

## **1 Blue Goose Street – Zoning By-Law Amendment Application – Final Report**

Date: June 7, 2019

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

**Planning Application Number:** 16 270113 WET 06 OZ

### **SUMMARY**

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This application proposes to amend the former City of Etobicoke Zoning Code to permit a residential and commercial development on the lands located at 1 Blue Goose Street. The proposal is to retain and restore the existing heritage mixed-use building on the subject property (the Blue Goose Tavern), add a fourth storey and an east side addition, a new micro-brewery (basement level), a renovated restaurant (ground level), and a total of 18 new rental dwelling units (second to fourth level). Two of the 18 new dwelling units would provide affordable rents. The mixed use building would be approximately 15 m in height to the highest point of the mechanical roof. In addition, the proposal includes a residential infill development consisting of one single detached dwelling unit, 4 semi-detached dwelling units and 7 townhouse dwelling units which would all be 4 storeys and approximately 13.6 m in height.

Overall, the proposed development would contain 30 residential dwelling units (2,938 m<sup>2</sup> of gross floor area) and a total of 526 m<sup>2</sup> of non-residential gross floor area for a total density of 1.55 times the area of the lot. A total of 33 on site vehicular parking spaces are proposed.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019). The proposal also represents an appropriate and orderly development of the site that conforms to the Official Plan.

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

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend the Etobicoke Zoning Code for the lands at 1 Blue Goose Street substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 5 to 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 Bills to City Council for enactment, City Council authorize the appropriate City officials and require the owner to execute and register on title an Agreement pursuant to Section 37 of the Planning Act satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor. Such agreement shall be registered on title to the lands in a manner satisfactory to the City Solicitor in order to secure the following matters:
  - a. The owner shall provide and maintain at least 18 new secured rental units, comprised of 18 bachelor units within the existing renovated mixed-use building on the site, and as illustrated in the Architectural Plans dated December 12, 2018, for a period of at least 20 years, beginning from the date that each new secured rental unit is first occupied;
  - b. The owner shall provide and maintain at least 2 bachelor units at affordable rents, for a period of at least 10 years, beginning from the date that each such new affordable rental dwelling unit is first occupied. The remaining 16 bachelor units shall have unrestricted rents; and
  - c. Prior to first occupancy of the 2 affordable bachelor units referenced in 3 (b) above, the owner shall make every reasonable effort to work in consultation with the City's Shelter Support and Housing Administration staff to select the first tenant for such affordable bachelor units, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Shelter Support and Housing Administration.
  - d. Prior to Site Plan approval pursuant to Section 114 of the City of Toronto Act, the owner shall provide 1:50 scale architectural elevation drawings for representative portions of the buildings with building materials, colours and finishes illustrated and labelled to the satisfaction of the Chief Planner and Executive Director, City Planning ("Approved Exterior Development Details").

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## DECISION HISTORY

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A number of pre-application consultation meetings (on-site) and discussions were held with the applicant to review the proposal, provide preliminary feedback, discuss complete application submission requirements, as well as various issues related to the proposal.

Issues identified and discussed during these meetings included: the relationship between the existing tavern and the proposed new residential dwellings; potential impacts (overlook) to the existing neighbourhood; site organization and layout; dwelling unit sizes; parking requirements; site servicing; and the location of landscaped open spaces.

The current application was submitted on December 22, 2016 and deemed complete on January 13, 2017. A Preliminary Report on the application was adopted by Etobicoke York Community Council on February 22, 2017 authorizing staff to conduct a community consultation meeting with an expanded notification area. The community consultation is summarized in the Comments section of this report.

The Preliminary Report can be accessed at the following link:  
<http://www.toronto.ca/legaldocs/mmis/2017/ey/bgrd/backgroundfile-100949.pdf>

## PROPOSAL

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The application proposes to renovate an existing 3-storey heritage mixed-use building (the Blue Goose Tavern) and to include an infill development of 12 dwelling units at 1 Blue Goose Street. The proposed development would have a Floor Space Index of 1.55 times the area of the lot and a gross floor area of approximately 3,464 m<sup>2</sup> of which 526 m<sup>2</sup> would be for non-residential uses.

The proposal is to retain and restore the existing heritage mixed-use building by adding a fourth storey addition (measuring approximately 15 m to the highest point of the mechanical roof) and constructing a 4-storey addition along the east side wall of the building to contain an enclosed staircase and mechanical penthouse. The building would contain a new micro-brewery within the basement area (147 m<sup>2</sup>), a renovated restaurant/tavern on the ground level (239 m<sup>2</sup>) and a total of 18 new rental dwelling units on the second, third and fourth levels (534 m<sup>2</sup>). The proposed rental units would be comprised of 18 bachelor units that would range in size from 23.5 m<sup>2</sup> to 42.7 m<sup>2</sup>. The proposal includes separate entryways for the commercial and residential uses fronting Manchester Street.

The proposed residential infill portion of the development would include a single detached dwelling unit (Unit 1), 7 townhouse dwelling units (Units 2 to 8) and 4 semi-detached dwellings units (Units 9 to 12) comprised of 5 building blocks. These 12 residential units would range from 187m<sup>2</sup> to 206 m<sup>2</sup> in size (208 m<sup>2</sup> to 264 m<sup>2</sup> including the garage) and would contain 3 or 4 bedrooms. Each of the 5 building blocks would be 4-storeys in height measuring approximately 13.6 m to the highest point of the roof with

the basement level partially below grade. In addition, the residential units would also feature a second storey rear deck and a roof top terrace. Some of the residential units would also feature a third storey balcony. The site layout is provided in the following table:

	Block 1	Block 2	Block 3	Block 4	Block 5
Single Detached	Unit 1				
Townhouse		Units 2 to 5	Units 6 to 8		
Semi-Detached				Units 9 and 10	Units 11 and 12

Outdoor amenity space for the infill development is proposed to be a combination of shared and private space and would be provided by means of soft and hard landscaping at-grade, on decks and on private roof top terraces. A landscaped open space (41 m<sup>2</sup>) is proposed to be located on the south side of Manchester Street, adjacent to Unit 12.

The application proposes two vehicular driveways to Blue Goose Street and two driveways to Manchester Street. A one-way drive aisle along the southern and eastern boundary of the site would provide access to the rear garages of the proposed 12 infill dwellings and two surface parking spaces. The drive aisle varies in width from 4.5 m to 5.5 m and would be covered by the rear decks of the residential units. The other driveway would provide access to a 12-space parking lot immediately east of the Blue Goose Tavern building (one of which would be for car-share). The drive aisle accessing the parking spaces east of the tavern is 5.5 m wide. In addition, the application proposes 3 boulevard parking spaces on the west side of the tavern and 4 boulevard parking spaces on the north side of the tavern. The proposed bicycle parking for tenants and visitors would be located immediately south of the Blue Goose Tavern building.

Attachment 6: Site Plan illustrates the development concept for the site.

### Site and Surrounding Area

The subject site is located on the southeast corner of Manchester Street and Blue Goose Street and south of a CN/Metrolinx Rail corridor. This site is rectangular in shape, is approximately 0.22 ha (2,240 m<sup>2</sup>) in area, and has an approximate frontage of 36.8 m on Blue Goose Street and a depth of 60 m on Manchester Street.

The subject site is currently occupied by a 3-storey heritage mixed-use building (the Blue Goose Tavern and 18 dwelling rooms) with a surface parking lot containing a total of 44 vehicular parking spaces. The Blue Goose Tavern is a well-known neighbourhood destination for food and drink, as well as live music. Numerous film and television productions have been filmed at this tavern.

Surrounding uses include:

North: Immediately to the north, across Manchester Street, is the CN rail corridor with the Mimico GO Station located to the north of this corridor. Further north is a relatively flat parcel of land that is currently occupied by a surface parking lot

and gravel staging area for storage bins and containers for the 'On the GO Mimico' project (315 and 327 Royal York Road).

South: Immediately to the south are single-detached and multi-unit dwellings (2-storeys in height). Further south are a mix of built forms including: walk-up apartments and single-detached dwellings (2-storeys in height) and a 3-storey apartment building. Also, a public park (Stanley Avenue Park) is located to the south.

East: Immediately to the east are 1 to 2-storey semi-detached dwellings. Further east are 2-storey single-detached/semi-detached/townhouse dwellings, a public school (David Hornell Junior School) and a public park (Manchester Park).

West: Immediately to the west, across Blue Goose Street is a 7-storey mixed use building owned and operated by Toronto Community Housing Corporation, municipally known as 100 Cavell Avenue. South of this building is St. Leo's Catholic Church and Catholic School.

### **Reasons for the Application**

An amendment to the former City of Etobicoke Zoning Code is required to permit the proposed mixed use development as it relates to both the existing building and the proposed new residential uses. Amendments to the applicable performance standards are also required to facilitate the proposed development such as maximum building height, density and setbacks.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

The following reports/studies were submitted with the application:

- Planning and Urban Design Rationale Report
- Stage 1 Archaeological Assessment
- Heritage Impact Assessment
- Arborist and Tree Preservation Report
- Functional Servicing Report
- Stormwater Management Report
- Soil Investigation
- Hydrogeological Study
- Parking, Loading and Traffic Assessment
- Noise and Vibration Feasibility Study
- Energy Efficiency Report
- Toronto Green Standard (TGS) Checklist

## **Agency Circulation Outcomes**

The application together with the applicable reports noted above, were circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

## **Community Consultation**

On May 24, 2017, a community meeting was attended by approximately 40 residents, the Ward Councillor, City staff, the applicants and their consultants. The following comments/concerns were raised:

- Lack of parking for the rental units, visitors and tavern customers;
- Noise from the tavern impacting the 12 new dwelling units;
- Displacement of existing tenants of the rental dwelling rooms during construction;
- Retention and continued operation of the tavern and its future plans;
- Overlook and privacy issues created from the decks of the townhouse units to the backyards of the existing properties to the south; and
- Storage and collection of garbage.

The response to these concerns is outlined in the Comments section of this report.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

### **The Provincial Policy Statement (2014)**

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

Policy 2.6.1 of the PPS requires that "Significant built heritage resources and significant cultural heritage landscapes be conserved."

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that "The Official Plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

## **Provincial Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform with Provincial Plans.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to an MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform with the Growth Plan.

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of this report.

### **Federation of Canadian Municipalities – Rail Proximity Guidelines (FCM-RAC)**

The FCM-RAC Guidelines were issued in 2013 to provide a consistent approach to the design of buildings in proximity to rail corridors. The guidelines provide for standard mitigation measures of separation distance (300 m for a rail yard and 30 m for a main corridor) and safety features.



If standard measures cannot be achieved, a viability assessment must be prepared to evaluate any proposed development in terms of its potential for noise, vibration and safety hazard impact from adjacent rail infrastructure.

## **Toronto Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City;  
Chapter 3 - Building a Successful City; and  
Chapter 4 - Land Use Designation

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### Chapter 2 - Shaping the City

The Healthy Neighbourhoods policies of the Official Plan provide guidance for development in *Neighbourhoods*. Policy 2.3.1.1 states that "*Neighbourhoods* and *Apartment Neighbourhoods* are considered to be physically stable areas. Development within *Neighbourhoods* and *Apartment Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas."

Policy 2.3.1.5 states that "the functioning of the local network of streets in *Neighbourhoods* and *Apartment Neighbourhoods* will be improved by, but not limited to:

- a) Maintaining roads and sidewalks in a state of good repair;
- c) Minimizing through traffic on local streets; and
- d) Discouraging parking on local streets for non-residential purposes."

