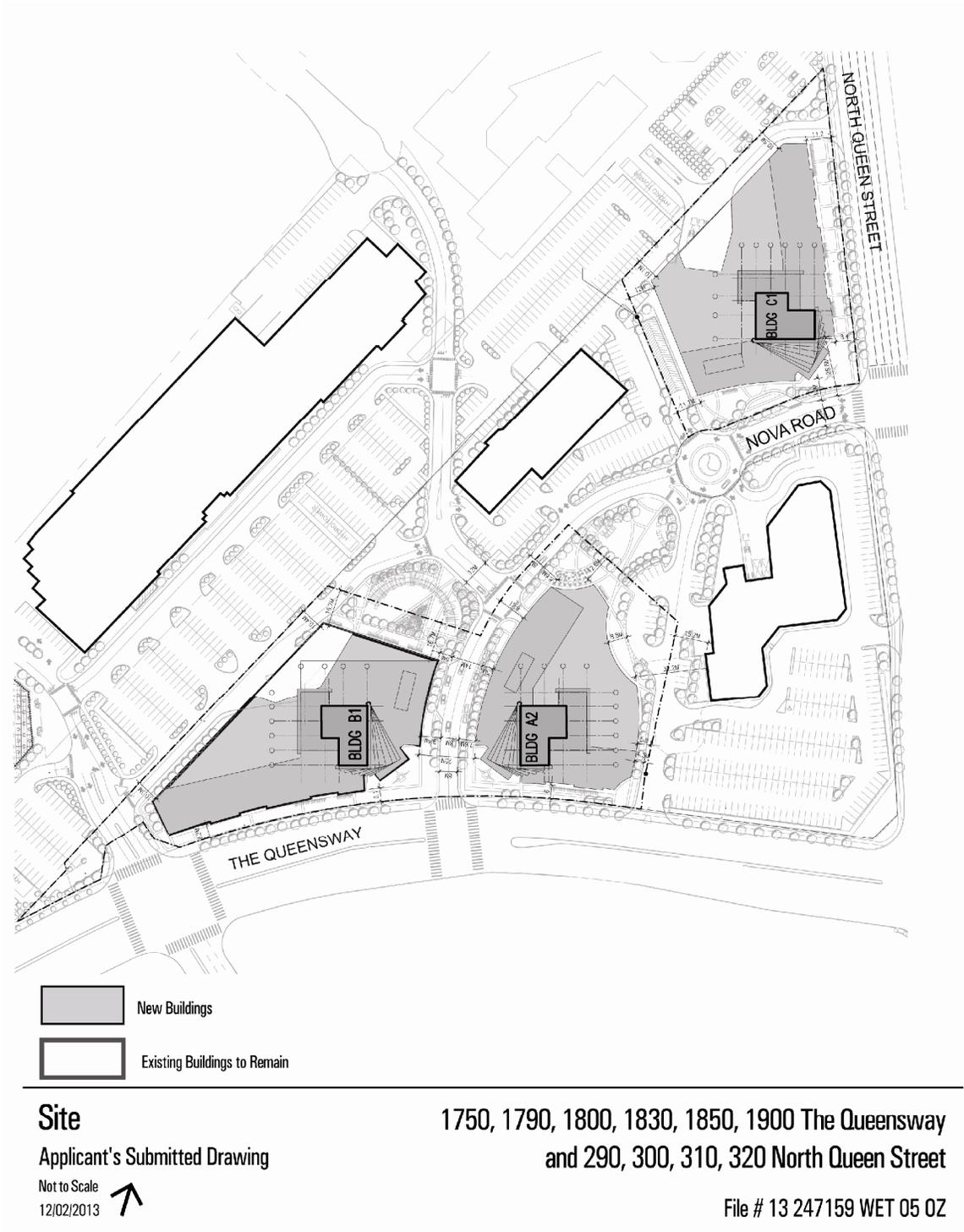
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Neil Cresswell, MCIP, RPP  
 Director, Community Planning,  
 Etobicoke York District

