

**2900 Warden Ave. – Official Plan and Rezoning Applications – Final Report**

<b>Date:</b>	July 29, 2010
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Community Planning, Scarborough District
<b>Ward:</b>	Ward 39 – Scarborough-Agincourt
<b>Reference Number:</b>	09 165304 ESC 39 OZ and 08 143653 ESC 39 OZ

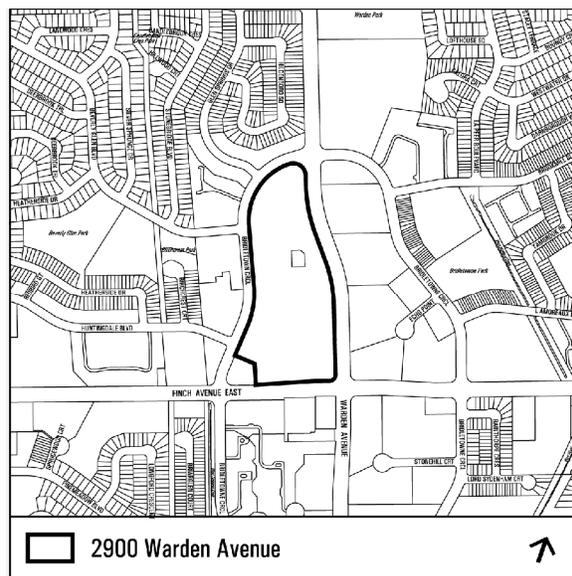
**SUMMARY**

These applications were made after January 1, 2007 and are subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

The applicant proposes to rezone the lands at 2900 Warden Avenue to permit a phased mixed-use development consisting of the retention and expansion of the existing mall with additional retail floor area and the introduction of 8 residential buildings ranging in height from 7 to 25 storeys and comprising a total of 975 residential units.

The applicant also proposes a site specific amendment to the official plan to add a site-specific policy to the subject lands which specifies that, as an alternative to affordable housing, the first priority community benefit pursuant to Section 37 be the improvement or expansion of community services and facilities on site or in the area.

Concurrent with the review of the subject application, staff conducted a local area revitalization study for the broader community in accordance with the direction received from Planning and Growth Management Committee.



This report reviews and recommends approval of the application to amend the official plan and zoning by-law to allow for a phased development.

## **RECOMMENDATIONS**

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

1. City Council amend the official plan, for the lands at 2900 Warden Avenue substantially in accordance with the draft official plan amendment attached as Attachment No. 6.
2. City Council amend the L'Amoreaux Community Zoning By-law #12466, as amended, for the lands at 2900 Warden Avenue substantially in accordance with the draft zoning by-law amendment attached as Attachment No. 7.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft official plan amendment and draft zoning by-law amendment as may be required.
- 4.. Before introducing the necessary Bill to City Council for enactment, City Council shall require:
  - a. the Owner to enter into an agreement pursuant to Section 37 of the Planning Act to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the City Solicitor, such agreement to be registered on title to the lands to secure the following benefit:
    - i. A cash contribution of \$1,600,000 to be paid as follows: \$800,000 payable to the City of Toronto, prior to the issuance of a building permit for Phase 1 and \$800,000 prior to the issuance of a building permit for Phase 2. These funds are to be used towards a capital expansion of the Bridlewood Branch of the Toronto Public Library of up to 1,394 square metres (15,000 square feet), to be provided in accordance with the terms of the agreement, or towards other eligible local community benefits as may be determined by the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor. The payment shall be indexed from the date of the execution of the agreement in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto.
  - b. The following matters to be secured in the Section 37 agreement as a legal convenience to support development:
    - i. the requirement for the owner to have approval of a comprehensive site plan control agreement between the Owner and the City under

Section 41(16) of the Planning Act and Section 114 of the City of Toronto Act, with plans at a scale of 1:50 secured by appropriate letters of credit to the satisfaction of the Director, Community Planning, Scarborough District;

- ii. the Owner shall be required to pay the library service component of the Development Charge By-law for the entire development prior to the issuance of the first permit with no provision for interest or credit for future increases in the Development Charge By-law.
  - iii. design and construction of a publicly accessible 'urban plaza' located at the intersection of Warden and Finch Avenues to the satisfaction of the Director, Community Planning;
  - iv. design and construction of a publicly accessible pedestrian link to the Cemetery, to the satisfaction of the Director, Community Planning;
  - v. applicant to submit an application under Toronto Municipal Code Chapter 813, Trees, Articles II and III, for the City-owned street trees and private trees that qualify for protection, and are proposed to be removed as part of the proposal, and to complete the application review process;
  - vi. the Owner shall be required to follow the Phasing Plan dated, June 17, 2010 submitted by Bousefields Inc. as generally set out in Attachment 9; and
  - vii. additional matters in support of the development, to be secured in the Section 37 agreement, as a legal convenience, are set out in Attachment 8 (Matters to be Secured in the Section 37 Agreement) of this report.
5. Requirement of the Owner to submit a condominium application once zoning, official plan and site plan approvals are in place.
  6. City Council direct staff to take the necessary actions required to authorize a Development Charge Credit for the library service component of the development.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

At its February 13, 2008 meeting, Planning and Growth Management (PGM) Committee considered a communication from Councillor Del Grande concerning intensification of mixed use sites in the Scarborough District, in particular, applications for high density

residential development in areas where the City's services and local schools are at capacity or strained. PGM Committee directed that:

- An area revitalization review be established for the area, bounded by Finch Avenue East to the south, Birchmount Road to the east, Pharmacy Avenue to the west and McNicoll Avenue to the north, which includes a timeframe.