Policy 2.3.1.6 states that "environmental sustainability will be promoted in *Neighbourhoods* and *Apartment Neighbourhoods* by investing in naturalization and landscaping improvements, tree planting and preservation, sustainable technologies for stormwater management and energy efficiency and programs for reducing waste and conserving water and energy."

### Chapter 3 - Building a Successful City

Built Form Policies:

The development criteria identified in the Healthy Neighbourhoods policies are supplemented by additional development criteria in the Official Plan's Built Form policies which are found in Chapter 3.

The Built Form policies contained in Section 3.1.2 of the Official Plan provide direction on matters related to the site design and layout of buildings and on the location and organization of vehicle parking, vehicle access, service areas and utilities to minimize their impact on the property and on surrounding properties. Specifically, these policies emphasize the importance of ensuring that new development fits within its existing and/or planned context, while limiting impacts on neighbouring streets, parks and open spaces. New development will provide appropriate massing and transition in scale that will respect the character of the surrounding area and:

- Be located and organized to fit with its existing and/or planned context;
- Frame and support adjacent streets, parks and open spaces;
- Locate and organize vehicular and service areas in such a way to minimize their impact and to improve the safety and attractiveness of adjacent streets, parks and open spaces;
- Be massed and its exterior façade be designed to fit harmoniously into its existing and/or planned context and to limit its impact on neighbouring streets, parks, open spaces and properties by:
  - a) Massing new buildings to frame adjacent streets and open spaces in a manner that respects the existing and/or planned street proportion;
  - b) Incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development; and
  - c) Creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan.
- Be massed to define edges of streets, parks and open spaces;
- Provide amenity for adjacent streets and open spaces for pedestrians; and
- Provide indoor and outdoor amenity space for residents.

#### Heritage Conservation Policies:

The Official Plan provides for the identification and evaluation of properties with potential heritage value to determine if their cultural heritage value is such that it should be included on the City's Heritage Register.

Policy 3.1.5.3 states that "heritage properties of cultural heritage value or interest properties, including Heritage Conservation Districts and archaeological sites that are publicly known will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register."

Policy 3.1.5.4 provides that "properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council."

Policy 3.1.5.5 states that "proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage values and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City." In addition, Policy 3.1.5.6 states that "the adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*."

Policy 3.1.5.23 states that "a Heritage Impact Assessment will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City." In addition, Policy 3.1.5.26 provides that "new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it." Further, "where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the conservation of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged" (Policy 3.1.5.27).

Policy 3.1.5.29 provides that "heritage buildings and/or structures located on properties on the Heritage Register should be conserved in their original location. However, where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, a heritage building may be relocated within its property or development site where:

- a) The heritage building or structure is not attached to or adjoining another building or structure;
- b) The location, orientation, situation or view of the heritage building is not identified in the Official Plan or as a cultural heritage value or attribute of the property, and/or the proposed relocation will not negatively affect the cultural heritage values or attributes of the property;
- c) The portion of the heritage building or structure that contains the identified cultural heritage values and attributes is being conserved in its entirety and will not be demolished, disassembled and/or reconstructed;
- d) The relocation on site does not conflict with any applicable Heritage Conservation District plans;
- e) A Heritage Property Conservation Plan is submitted that demonstrates that the removal and relocation of the building or structure within its existing property will not pose any physical risk to the heritage building and/or structure, its cultural heritage values and attributes, to the satisfaction of the City; and
- f) These and any other related conditions are secured in a Heritage Easement Agreement prior to removal and relocation on site."

## Housing Policies:

The Official Plan also contains housing policies that support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1.1).

### Chapter 4- Land Use Designations

The subject site is designated *Neighbourhoods* on Map 15 – Land Use Plan in the Official Plan (see Attachment 3: Official Plan Land Use Map). *Neighbourhoods* contain a full range of residential uses within lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. The residential uses proposed in the subject application are provided for in *Neighbourhoods* and an amendment to the Official Plan is not required for the new dwellings.

The Official Plan states that "scattered throughout many *Neighbourhoods* are properties that differ from the prevailing patterns of lot size, configuration and orientation. Typically, these lots are sites of former non-residential uses such as an industry, institution, retail stores, a utility corridor, or are lots that were passed over in the first wave of urbanization. In converting these sites to residential uses, there is a genuine opportunity to add to the quality of Neighbourhood life by filling in the "gaps" and extending streets and paths. Due to the site configuration and orientation, it is often not possible or desirable to provide the same site standards and patterns of development in these infill projects as in the surrounding *Neighbourhood*. Special infill criteria are provided for dealing with the integration of new development for these sites, and for intensification on existing apartment sites in *Neighbourhoods*."

Policy 4.1.5 sets out development criteria in established *Neighbourhoods*, providing that development will respect and reinforce the existing physical character of each geographic neighbourhood in particular:

- a) Patterns of streets, blocks and lanes, parks and public building sites;
- b) Prevailing size and configuration of lots;
- c) Prevailing heights, massing, scale and dwelling type of nearby residential properties;
- d) Prevailing building type(s);
- e) Prevailing location, design and elevations relative to grade of driveways and garages;
- f) Prevailing setbacks of buildings from the street or streets;
- g) Prevailing patterns of rear and side yard setbacks and landscaped open space;

- h) Continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
- i) Conservation of heritage buildings, structures and landscapes.

Policy 4.1.9 sets out infill development criteria in established *Neighbourhoods*, including that development will in particular:

- a) Have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
- b) Provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- c) Front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
- d) Locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of this report.

## **Zoning**

The former City of Etobicoke Zoning Code zones the subject lands as I.C1 (Class 1 Industrial) (see Attachment 4: Existing Zoning By-Law Map). The I.C1 zone permits a range of business, manufacturing, medical, institutional, commercial/recreational facilities and retail sales. The existing tavern and the proposed residential uses are not permitted in the Class 1 Industrial Zone.

The lands are not subject to City-wide Zoning By-law No. 569-2013. There is an exception that carries forward the Site-Specific Zoning provisions of the former amendment to the Etobicoke Zoning Code for these lands.

## **Design Guidelines**

### **Townhouse and Low-Rise Apartment Guidelines**

City Council adopted City-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

## **Site Plan Control**

The property is subject to Site Plan Control. A Site Plan Control application for this proposal has not yet been submitted.

## **COMMENTS**

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

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of this report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan as follows:

#### PPS

The PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. The application addresses this policy of healthy, livable and safe communities by accommodating both residential and non-residential uses to meet long-term needs, facilitating residential intensification and redevelopment, and providing for new housing that would effectively use land, resources, infrastructure and public services, and support the use of public transit.

Section 1.1.1. of the PPS (2014) contains a number of policies stating that healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential uses and by promoting cost-effective development patterns and standards. The proposed development achieves this by providing a range of residential unit types including bachelor units, affordable rental units, townhouse dwelling units, semi-detached dwelling units and a single detached dwelling unit. The proposed development also incorporates a variety of building types, including a mixed-use heritage building that would use existing services all within an existing built-up area. This represents an efficient land use pattern that minimizes land consumption.

Policy 1.4.3. d) states that Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. The proposed development is adjacent to the Mimico GO Station which makes efficient use of existing transit infrastructure. The proposal also incorporates bicycle parking which supports to use of active transportation.

Policy 2.6.1 of the PPS states that significant built heritage resources and significant cultural heritage landscapes shall be conserved. The proposal achieves this by preserving the existing Blue Goose Tavern which is a designated Heritage Building under the *Ontario Heritage Act*.

Policy 4.7 of the PPS states that the municipal Official Plan is "the most important vehicle for implementation" of the PPS and that "comprehensive, integrated and long-term planning is best achieved through official plans." The application addresses this policy by adhering to the policies of the City's Official Plan.

This proposal is consistent with the PPS and addresses all the above noted policies, as it is contextually appropriate intensification that makes efficient use of the site and existing services, including proximity to public transportation. The proposal provides for the reuse of an existing heritage building and sensitive residential infill which includes a mix of dwelling types, unit sizes, tenure and affordability that promotes the efficient use of land. The proposal introduces a compact built form into an area where the predominant housing stock is low-rise dwellings. The proposal achieves the Official Plan's objectives of building compact built form that is compatible with its existing context.

### Growth Plan

The Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan.

Section 2.2.1.3(c) directs municipalities to undertake integrated planning to manage forecasted growth by supporting an urban form that optimizes infrastructure to support the achievement of complete communities through a more compact built form.

Section 2.2.1.4(c) echoes the guiding principle noted above by supporting complete communities that provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.

Policy 2.2.4.4(b) directs municipalities to develop a strategy to achieve minimum intensification target and intensification throughout delineated built-up areas, which will identify the appropriate type and scale of development and transition of built form to adjacent areas.

Policy 2.2.6.2 directs that municipalities support complete communities by planning for a range and mix of housing options and densities in the existing housing stock and planning to diversify and increase density in the overall housing stock across the municipality.

Policy 4.2.7.1 directs municipalities to conserve cultural heritage resources in order to foster a sense of place and benefit communities.

The Growth Plan requires that, at the time of the next MCR, the City update its Official Plan to delineate the boundaries of MTSA's and plan for the minimum density targets established for MTSA's on priority transit corridors. The City must conform to the Growth Plan by 2022.

The Growth Plan states that the new municipal growth forecasts cannot be used on a site specific basis, outside of a MCR. The Growth Plan also states that no decision can be made now that would adversely affect the ability to meet the minimum density targets in the future.

The proposal conforms to the Growth Plan by directing growth to an appropriate settlement area, making efficient use of land, existing services and infrastructure, including proximity to public transit and active transportation and by conserving the Blue Goose Tavern which is a cultural heritage building. The proposal fits appropriately within its surrounding context and adds to the housing stock of the area which is predominantly low-rise dwellings.

### **Federation of Canadian Municipalities – Rail Proximity Guidelines (FCM-RAC)**

The recommended setback requirement for residential uses to rail corridors is 30 m. The new infill portion of the development would be setback 27 m measured from the rail corridor to the semi-detached dwelling unit identified as Unit 12. Metrolinx has reviewed the requested setback and has indicated that adequate noise mitigation and safety measures can be implemented through the Site Plan Control review process.

### **Land Use**

This application has been reviewed against the Official Plan Land Use policies described in the Issues Background section of this report, as well as the policies of the Toronto Official Plan as a whole.

The subject property is designated *Neighbourhoods* and is zoned Industrial Class 1 Industrial (IC.1). The *Neighbourhoods* designation allows for a variety of low scale residential uses including single detached dwellings, semi-detached dwellings, townhouses, and walk-up apartments that are no higher than 4 storeys.

The property is located within an established residential neighbourhood that contains a number of different housing types. The property to the immediate west of the subject site is designated *Apartment Neighbourhoods*, is zoned Residential Apartment (RA) and is currently occupied by a 7 storey building. The properties to the east and south of the subject property are designated as *Neighbourhoods*, are zoned Residential Multiple (RM) and are occupied by a mix of single-detached dwellings, semi-detached dwellings, duplexes and triplexes. Immediately north of the subject site is the CN rail corridor with the Mimico GO Station located to the north of this corridor. Beyond the rail corridor are employment uses, a townhouse development and a cemetery.



The proposal allows for a development that would respect and reinforce the existing character of the neighbourhood and the mix of dwelling types. Staff are of the opinion that the proposal would be a sensitive infill project that can take advantage of nearby amenities and infrastructure while maintaining a respectful built form that would not adversely impact the neighbourhood.

### **Height, Massing and Site Layout**

This application has been reviewed against the Official Plan Built Form policies described in the Issues Background section of this report.