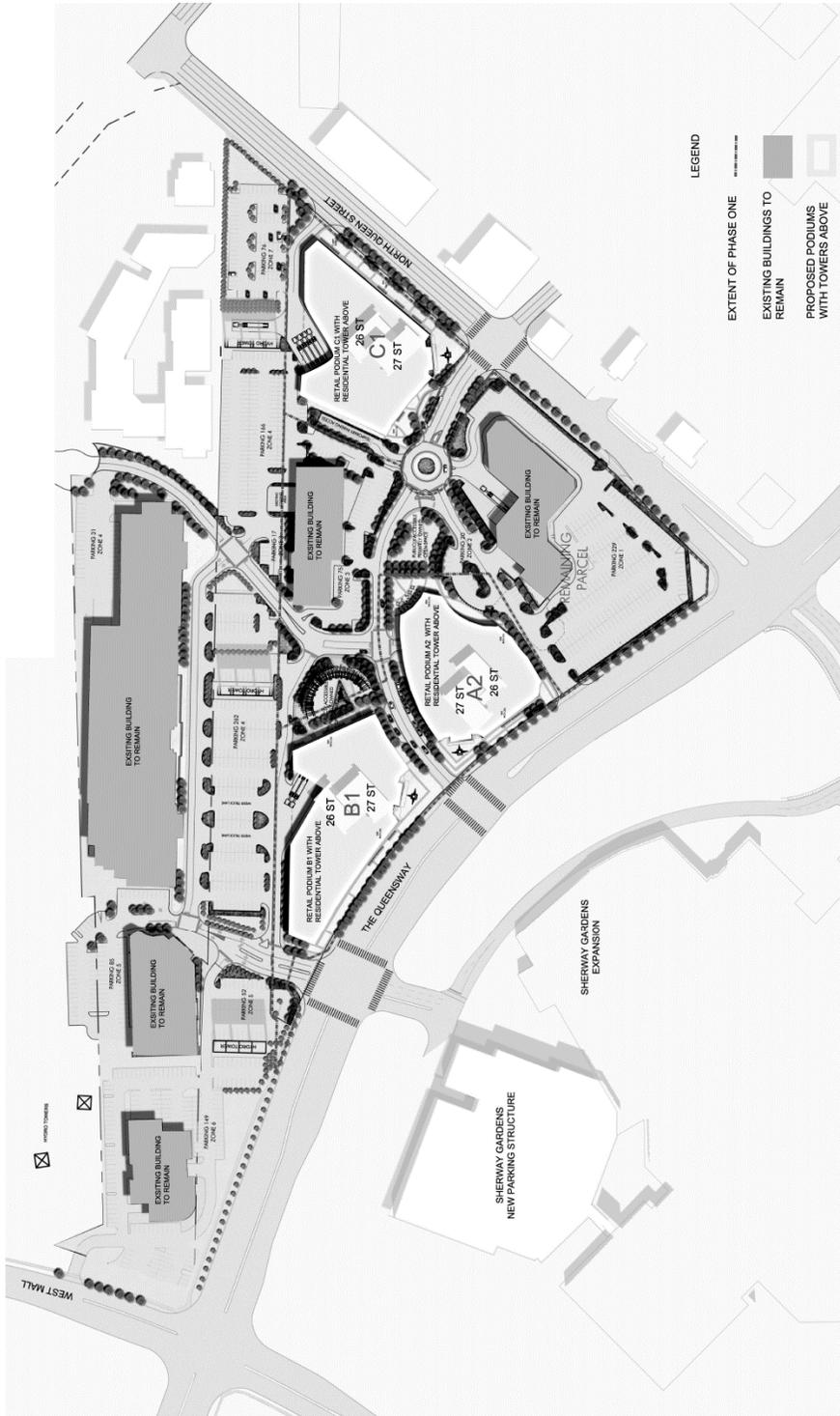
## ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: Zoning By-law Amendment Context Plan
- Attachment 3: Master Plan
- Attachment 4: Elevations
- Attachment 5(a): Official Plan Site and Area Specific Policy 19 – Map 1
- Attachment 5(b): Official Plan Site and Area Specific Policy 19 – Map 2
- Attachment 6: Zoning
- Attachment 7: North Queen EA Preliminarily Preferred Alignment (November 2013)
- Attachment 8: Application Data Sheet