The site is within a *Neighbourhoods* designation that abuts an *Apartment Neighbourhoods* designation to the west. The Official Plan states that new development will fit harmoniously into its existing and/or planned context. The Official Plan requires that development in *Neighbourhoods* will "respect and reinforce" the existing physical character of the neighbourhood which includes setbacks from buildings. The *Neighbourhoods* designation provides for a range of low scale residential uses including single-detached, semi-detached, townhouses and walk-up apartments up to four storeys in height. The Official Plan also contains specific policies designed to conserve the cultural heritage values, attributes and character of a property and to mitigate visual and physical impacts.

The Official Plan's Built Form policies direct new development to be designed to fit with its existing and/or planned context, to frame and support adjacent streets, parks and open space, and limit its impact on neighbouring streets, parks and properties. The introduction of a partial 1-storey addition on the existing 3-storey mixed use building, as well as new townhouses dwelling units, semi-detached dwelling units and a single-detached dwelling unit on this site is in keeping with the character of the surrounding area. The site is adjacent to residential uses and would be compatible and would contribute to the mix of dwelling types currently existing within this established neighbourhood.

The mixed use building would be 4-storeys and approximately 15 m in height, including the mechanical equipment. The proposed infill residential dwellings would be 4-storeys and approximately 13.6 m in height, including the mechanical equipment. The existing neighbourhood to the south of the site has permitted building heights ranging between 9.5 m to 12 m depending on building type which include single-detached, semi-detached, duplexes and triplexes. The proposed height is appropriate for the site and fits with the existing context of the area by providing transition in height and scale from the taller apartment buildings to the west to the low rise residential units to the south and east and would not generate any significant shadow impacts on the neighbourhood.

The proposed infill residential dwellings would be setback 1.8 m from the Blue Goose Street property line and approximately 8.4 m from the Manchester Street property line. The proposed setbacks are generally consistent with the front yard setbacks of other dwellings on the east side of Blue Goose Street and the south side of Manchester Street. The setbacks to the property lines of the existing mixed-use building (tavern) would remain unchanged.

The proposed townhouses, semi-detached and single detached dwelling units would have a separation distance ranging from 5.3 m to 19.2 m to the mixed-use building. The proposed separation distances provide visibility to the dwellings from the public realm along Blue Goose Street and Manchester Street, and accommodate pedestrian walkways, laneways and connections through the site and sufficient sunlight and sky view within the site.

The 12 new dwelling units would provide appropriate setbacks and step backs to reduce the impact on the surrounding *Neighbourhoods* designated lands to the immediate south and east of the subject site. These proposed dwellings would be setback between 5.7 m and 6.7 m from the southern and eastern property line and would step back 1.2 m above the 2<sup>nd</sup> storey and approximately an additional 2.7 m above the 3<sup>rd</sup> storey. The proposed separation distances on this site provide for adequate distance to the existing dwellings, would mitigate overlook and privacy issues and would not create any significant shadowing.

The 12 new dwelling units are all proposed to have an above grade deck at the 1<sup>st</sup> storey, a 3<sup>rd</sup> storey balcony on the rear elevation and rooftop amenity space. The above grade deck on the 1<sup>st</sup> storey would cantilever over the drive aisle and would have a setback ranging from 1.2 m to 1.8 m to the southern and eastern property line. Privacy screening would be provided to limit overlook and increase privacy to the neighbouring properties.

The development would include a combination of hard and soft landscaping elements to achieve connectivity throughout the site. A continuous public sidewalk is proposed along Blue Goose Street and Manchester Street. A pedestrian laneway is proposed off Blue Goose Street between the mixed-use building and the townhouse units. Soft landscaping and a 1.5 m resident walking path is also proposed in front of the 12 new dwelling units. This pedestrian walkway would provide connection between the building blocks and the 41 m<sup>2</sup> amenity space located between Unit 12 and Manchester Street. The amenity space and landscaped areas are to be designed with consistent materials and treatment to ensure a cohesive and comprehensive landscaping treatment for this development. The landscape details will be secured through the Site Plan Control review process.

The garbage collection and storage area for the mixed-use building would be located wholly within ground floor of the existing building. The 12 new dwelling units would receive curbside collection off Blue Goose Street and Manchester Street. Future residents will be responsible for rolling their bins to the curbside on collection day and returning them to private property upon completion of collection. This method will limit the negative impact of the service areas on the public realm, landscaped open space and adjacent properties.

Staff are of the opinion that the proposed building height, massing and layout are appropriate for the subject property and fit within the surrounding built form context. The proposed Draft Zoning By-law Amendment would establish the required building heights, setbacks and separation distances between buildings.

## Traffic Impact, Access and Parking

A Traffic Impact Study (TIS) was submitted in support of the proposal. The study concluded that the projected site traffic can be adequately accommodated by the existing public road network in this area. Transportation Services staff concur with this finding.

Vehicular access is proposed by two driveways from Blue Goose Street and two driveways from Manchester Street. A one-way drive aisle is proposed to provide vehicular access to the rear garages of the proposed new 12 dwellings and two surface parking spaces. This one-way drive aisle would vary in width from 4.5 m to 5.5 m. Another driveway would provide access to a 12-space parking lot immediately east of the mixed-use building and would be 5.5 m wide. There is an additional driveway adjacent to the south side of the mixed-use building that could be used as an informal loading area for the proposed commercial uses.

A total of 33 vehicular parking spaces would be provided on site as follows:

12 Single-Family Residential Dwelling Units	12 Spaces
18 Bachelor Apartment Units	5 Spaces
Car-Share Parking Space	1 Space
Residential Visitor Parking	3 Spaces
Parking for Restaurant	5 Spaces
Parking for Restaurant (Boulevard)	7 Spaces

Transportation Services staff consider the proposed number of on-site vehicular parking spaces adequate to serve the number of residential units and visitors to the residential units, based on the following rates:

- 1 parking space for each single-family residential dwelling unit (detached, semi-detached and townhouse dwelling);
- 0.28 parking spaces for each bachelor dwelling unit and the provision of at least one on-site car share space; and
- 0.2 visitor parking spaces for each proposed bachelor dwelling units.

Transportation Services staff consider the proposed on-site parking supply of 5 spaces for the restaurant use to be insufficient. Currently the site has approval for 7 boulevard parking spaces. These spaces are proposed to remain, however their location may be subject to change during the Site Plan Control review process.

The applicant submitted an application for Commercial Boulevard Parking spaces and Payment-in-Lieu of parking to address the restaurant parking shortfall. The application is subject to City Council approval which will be required prior to site plan approval.

## Servicing

A Functional Servicing Report dated October 15, 2018, prepared by WSP was submitted in support of the proposal. The objective of this report is to identify the

municipal servicing requirements for this development and to demonstrate how each service would be accommodated by the existing infrastructure.

Engineering and Construction Services staff have reviewed the Functional Servicing Report and concur with the findings of this report that the existing infrastructure can accommodate the proposed development.

A Stormwater Management Report will be reviewed through the Site Plan Control process.

## **Rental Housing**

The redevelopment of the subject site and the existing mixed-use building would likely require all existing tenants to vacate their existing rental units during the construction period. Under the *Residential Tenancies Act*, any landlord of a residential complex with 5 or more rental units, that requires vacant possession of a rental unit in order to demolish it or undertake significant repairs, shall provide impacted tenants with the required notification, compensation and, in some instances, the right to return. Should City Council approve this Zoning By-law Amendment application and should the owner elect to proceed with the proposed redevelopment of the subject site, the owner would be required to adhere to all relevant sections of this Act.

Section 5.1.1.5 e) of the Official Plan states that despite Policies 5.1.1.3 and 5.1.1.4, Section 37 may be used, irrespective of the size of the project or the increase in height and/or density as may otherwise agreed upon, subject to the policies in this Section.

To mitigate the potential loss of affordable rental housing due to the proposed redevelopment of the subject site, the owner has agreed, through a voluntary Section 37 contribution, to secure the rental tenure of the 18 proposed rental dwelling units to be located on the second, third and fourth floors of the existing mixed-use building for a minimum of 20 years, beginning from the date that each such rental dwelling units is first occupied. In addition, the owner has also agreed, through a voluntary Section 37 contribution, to provide and maintain 2 of the 18 proposed rental dwelling units at affordable rents for a period of at least 10 years, beginning from the date that each such rental dwelling unit is first occupied. It is recommended that City Council require the owner to enter into a Section 37 Agreement with the City to secure these matters prior to the enactment of the proposed Zoning By-law Amendment to facilitate the development.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 1.57 to 2.99 hectares of local parkland per 1,000 people. The site is in the second highest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

Parks, Forestry and Recreation staff are of the opinion that, in accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant be required to satisfy the parkland dedication requirement through cash-in-lieu. The residential nature of this proposal is subject to a 10% parkland dedication and the non-residential use is subject to 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication would be appraised by Real Estate Services staff. Payment would be required prior to the issuance of the first above grade building permit.

### **Archaeological Assessment**

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. Whether a property has archaeological resource potential can be confirmed at the searchable database TO maps. An archaeological assessment may also be required if a property is identified on the City of Toronto's Inventory of Heritage Properties as part of the Heritage Impact Assessment process. Part of the subject site has archaeological resource potential according to City of Toronto mapping. A Stage 1 Archaeological Assessment was submitted by the applicant that determined there are no further archaeological concerns regarding the subject property. Heritage Preservation Services staff have reviewed the Assessment and concur with this determination.

### **Heritage Impact and Conservation Strategy**

The Blue Goose Tavern was constructed in 1892 as the Windsor Hotel and was located adjacent to Mimico's Train Station. The original structure burned down in 1905 and was rebuilt and opened as the Windsor Public House in 1909. The property came under new ownership in 1958 and in 1971 the Windsor Public House was renamed the Blue Goose Tavern. It should be noted that Blue Goose Street was previously named Vincent Street.

The existing building (the Blue Goose Tavern) on the subject property is listed on the City's Heritage Register and has cultural heritage value for its design, historical associations and context as an early 20th century commercial building that has been in continuous operation for more than a century. The current building, a local landmark built as the Windsor Hotel in 1909, replaced an earlier hotel of the same name. In 1971, the Windsor Hotel became the Blue Goose Tavern and is known as a destination for live music, food and drink and for its links to Mimico's sports culture.

The applicant has submitted a Heritage Impact Assessment which proposes the heritage building be rehabilitated for commercial use at the ground floor level and residential use at the upper floors. A new elevator and stairwell extension is proposed along the east wall.

At its meeting of May 29, 2019, the Toronto Preservation Board approved a staff report recommending approval of the alterations, designation under Part IV of the *Ontario Heritage Act* and authority to enter into a Heritage Easement Agreement for the property at 1 Blue Goose Street, with conditions.

This staff report will also be considered by the Etobicoke York Community Council at its meeting of June 25, 2019. A copy of the report can be accessed at the following link: <http://app.toronto.ca/tmmis/decisionBodyProfile.do?function=doPrepare&decisionBodyId=1922#Meeting-2019.EY7>

## **Tree Preservation**

City of Toronto By-laws provide for the protection of trees situated on both private and City property. The submitted Arborist Report proposes to injure one City-owned tree, remove 2 City-owned trees and remove 8 private protected private trees in order to accommodate the development. The Landscape Plan shows 12 new street trees proposed in the City road allowance and 21 new trees on private property.

The current site plan shows the locations of the proposed parking spaces on the city boulevards with some located between the proposed street trees. Urban Forestry staff have identified several issues with the street tree configuration and advised that this can be addressed through the Site Plan Control review process.

## **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features would be secured through the Site Plan Control review process.

## **Noise Impact Study**

The Official Plan requires that sensitive land uses adjacent to transportation corridors be appropriately designed and buffered to prevent adverse effects from noise and to promote safety.