# Attachment 1: Site Plan



Attachment 2: Zoning By-law Amendment Context Plan



Zoning By-law Amendment Context Plan

Applicant's Submitted Drawing

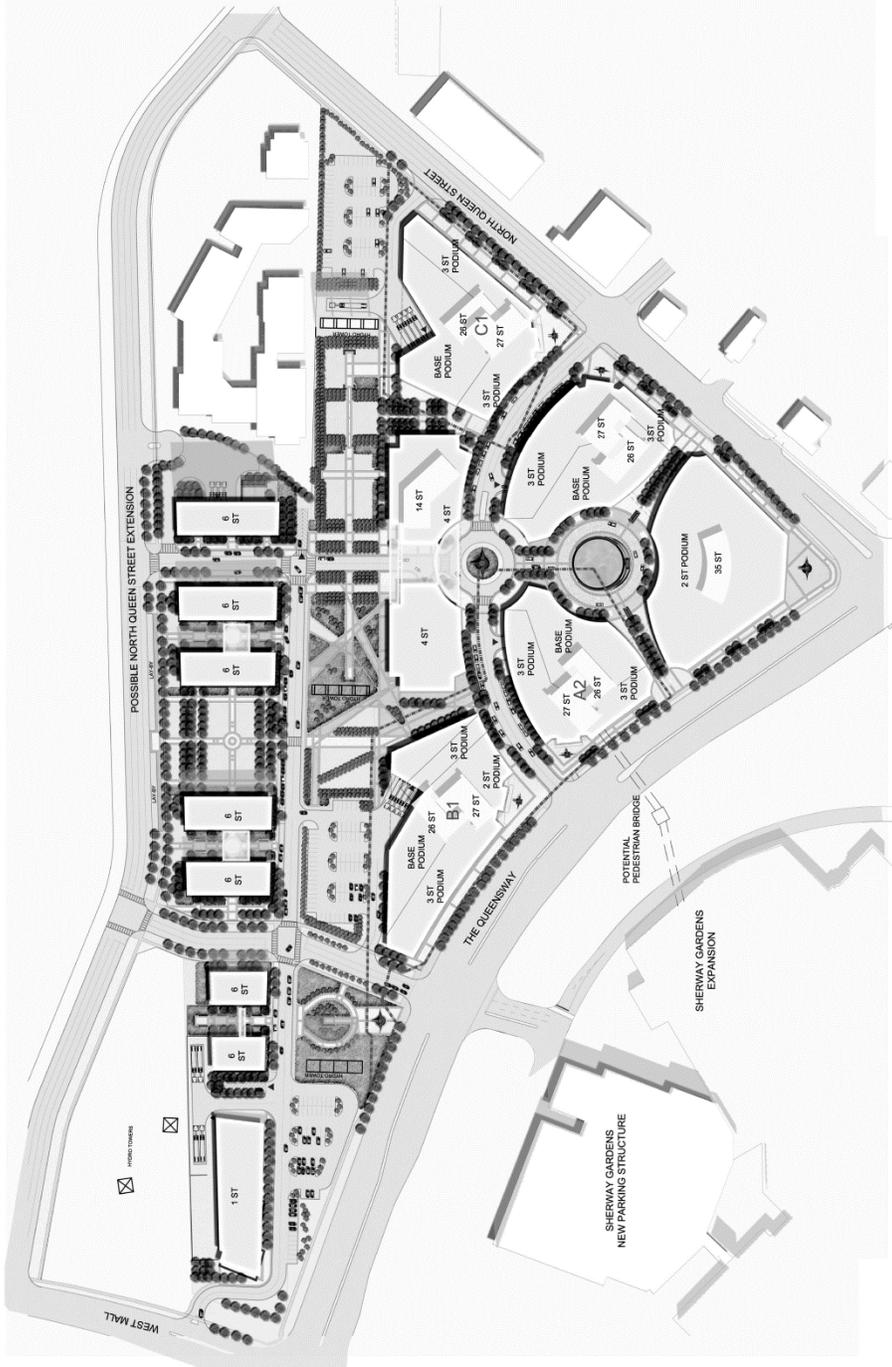
Not to Scale  
11/26/2013



1750, 1800, 1830, 1850 & 1900 The Queensway  
and 300, 310, 320 North Queen Street