The applicant submitted a Noise Impact Study, prepared by Howe Gastmeir Chapnik Limited in support of the application. The predominate source of transportation noise and concern arose from the proximity of the 12 new dwelling units to the railway corridor, Mimico Go Station, Willowbrook rail yard and the Blue Goose Tavern.

The study identified several mitigation requirements for these potential noise sources including central air conditioning for all dwellings in the development, upgrading glazing construction for dwellings exposed to the railway line, and warning clauses to inform future residents of rail noise and noise from the existing Blue Goose Tavern.

The submitted Noise Impact Study dated December 16, 2016 prepared by Howe Gastmeir Chapnik Limited will be peer reviewed by a third-party Noise Consultant

retained by the City of Toronto at the owner's expense. The owner will be required to implement the noise control measures and recommendations identified through the peer review process and the city will secure these measures through the site plan control review process.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. Policy 5.1.1.4 of the Official Plan states that Section 37 may be used for developments with more than 10,000 m<sup>2</sup> of gross floor area. The applicant is proposing a gross floor area of 3,464 m<sup>2</sup>, which is less than 10,000 m<sup>2</sup>. As such, a Section 37 contribution is not required as the proposal does not meet the criteria set out in the Official Plan.

A Section 37 Agreement is proposed to be registered on title as a legal convenience to secure the rental housing tenure, the two affordable housing units within the mixed-use heritage building and exterior building materials.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, and provides for a development that respects and reinforces the existing physical character of the neighbourhood. Staff worked with the applicant to address and resolve the following key concerns: maintaining the cultural heritage value of the Blue Goose Tavern; providing appropriate building setbacks and setbacks; transition to the abutting residential properties; and securing the tenure of the existing rental dwelling units and the provision of affordable housing. Staff recommend that City Council approve the proposed Draft Zoning By-law Amendment.

### **CONTACT**

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### **SIGNATURE**

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

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment – Former City of Etobicoke Zoning Code

### **Applicant Submitted Drawings**

Attachment 6: Site Plan

Attachment 7: Elevations



## APPLICATION DATA SHEET

**Municipal Address:** 1 BLUE GOOSE ST      **Date Received:** December 22, 2016

**Application Number:** 16 270113 WET 06 OZ

**Application Type:** Rezoning

**Project Description:** The proposal includes an infill development consisting of 7 townhouse dwelling units, 4 semi-detached dwelling units and 1 single detached dwelling. The existing heritage mixed-use building (the Blue Goose Tavern) is to remain and would contain 18 rental apartment dwelling units, a restaurant and a micro-brewery.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
BOUSFIELDS INC			1 BLUE GOOSE DEVELOPMENTS INC

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	I.C1	Heritage Designation:
Height Limit (m):		Site Plan Control Area: Yes

### PROJECT INFORMATION

Site Area (sq m): 2,240                      Frontage (m): 36                      Depth (m): 60

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	239	239	672	911
Residential GFA (sq m):	654	654	2,284	2,938
Non-Residential GFA (sq m):	526	526		526
<b>Total GFA (sq m):</b>	<b>1,180</b>	<b>1,180</b>	<b>2,284</b>	<b>3,464</b>
Height - Storeys:	3	3	4	4
Height - Metres:			15	15

Lot Coverage Ratio (%): 48.17                      Floor Space Index: 1.55

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	2,938	
Retail GFA:	386	140
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:	18			<b>18</b>
Freehold:				
Condominium:			12	<b>12</b>
Other:				
<b>Total Units:</b>	<b>18</b>		<b>12</b>	<b>30</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:		18			
Proposed:					12
<b>Total Units:</b>		<b>18</b>			<b>12</b>

#### **Parking and Loading**

Parking Spaces: 33      Bicycle Parking Spaces: 16      Loading Docks: 0

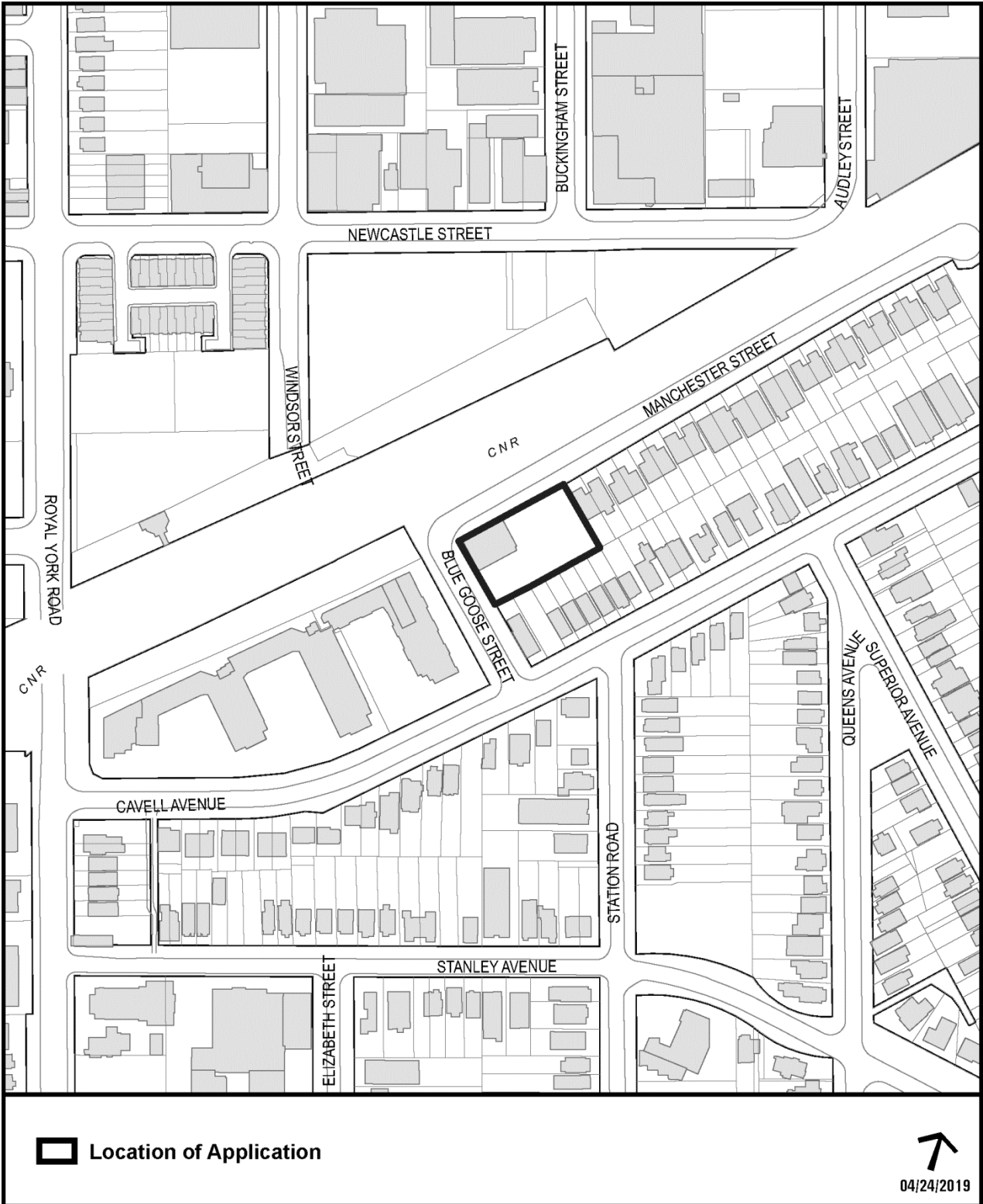
#### **CONTACT:**

Daniela DeGasperis, Assistant Planner

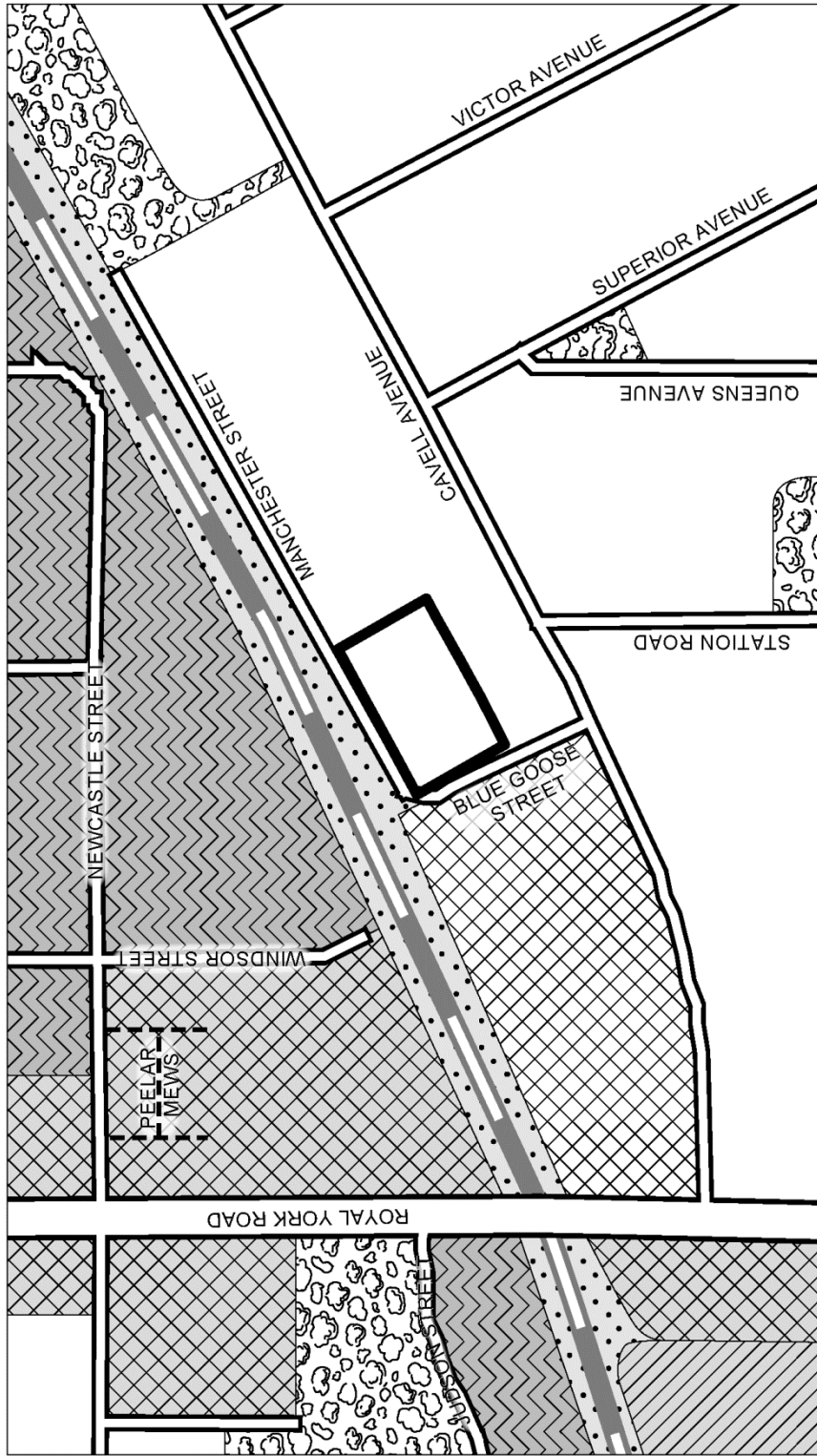
Tel. No. 416-394-8223

E-mail: [Daniela.DeGasperis@toronto.ca](mailto:Daniela.DeGasperis@toronto.ca)

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



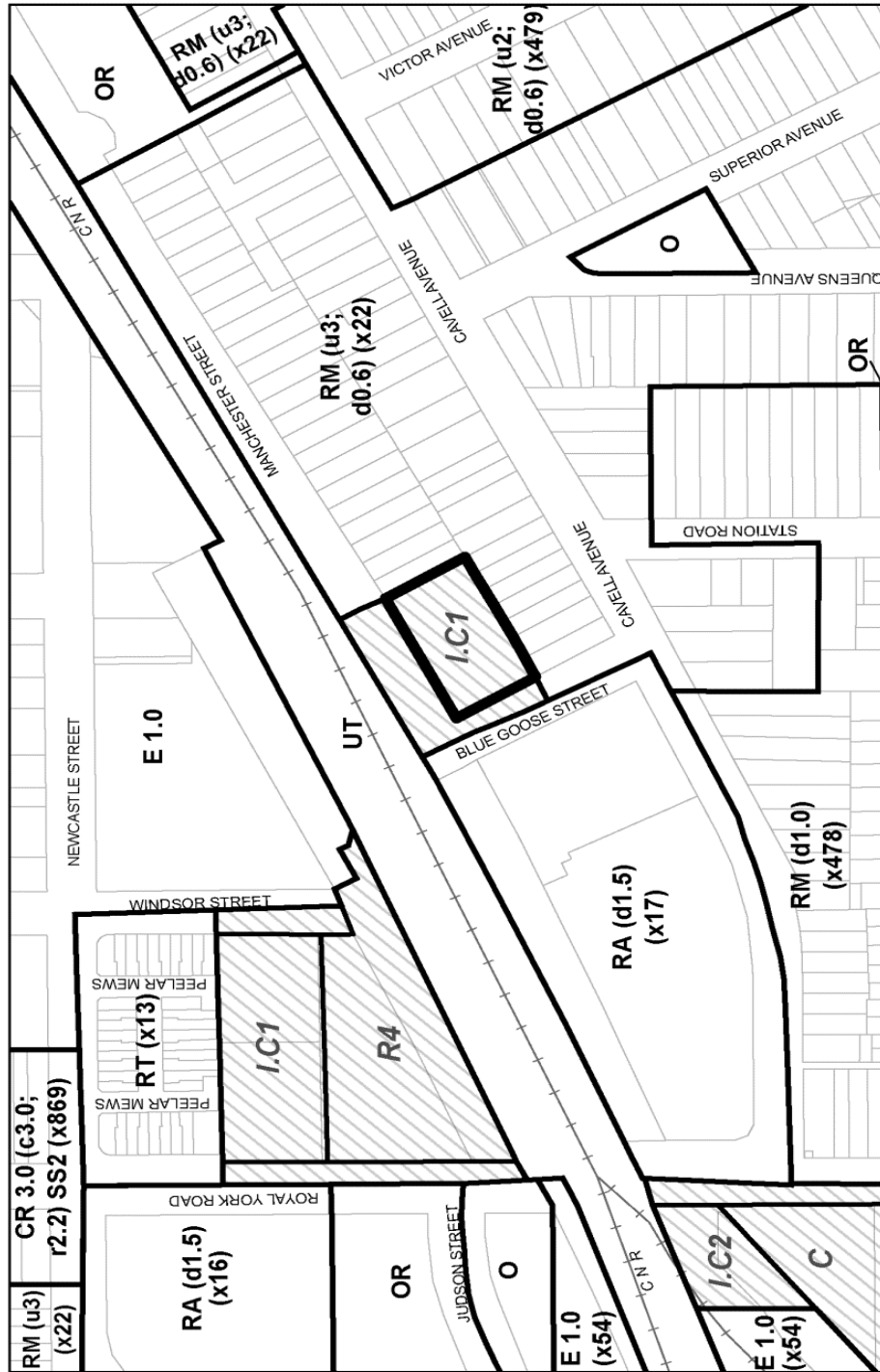
1 Blue Goose Street

**Toronto**  
Official Plan Land Use Map #15

File # 16270113 WET 06 0Z

 Site Location  
 Neighbourhoods  
 Apartment Neighbourhoods  
 Mixed Use Areas  
 Regeneration Areas  
 Employment Areas  
 Utility Corridors  
 Roads not currently shown on Land Use Map  
 Not to Scale  
 01/23/2017

Attachment 4: Existing Zoning By-law Map



**Toronto** City Planning  
**Zoning**  
 1 Blue Goose Street  
 File # 16 270113 WET 06 02

See Former City of Etobicoke By-Law No. 11,737



R4 Fourth Density Residential Zone  
 I.C.1 Class 1 Industrial Zone

See Former City of Etobicoke (Mimico) By-Law No. 1930

C Commercial  
 I.C.1 Class 1 Industrial Zone  
 I.C.2 Class 2 Industrial Zone

Location of Application

RT Residential Townhouse  
 RM Residential Multiple  
 RA Residential Apartment  
 CR Commercial Residential

E Employment Industrial  
 O Open Space  
 OR Open Space Recreation  
 UT Utility and Transportation



Not to Scale  
 Extracted: 01/20/2017

## Attachment 5: Draft Zoning By-law Amendment – Former City of Etobicoke Zoning Code

Authority: Etobicoke York Community Council Item ~, as adopted by City of Toronto Council on ~, 20~

### CITY OF TORONTO

Bill No. XX

### BY-LAW No. XXXX-2019

**To amend Chapters 304 and 340 of the Etobicoke Zoning Code, as amended, with respect to the lands municipally known in the year 2019 as 1 Blue Goose Street**

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

WHEREAS the matters herein set out are in conformity with the Official Plan as adopted by the Council of the City of Toronto; and

WHEREAS pursuant to Section 37(3) of the *Planning Act*, the Council of a municipality may, in a bylaw passed under Section 34 of the *Planning Act*, authorize increases in the height and/or density of development beyond that otherwise permitted by the zoning by-law, in return for the provision of such facilities, services and matters as are set out in the by-law; and

WHEREAS the increases in the density and heights permitted hereunder, beyond that otherwise permitted on the land by the Etobicoke Zoning Code, as amended, are to be permitted in return for the provision of the facilities, services and matters set out in this By-law and to be secured by one or more agreements between the *owner* of such land and the City of Toronto; and

WHEREAS the *owner* of the aforementioned land has elected to provide the facilities, services and matters hereinafter set out; 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 Zoning Map referred to in Section 340-5, Article II of the former City of Etobicoke Zoning Code, as amended, is hereby amended by changing the classification of the lands described in Schedule "A" attached hereto from Class 1 Industrial (I.C1) to Fourth Density Residential (R4).
2. Despite Chapters 340-28, 340-29, 340-30 and 340-31 of the Etobicoke Zoning Code, the following development standards shall apply to the Lands described in Schedule 'A' attached hereto and marked with the zone symbol "R4."
3. Pursuant to Section 37 of the *Planning Act*, the *heights* and *density* of development permitted in this By-law are permitted subject to compliance with all of the conditions set out in this By-law including the provision by the owner of the Lands of the facilities, services and matters set out in Schedule 1 hereof, to the City of Toronto at the owner's sole expense and in accordance with and subject to the agreement referred to in Section 4 of this By-law.

4. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the Planning Act securing the provision of the facilities, services and matters set out in Schedule 1 hereof, the lot is subject to the provisions of this By-law, provided that in the event the said agreement(s) requires the provision of matter as a precondition to the issuance of a building permit, the owner may not erect or use such building until the owner has satisfied the said requirements.
5. Where the provisions of this By-law conflict with the provisions of the Etobicoke Zoning Code, the provisions of this By-Law shall apply.
6. Definitions

The provisions of Section 304-3 Definitions of the Zoning Code shall apply unless inconsistent with the provisions of this By-law. For the purposes of this By-law the following definitions shall apply:

*"Affordable rental dwelling unit"* means a rental dwelling unit constructed on the *Lands* and provided and maintained at *affordable rent*.

*"Affordable rent"* means rents where the total monthly shelter costs (gross monthly rent inclusive of heat, electricity, gas, and water, but excluding vehicle parking, storage lockers, internet, telephone, and cable television charges) is at or below one time the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation in its Fall Update Rental Market Report for the City of Toronto.

"Bachelor Unit" is a unit without an enclosed bedroom, but has a bedroom space.

"Building Envelope" means the building area permitted within the setbacks established in this By-law, as shown generally on Schedule 'B' attached hereto.

"Building Height" means the vertical distance between Established Grade and the highest point of the roof surface of the building, but shall exclude acoustic and privacy fences, landscape features, mechanical equipment, mechanical penthouses, parapets, railings, rooftop balcony guards, skylights, stair enclosures, stairs and vents located on the roof the building.

"Car-Share Parking Space" means a parking space exclusively reserved and designed for a car used only for car-share purposes and such car-share is for the use of at least the occupants of the building.

"Established Grade" shall mean 95.5 metres Canadian Geodetic Datum.

"Gross Floor Area" shall mean the sum of the total area of each floor level of a building, above and below the ground, measured from the exterior of the main wall of each floor level. Deductions include space used exclusively for heating, cooling, ventilation, electrical, fire emergency stairwells, elevator shafts, atriums, utility areas, storage areas in the basement, parking space, loading space, or a drive aisle used to access a parking space or loading space.

"Lands" shall mean the lands described in Schedule 'A' attached hereto.

"Micro-Brewery" means an 147m<sup>2</sup> manufacturing establishment where alcoholic and non-alcoholic beverages are manufactured, including bottling and canning, and also including on-premises retail sales of such beverages that may be taken off site.

“Mixed-Use Building” shall mean a building containing a restaurant with an outdoor patio, a 147m<sup>2</sup> micro-brewery that will operate ancillary to the restaurant use, and apartment dwelling units.

“Townhouse dwelling units” shall mean multiple dwellings consisting of a series of vertically attached dwellings, each having direct access from the outside.

**7. Permitted Uses:**

In addition to the uses permitted in the R4 zone, the following uses shall be permitted on the *Lands* designated R4 on the site:

- a) *A Mixed-Use Building;*
- b) *Townhouse Dwelling Units;*

**8. Gross Floor Area:**

A maximum of 2,950 square metres of *Gross Floor Area* for residential uses shall be permitted on the *Lands* in the (R4) zone.

A maximum of 526 square metres of non-residential *Gross Floor Area* for is permitted on the *Lands* in the (R4) zone, of which a maximum of 147 square metres shall be permitted for a *micro-brewery*.

The total residential and non-residential *Gross Floor Area* is 1.55 times the area of the lot.

**Development Standards:**

- 9.** A maximum of 18 apartment dwelling units shall be permitted in the *mixed use building* with a minimum apartment dwelling unit size of 23 square metres.
- 10.** A maximum of 12 *townhouse dwelling units* shall be permitted.
- 11.** The minimum building setbacks and building separations shall not be less than the measurements shown on Schedule ‘B’ attached hereto, and shall be measured from the main exterior walls of each building.
- 12.** The minimum rail corridor setback shall be no less than 27.3 meters, measured from the property line of the rail corridor to the closest dwelling unit, excluding the dwelling units within the *mixed use building*.
- 13.** The minimum required setback of the first storey rear deck and supporting columns from the south property line is 1.2 metres.
- 14.** The minimum required setback of above grade balconies from the south property line is 4.4 metres.
- 15.** The minimum required setback of the first storey rear deck and supporting columns from the east property line is 1.8 metres.
- 16.** The minimum required setback of above grade balconies from the east property line is 5.5 metres.
- 17.** The maximum permitted height of the first storey rear deck is 3.1 metres above grade.