File #13 247159 WET 05 0Z

Attachment 3 – Master Plan

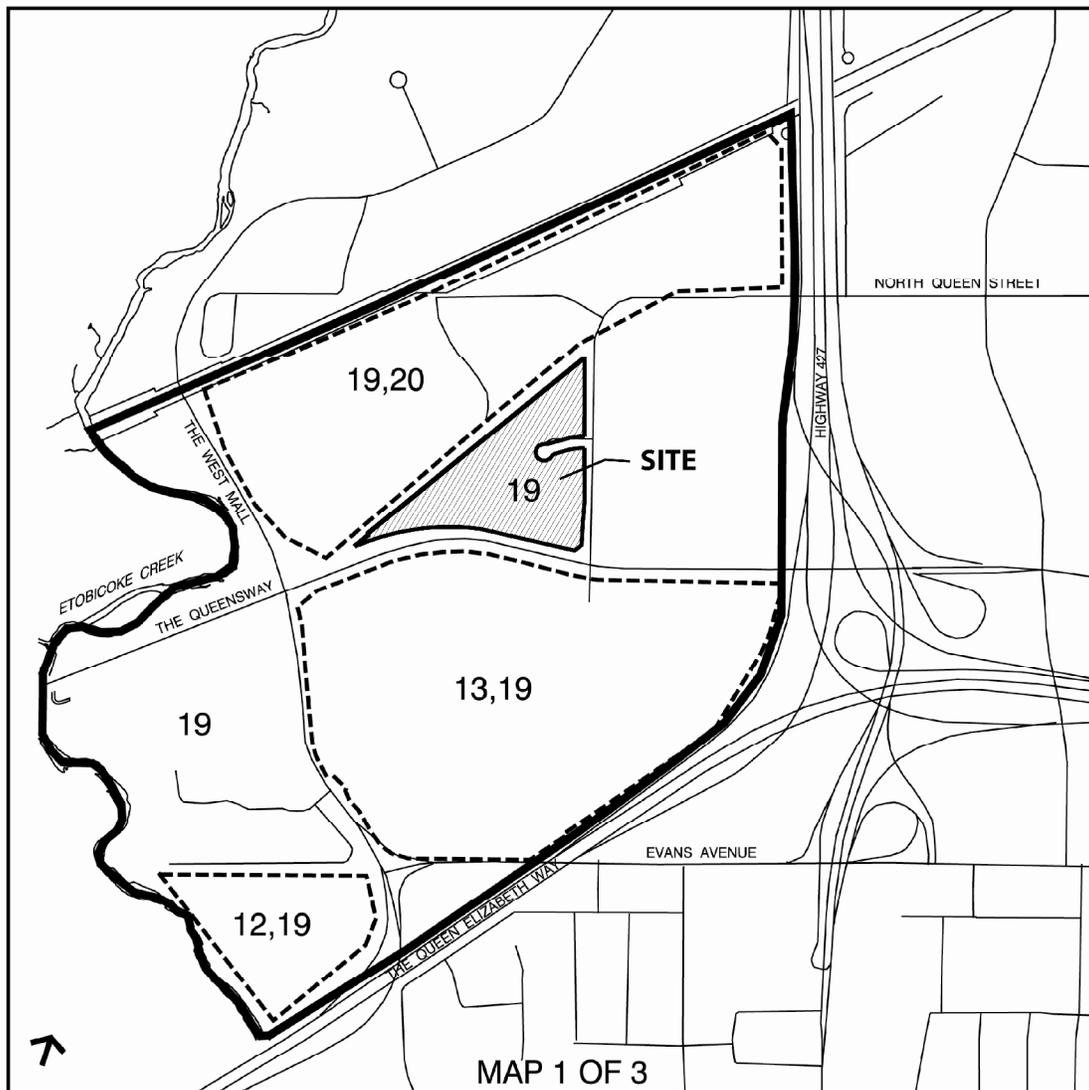


**Master Plan**  
 Applicant's Submitted Drawing  
 Not to Scale  
 11/26/2013

1750, 1800, 1830, 1850 & 1900 The Queensway  
 and 300, 310, 320 North Queen Street  
 File #13 247159 WET 05 OZ