- 18.** No portion of any below or above-grade structure erected or used on the *Lands* shall extend beyond the *Building Envelope* delineated by the heavy lines on Schedule 'B' attached to and forming part of this by-law; except the following minor projections:
- a) corner turrets to a maximum projection of 1.2 metres;
  - b) chimney breasts, bay windows, extending a maximum of 0.8 metres from any exterior wall of a building provided they are located a minimum of 1.0 metre from the street line or internal driveway; and
  - c) awnings, balconies, balustrades, canopies, chimney, cornices, downspouts, eaves, guardrails, landscape features, lighting fixtures, ornamental elements, porch porticoes, railings, stairs, trellises, vents, wheelchair ramps and window sills to maximum projection of 2.0 metres.
- 19.** For the purposes of this By-law the minimum combined landscape open space shall not be less than 12% of the total *Lands* shown on Schedule 'A'.
- 20.** Maximum Building Height
- a) The maximum *Building Heights* to be permitted on the *Lands* shall be shown following the letter H on 'Schedule B' attached hereto.
  - b) For the *Mixed Use Building*, any equipment or structures used for the functional operation of the building and architectural features are permitted to exceed the height by:
    - i. 1.0 metre for mechanical penthouses and roof top stair enclosures.
  - c) For the *Townhouse Dwelling Units*, any equipment or structures used for the functional operation of the building and architectural features are permitted to exceed the height by:
    - ii. 2.8 metres for mechanical penthouses, roof top stair enclosures, pergolas, trellises and architectural features.
    - iii. 1.2 metres for parapets, railings and dividers.
- 21.** Parking and Bicycle Parking Requirements
- a) Vehicle parking for residential uses shall be provided on the *Lands* at a minimum rate of:
    - i. 1 parking space for each *townhouse dwelling unit*;
    - ii. 0.28 parking spaces for each *bachelor unit*;
    - iii. 1 additional car share parking space to be used by all of the apartment dwelling units;
    - iv. Parking for apartment dwelling units, other than bachelor apartment units shall be provided as per Section 340-31 of the Etobicoke Zoning Code; and
    - v. 0.2 parking spaces for each apartment dwelling unit for the exclusive use of visitors.
  - b) Vehicle parking for the restaurant use shall be provided on the *Lands* at a minimum ratio of 11.2 parking spaces per each 100.0 square metres of gross floor area.
  - c) The parking spaces required by 21 (a) i) shall be accessed by a one-way drive aisle with a minimum width of 4.62 metres and a minimum vertical clearance of 2.1 metres.

- d) The parking spaces required by 21 (a) i) shall be located in an enclosed and attached garage with a minimum length of 5.6 metres, a minimum width of 3.2 metres and a minimum vertical clearance of 2.1 metres.
  - e) The parking spaces required in 21 (a) ii), iii) and v) and in 21 (b) shall be accessed by a drive aisle with a minimum width of 5.5 metres.
  - f) The parking spaces required by 21 (a) ii), iii) and v) and in 21 (b) above shall be provide a minimum length of 5.6 metres, a minimum width of 2.9 metres and a minimum vertical clearance of 2.1 metres except for:
    - i. Where surface parking spaces adjacent to the existing *Mixed Use Building* are directly affected by site constraints, a maximum of 4 parking spaces may provide a minimum parking length of 5.3 metres.
  - g) All parking spaces required for a non-residential use must be clearly identified and marked.
  - h) All visitor parking spaces, driveways, or drive aisles that provide vehicle access to visitor parking spaces must be clearly identified.
  - i) The minimum setback for surface parking from Manchester Street is 3.0 metres.
  - j) A minimum of 16 bicycle parking spaces are required for the *Mixed Use Building*.
22. Notwithstanding the above By-law and Zoning Code standards, a sales trailer and/or construction trailer is permitted without restriction during the development of the *Lands*.
23. 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
XXXX-2019 _____, 2019	Lands located on the east side of Blue Goose Street, south of Manchester Street, municipally known as 1 Blue Goose Street	To rezone the lands from Class 1 Industrial (I.C1) to Fourth Density Residential (R4) to permit a restaurant, micro-brewery and apartment dwelling units in an existing building, in addition to 12 townhouse dwelling units, subject to site-specific development standards.

Enacted and passed this \_\_ day of \_\_, 2019

John Tory,  
Mayor

Ulli S. Watkiss,  
City Clerk

(Corporate Seal)

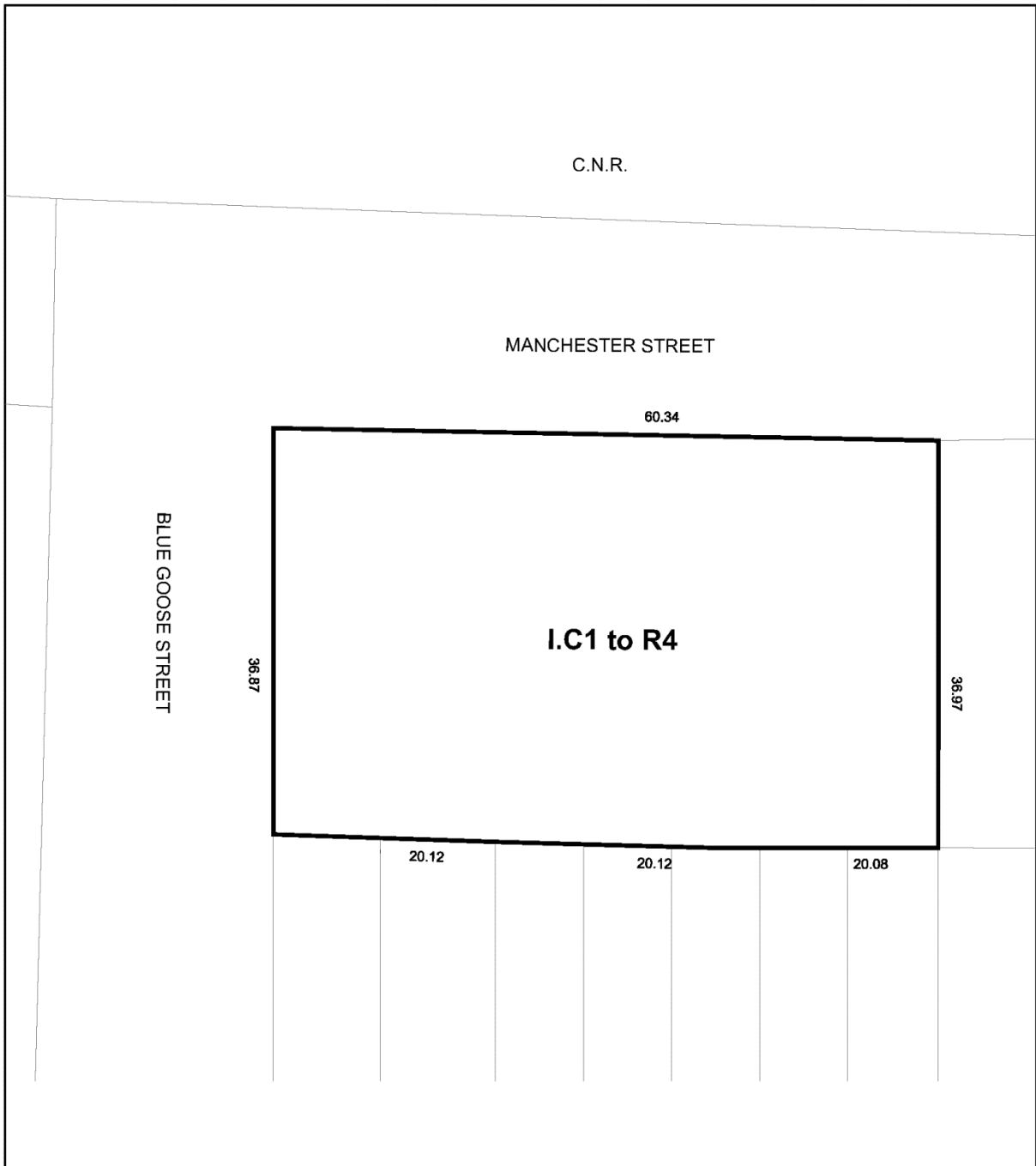
## SCHEDULE 1 Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City of Toronto at the owner's expense and secured in an agreement or agreements under Section 37 (3) of the *Planning Act* in a form satisfactory to the City of Toronto whereby the owner agrees as follows:

1. Prior to the issuance of an above grade building permit, the owner shall enter into, and register on title, an Agreement pursuant to Section 37 of the *Planning Act* to provide and maintain on the *Lands*:
  - a. at least 16 new secured rental units and 2 *affordable rental dwelling units*, comprised of 18 bachelor units within the existing renovated *Mixed-Use Building* on the site, and as illustrated in the Architectural Plans dated December 12, 2018, for a period of at least 20 years, beginning from the date that each new secured rental unit is first occupied; and
  - b. The owner shall provide and maintain at least 2 bachelor units at *affordable rents*, for at least 10 years, beginning from the date that each such new affordable rental dwelling unit is first occupied. The remaining 16 bachelor units shall have unrestricted rents.
2. Prior to first occupancy of the 2 *affordable rental dwelling units* referenced in 1 (b) above, the owner shall make every reasonable effort to work in consultation with the City's Shelter Support and Housing Administration staff to select the first tenant for such affordable bachelor units, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Shelter Support and Housing Administration.
3. The owner shall incorporate in the construction of the building, and thereafter maintain, exterior materials shown on 1:50 scale drawings, approved by the Chief Planner and Executive Director, submitted for all the development's elevations.

Whereas "*Affordable rental dwelling unit*" means a rental dwelling unit constructed on the *Lands* and provided and maintained at *affordable rent*;


Whereas "*Affordable rent*" means rents where the total monthly shelter costs (gross monthly rent inclusive of heat, electricity, gas, and water, but excluding vehicle parking, storage lockers, internet, telephone, and cable television charges) is at or below one time the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation in its Fall Update Rental Market Report for the City of Toronto;



**TORONTO**  
 Schedule A

1 Blue Goose street

File # 16 270113 WET 06 0Z

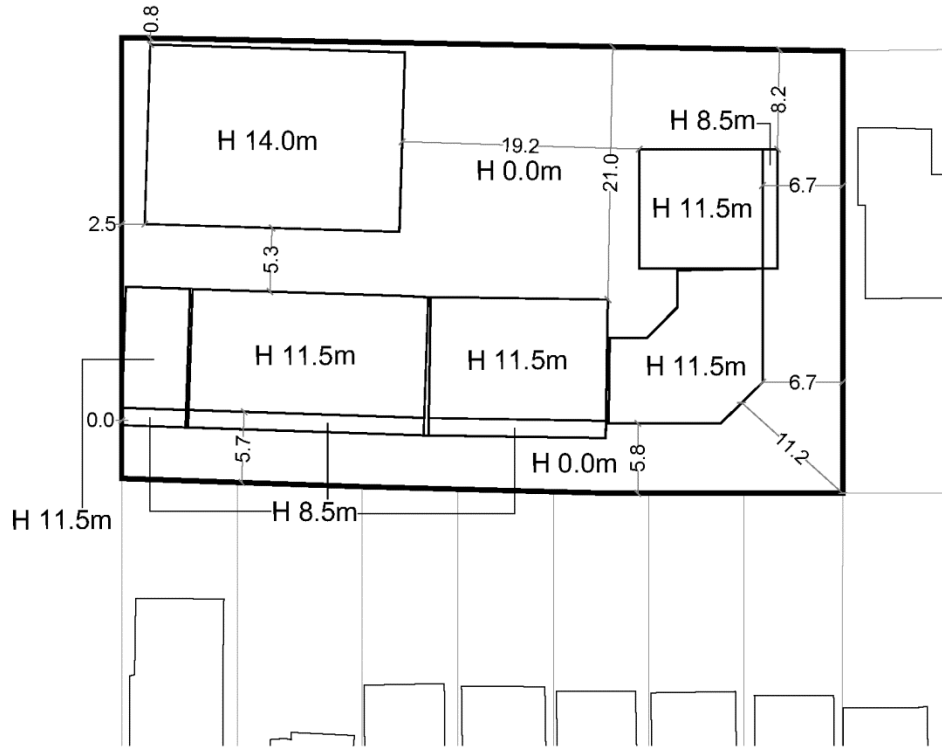
  
 City of Etobicoke By-law 11,737  
 Not to Scale  
 05/07/2019

Established Grade = 95.5 CGD

C.N.R.