**Attachment 5(a)  
Official Plan Site and Area Specific Policy 19  
Map 1**



Site and Area Specific Policy Areas  
12, 13, 19 and 20

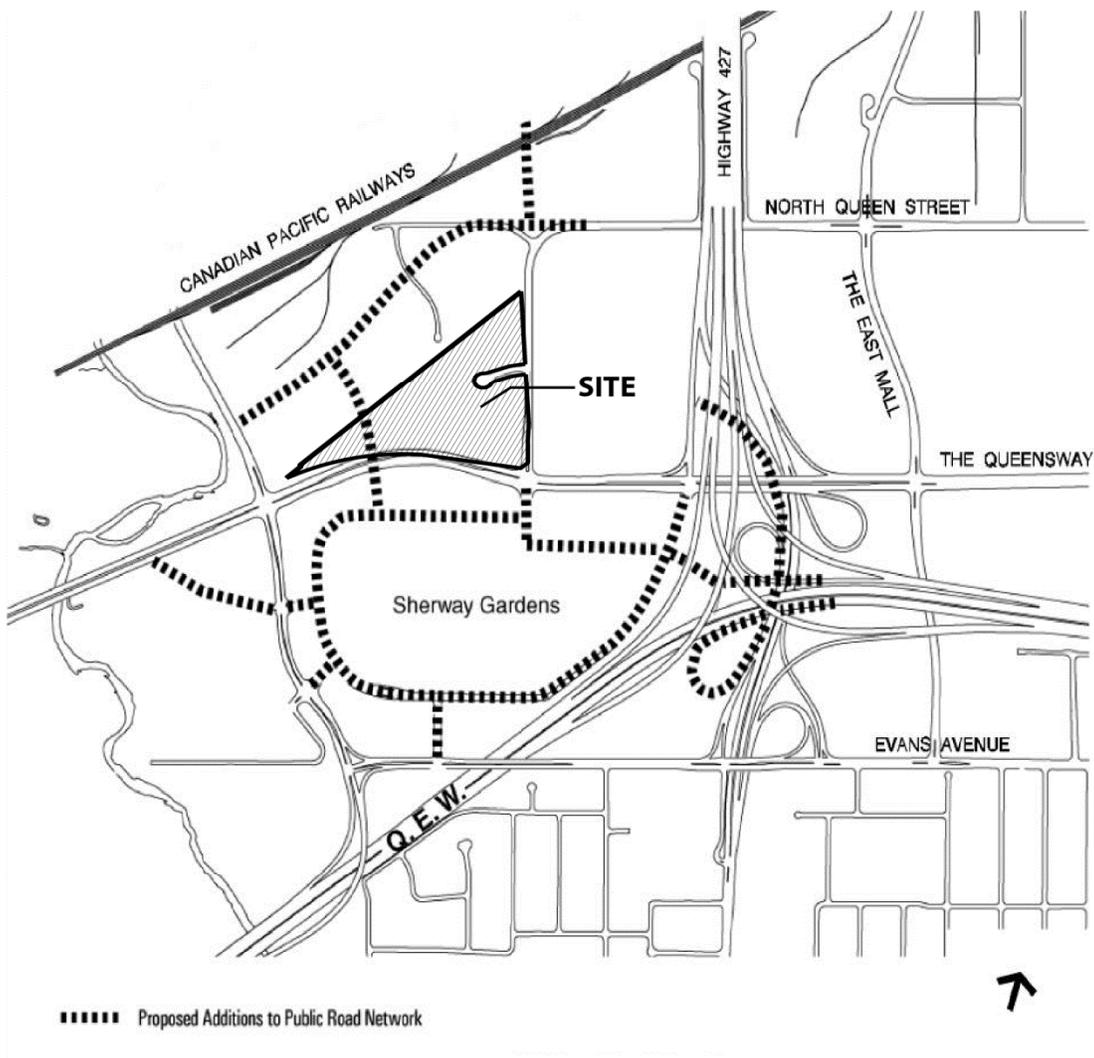
1750, 1790, 1800, 1830, 1850, 1900 The Queensway  
and 290, 300, 310, 320 North Queen Street