MANCHESTER STREET


BLUE GOOSE STREET



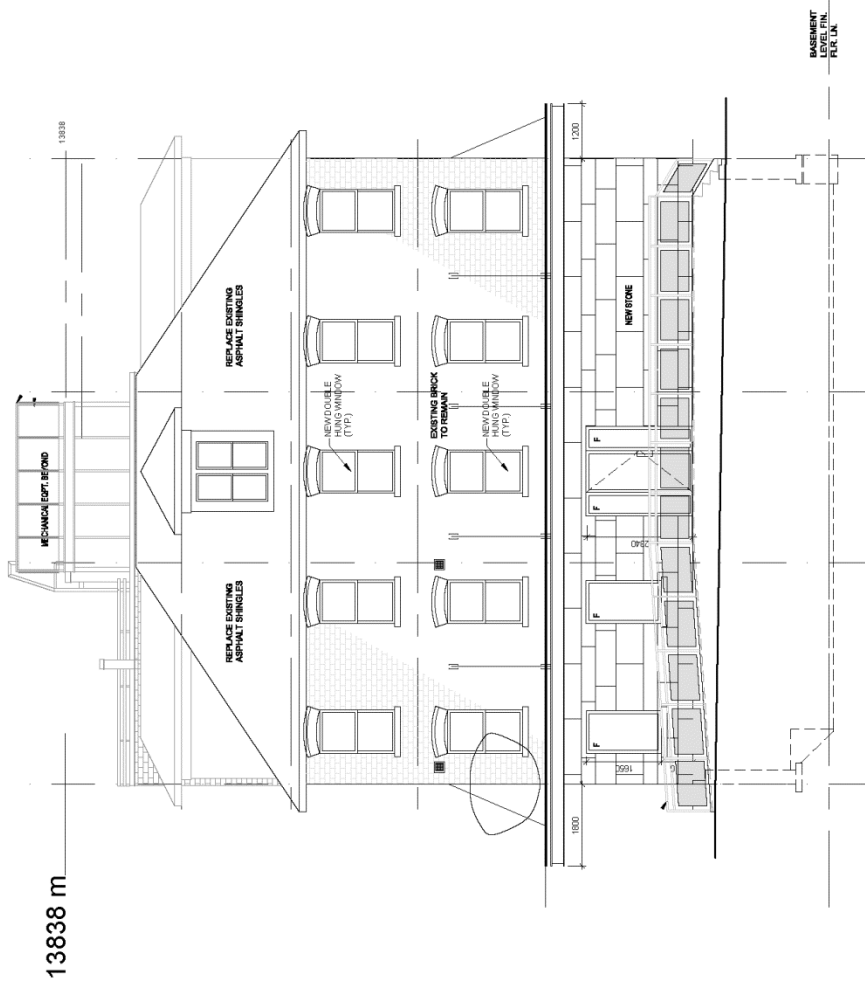
 **TORONTO**  
Schedule B

1 Blue Goose street

File # 16 270113 WET 06 0Z

  
City of Etobicoke By-law 11,737  
Not to Scale  
05/30/2019



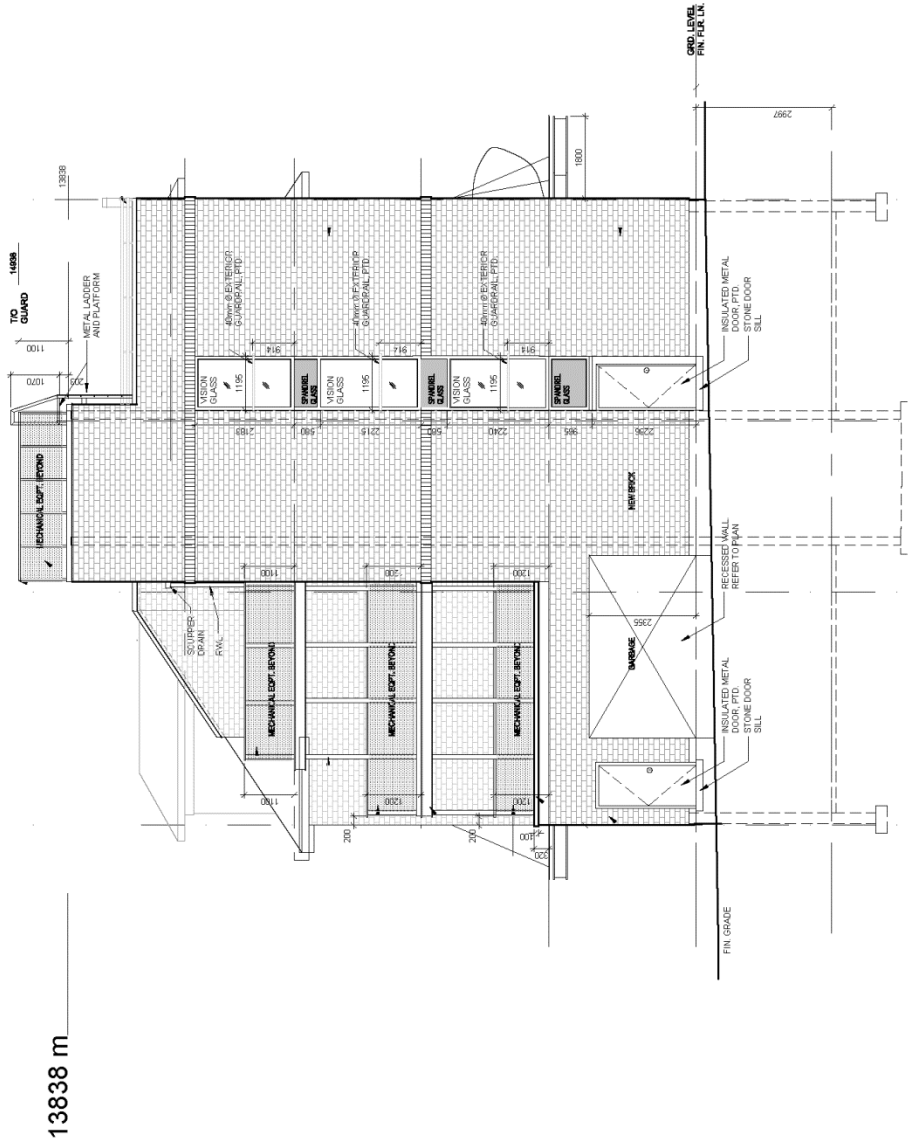


1 Blue Goose Street

West Elevation  
Applicant's Submitted Drawing

Not to Scale  
05/13/2019

File # 16 270113 WET 06 0Z



1 Blue Goose Street

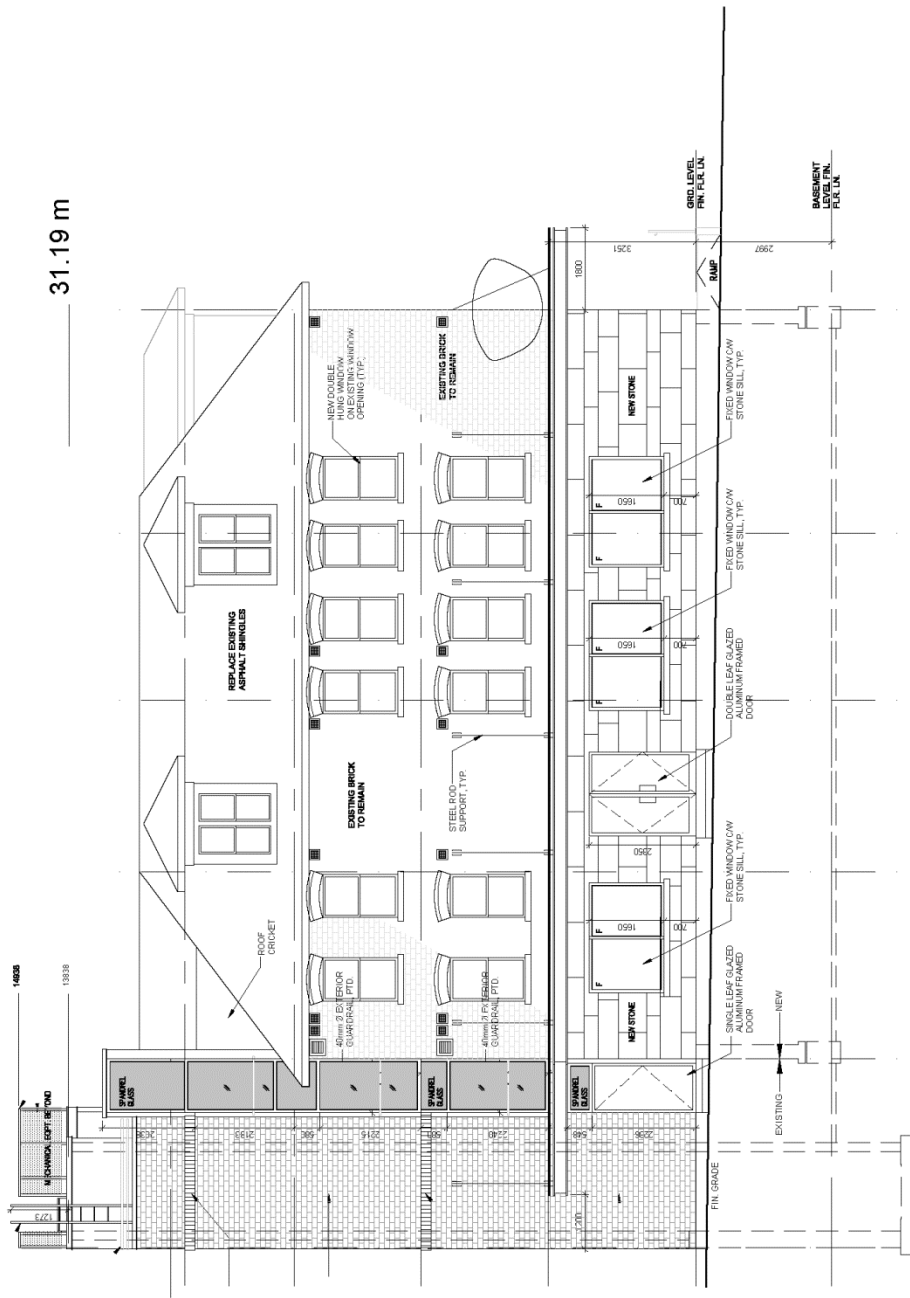
East Elevation  
Applicant's Submitted Drawing