-  Site and Area Specific Policy # 19
-  Site and Area Specific Policy Areas

File # 13 247159 WET 05 0Z

Not to Scale 12/03/2013

Attachment 5(b)  
Official Plan Site and Area Specific Policy 19  
Map 2



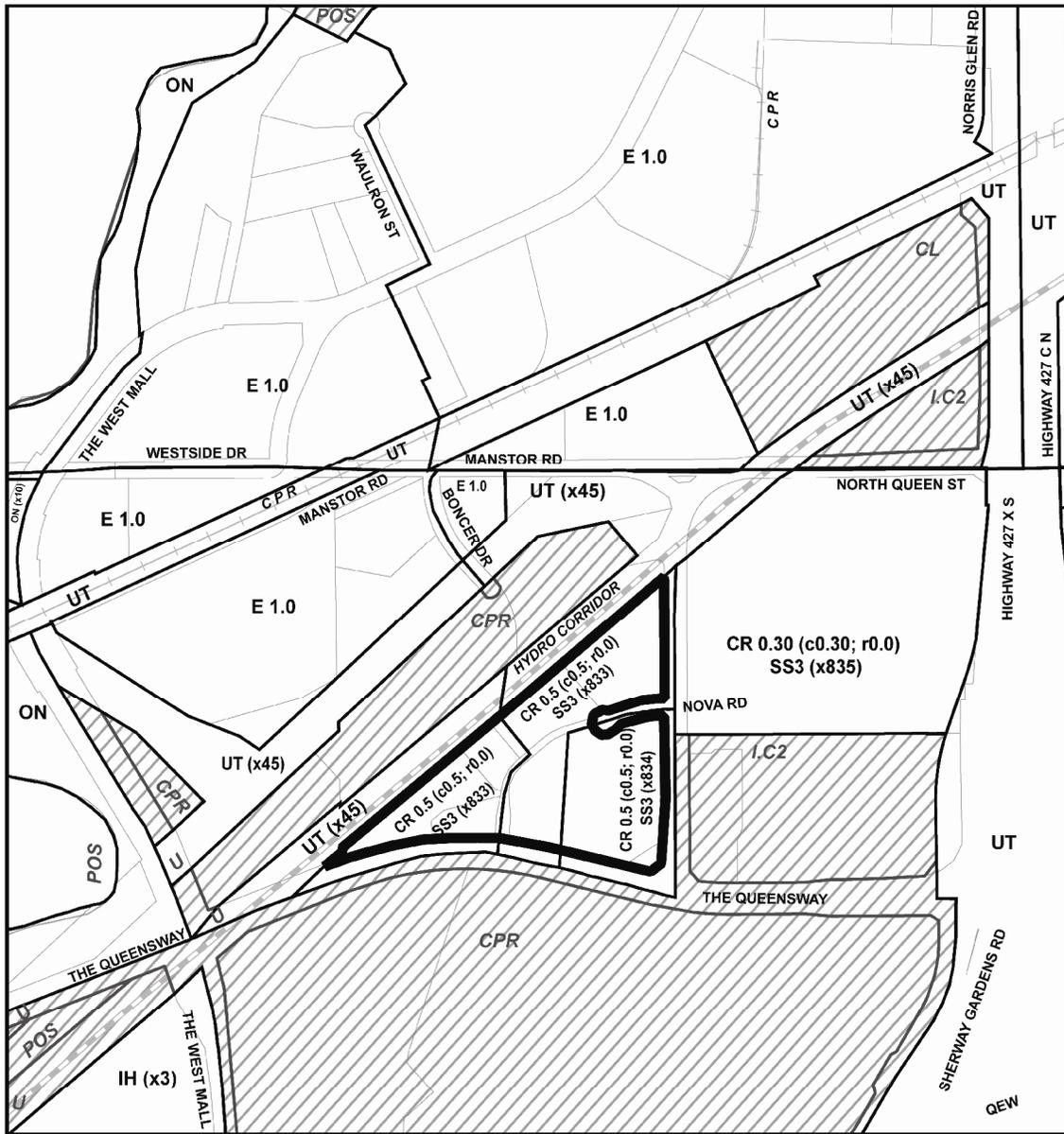
Site and Area Specific Policy #19  
Map 2