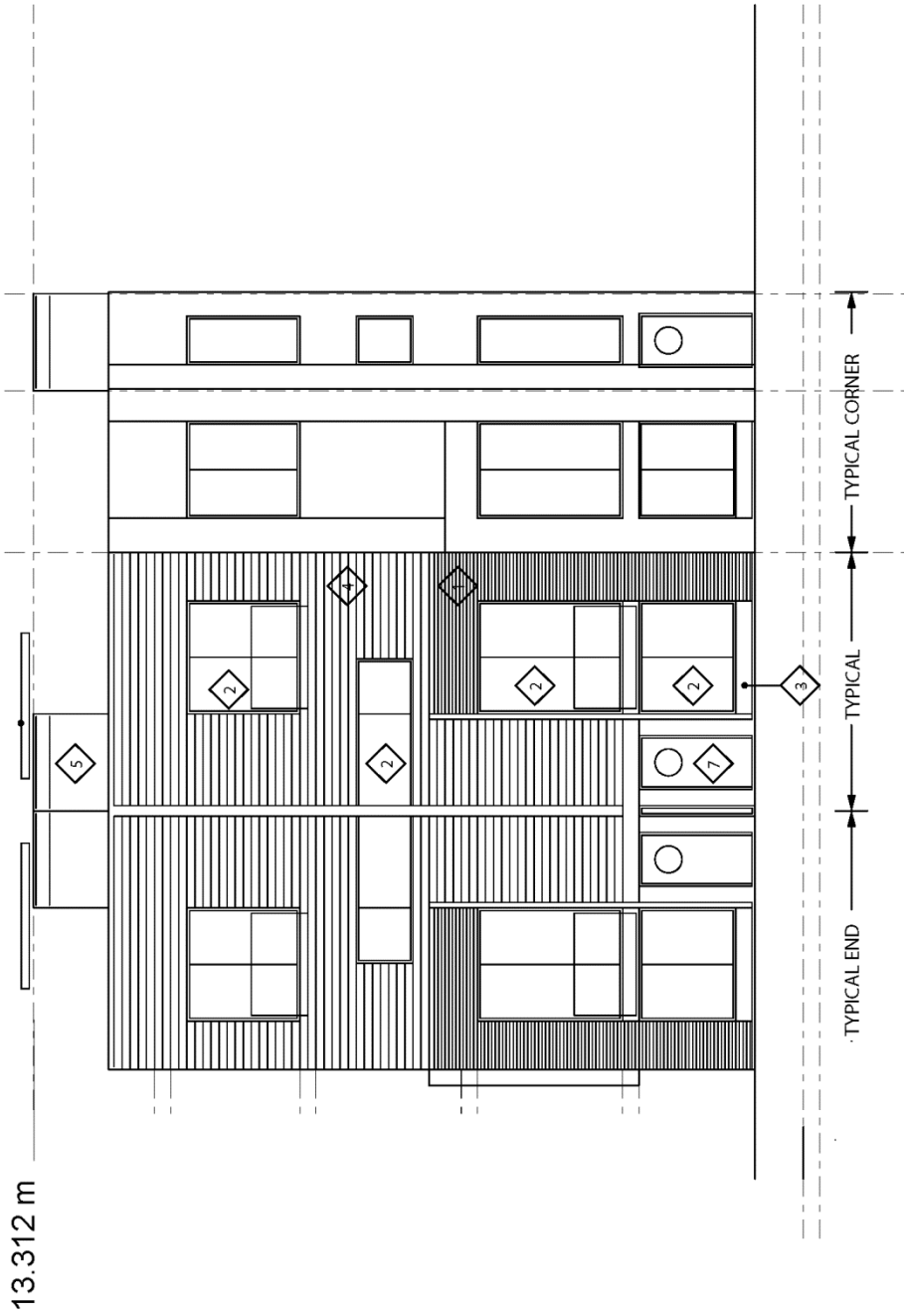
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05/13/2019

File # 16 270113 WET 06 02









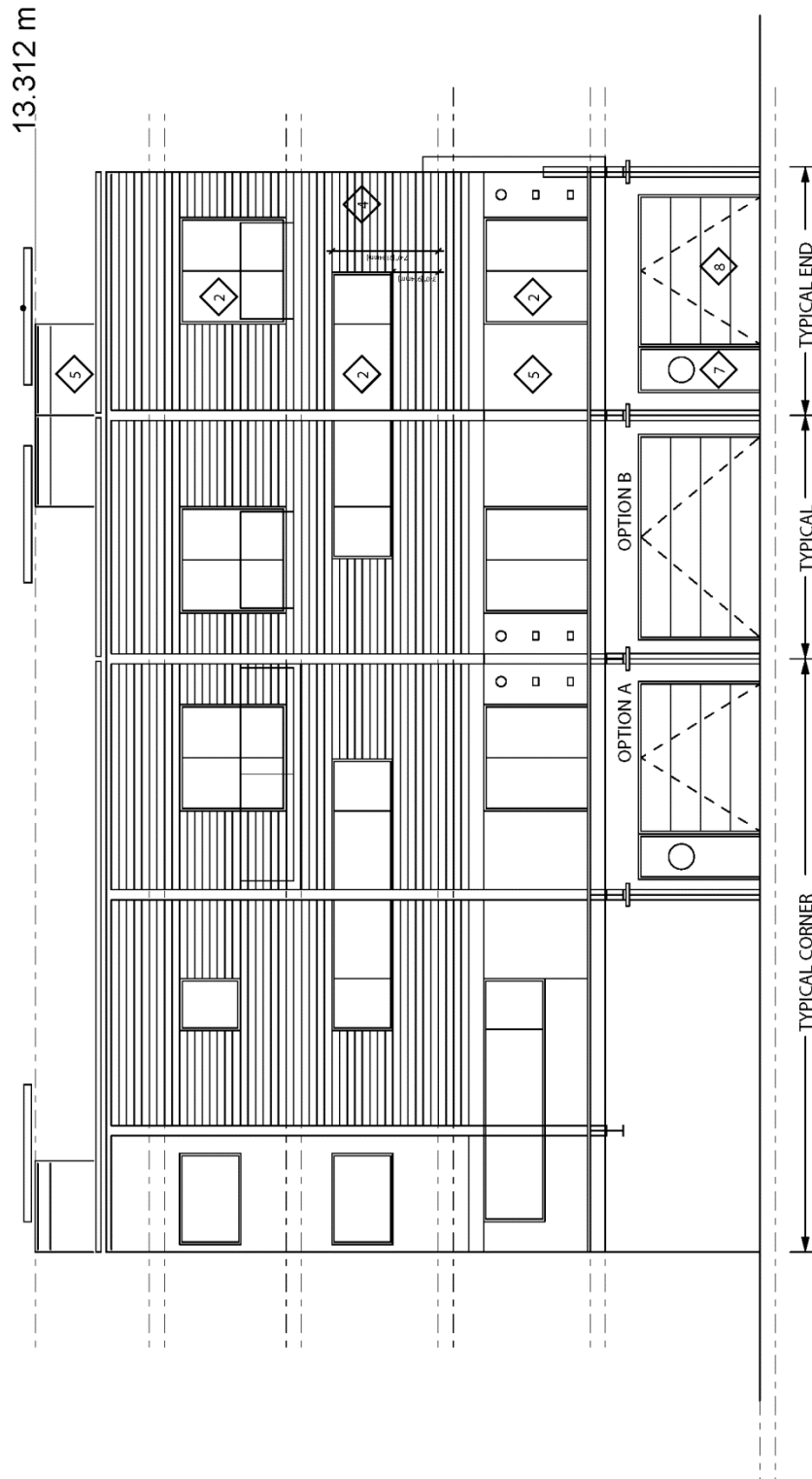
1 Blue Goose Street

Typical Townhouse Front Elevation

Applicant's Submitted Drawing

Not to Scale  
05/17/2019

File # 16-270113 WET 06 0Z



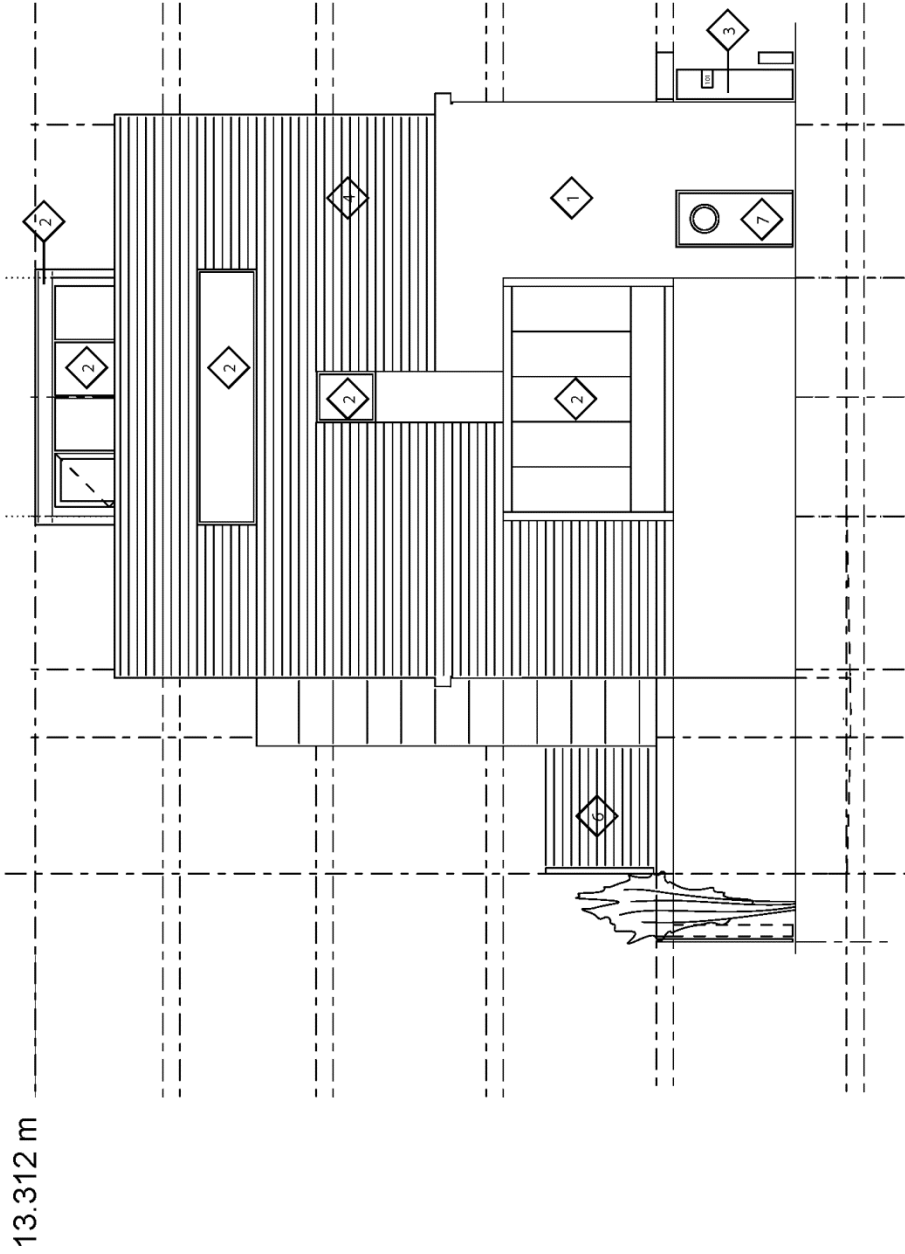
1 Blue Goose Street

Typical Townhouse Rear Elevation

Applicant's Submitted Drawing

Not to Scale  
05/17/2019

File # 16 270113 WET 06 02



**Typical Townhouse Side Elevation**

Applicant's Submitted Drawing

Not to Scale  
05/17/2019

**1 Blue Goose Street**

File # 16-270113 WET 06 0Z