1750, 1790, 1800, 1830, 1850, 1900 The Queensway  
and 290, 300, 310, 320 North Queen Street

Not to Scale  
12/03/2013

File # 13 247159 WET 05 02

## Attachment 6: Zoning



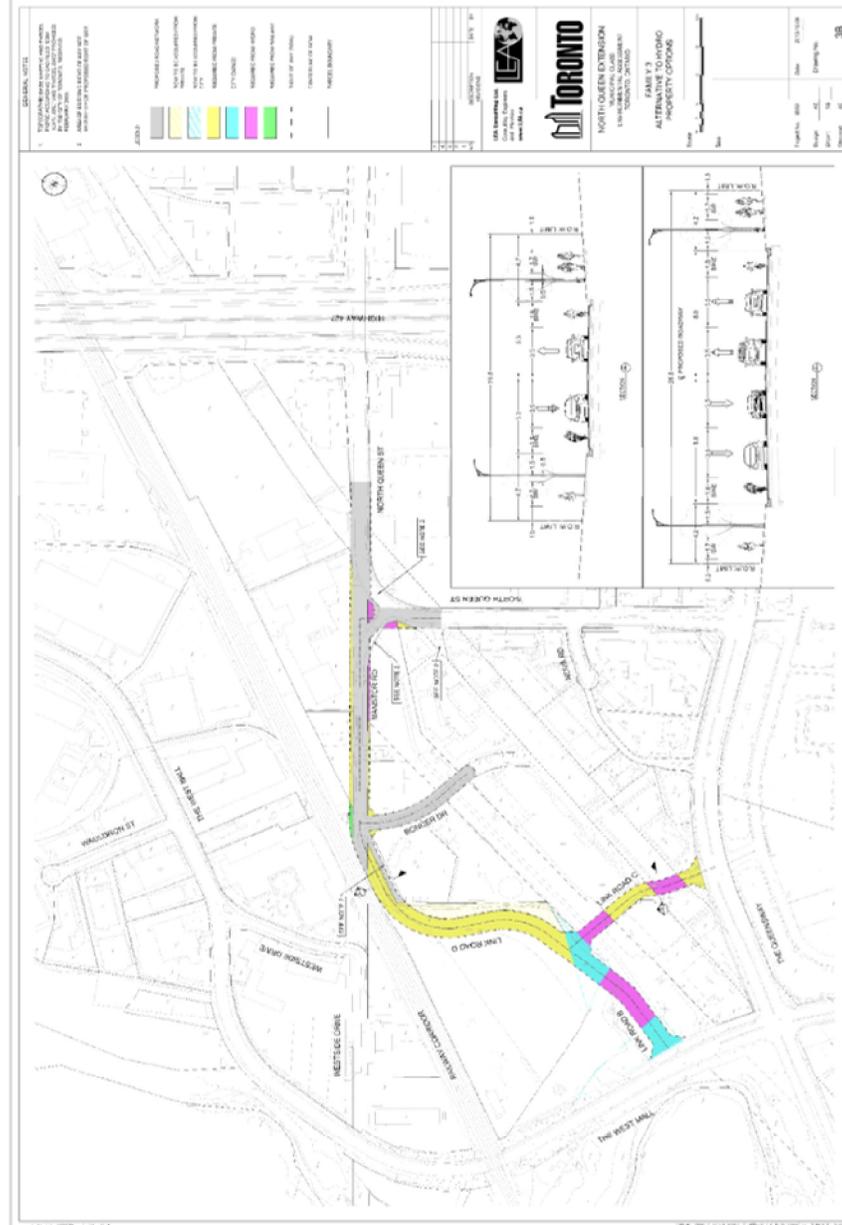
**Toronto** City Planning  
**Zoning By-law 569-2013**

1750,1800,1830,1850 & 1900 The Queensway  
 and 300, 310, 320 North Queen Street  
 File # 13 247159 WET 05 0Z

<p> Location of Application</p> <p><b>E</b> Employment Industrial</p> <p><b>IH</b> Institutional Hospital</p> <p><b>CR</b> Commercial Residential</p> <p><b>UT</b> Utility and Transportation</p>	<p><b>ON</b> Open Space Natural</p>	<p> See Former Zoning Code of the City of Etobicoke V131</p> <p><b>POS</b> Private Open Space</p> <p><b>CL</b> Commercial Limited</p> <p><b>CPR</b> Commercial Planned Regional</p> <p><b>I.C2</b> Industrial Class 2</p> <p><b>U</b> Utilities</p>	<p></p> <p>Not to Scale              Extracted 11/22/2013</p>
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# Attachment 7

## North Queen EA Preliminarily Preferred Alignment (November 2013)



## Attachment 8: Application Data Sheet

Information taken from Site Plan and Site Statistics Drawing No. A101  
(No Data Provided on Existing Retail to Remain)

Application Type	Rezoning	Application Number:	13 247159 WET 05 OZ
Details	Rezoning, Standard	Application Date:	October 7, 2013
Municipal Address:	1750, 1790, 1800, 1830, 1850, 1900 THE QUEENSWAY & 290-320 NORTH QUEEN STREET		
Location Description:	CON 3 CST PT LOT 12 RP 64R10426 PT PARTS 8 AND 9 **GRID W0505		
Project Description:	Proposed amendments to the Etobicoke Zoning Code and Zoning By-law 569-2013 to permit three 27-storey residential buildings with ground floor retail uses as the first phase of the redevelopment of the larger site (FIMA lands).		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
BRATTY AND PARTNERS LLP		STEPEN POPOVICH ASSOCIATES	HORNER DEVELOPMENTS LTD

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SASP 19
Zoning:	ZBL CR0.5, SS3, CR0.5 SS3 (x833 and x834)	Historical Status:	
Height Limit (m):	11	Site Plan Control Area:	Y

### PROJECT INFORMATION (new buildings A2, B1, and C1 only)

Site Area (sq. m):	30,300	Height:	Storeys:	27
Frontage (m):	To be confirmed		Metres:	84
Depth (m):	To be confirmed			
Total Ground Floor Area (sq. m):	13698			<b>Total</b>
Total Residential GFA (sq. m):	64027		Parking Spaces:	2099
Total Non-Residential GFA (sq. m):	13942		Loading Docks	To be confirmed
Total GFA (sq. m):	77969			
Lot Coverage Ratio (%):	To be confirmed			
Floor Space Index:	2.57			

### DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	585
2 Bedroom:	314
3 + Bedroom:	5
Total Units:	904

### FLOOR AREA BREAKDOWN (new buildings A2, B1, and C1 only)

		Above Grade	Below Grade
Residential GFA (sq. m):	64027		0
Retail GFA (sq. m):	13942		0
Office GFA (sq. m):	0		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

**CONTACT: PLANNER NAME: Luisa Galli, Senior Planner (416) 394-6007**