At its January 12, 2010 meeting, Scarborough Community Council considered a status report on the Finch Warden Revitalization Study & 2900 Warden Avenue official plan and zoning by-law amendment application. The Community Council decision set out the following:

- directed that any further reports on the application contain a detailed and thorough analysis of the applicant's submission that compares the project with the guiding development principles and vision of the final study. The comparison is to clearly itemize how the application addresses the community vision and findings of the study; and
- directed staff to convene a meeting with the applicant and the area Councillor to discuss Section 37 matters and benefits that would address the needs identified by the community.

## **ISSUE BACKGROUND**

### **Original Proposal**

The original proposal, submitted on April 4, 2008 contemplated rezoning the subject lands to permit an expansion of the existing mall with additional retail floor area and the introduction of 8 residential buildings ranging in heights from 7 to 38 storeys and comprising a total of 1,370 residential units.

Specifically, the original site plan proposed 3 residential point towers, 26, 32 and 38 storeys in height in addition to 2,830 square metres (30,460 square feet) of at-grade ancillary commercial space along the Finch Avenue frontage. A total of 1,595 residential parking spaces were proposed both at-grade and below-grade. The site plan also proposed 5 buildings ranging in heights from 7 to 20 storeys including grade-related townhouses at the north end of the site.

A preliminary report dated May 22, 2008, describes the original proposal and issues to be resolved and can be found at:

<http://www.toronto.ca/legdocs/mmis/2008/sc/bgrd/backgroundfile-13328.pdf>

### **Revised Development Concept – June 17, 2009**

On June 17, 2009, the applicant presented a revised development concept to the study working group. This revised concept provided for the following main features:

- a reduction in the height of two towers at the Finch-Warden intersection from 38 and 32 storeys to 33 and 29 storeys and one unchanged tower at 26 storeys;

- a reduction in residential units from 1,370 to 1,275;
- the introduction of a urban plaza at the northwest corner of Finch and Warden; and,
- improved connections to the Christie Methodist Cemetery.

### **Revised Development Concept - November 20, 2009**

On November 20, 2009, the applicant further revised their proposal and submitted an amendment to their application to the City for review and consideration.

This revised concept provided for the following main features:

- a further reduction in heights of the three towers at the Finch-Warden intersection from 33, 29 and 26 storeys to two 23-storey buildings and one 25-storey building at the corner;
- a further reduction in residential units from 1,275 to 1,175;
- provisions for a urban plaza were maintained;
- improved pedestrian connections from the intersection of Finch and Warden; and,
- improved connections and expansion of the landscaped area leading to the Christie Methodist Cemetery.

Based on these revisions, staff prepared a status report to Scarborough Community Council. The Finch Warden Revitalization Study & 2900 Warden Avenue Official Plan and Zoning By-law Amendment – Status Report can be found at:

[www.toronto.ca/legdocs/mmis/2010/sc/bgrd/backgroundfile-25785.pdf](http://www.toronto.ca/legdocs/mmis/2010/sc/bgrd/backgroundfile-25785.pdf)

### **Current Proposal**

Zoning and official plan applications have been submitted to permit intensification of the Bridlewood Mall shopping centre.

Specifically, the applicant proposes to rezone the subject lands in order to permit a comprehensive, mixed-use, phased development that includes an expansion of the existing mall and the introduction of residential uses. It is anticipated that the project will be built out over a period of 10-15 years depending on market conditions.

The existing mall was originally constructed in the mid 1970's. There are approximately 90 stores anchored by a Zellers, Price Chopper, Metro and Shoppers Drug Mart. The subject proposal contemplates the expansion of the existing mall with a 2-storey, 9 400 square metre (101,185 square feet) addition and 3 850 square metre (41,442 square feet) of ancillary retail/commercial that will bring the mall to the Finch Avenue frontage. The total commercial floor area will be increased from 38 000 square metres (409,042 square feet) to 51 250 square metres (551 668 square feet).

A total of 975 residential units are proposed in 8 residential towers. At the north portion of the site, the applicant proposes three, 7-storey base buildings that step up to 10 storeys and 19 storeys. The three, 7-storey base buildings will contain 2-storey grade-related residential units that will front onto both Bridletowne Circle and Warden Avenue. A 1-storey podium building is proposed at the corner of Warden Avenue and Bridletowne Circle that will connect the 7-storey base buildings.

At the south end of the site, the site plan shows three residential point towers, two 23-storey towers and one 25-storey tower. The proposal also includes the addition of 3,850 square metres (41,442 square feet) of at-grade ancillary commercial space along the Finch Avenue frontage. An urban plaza is featured at the corner of Warden Avenue and Finch Avenue with pedestrian links directly to the mall entrance.

A total of 1,130 residential parking spaces are proposed both at grade and below grade. The site plan shows a 4-level underground parking structure at the southern portion of the site and a 2-level underground parking structure at the northern portion of the site. A total of 1,400 commercial parking spaces would be provided plus 29 additional parking spaces for the proposed mall expansion. Of these spaces, 929 would be located at grade and 500 parking spaces would be provided below grade in parking structures. In total, approximately 1 429 parking spaces would be provided for the site. In addition, 512 bicycle parking spaces would also be provided.

A total of six vehicular access points to the site are anticipated; three from Warden Avenue and three from Bridletowne Circle. Two access points from Warden Avenue and one from Bridletowne Circle would be new. New pedestrian connections would be provided from Finch Avenue, Bridletowne Circle and Warden Avenue.

Phase 1, is located in the north end of the site and includes the construction of three 7-storey and one 10-storey buildings along Bridletowne Circle, as well as one 19-storey building fronting Warden Avenue together with the excavation of the associated underground parking structure. In order to provide access and parking, the construction of a new driveway entrance from Warden Avenue leading to the underground garage would be required. The commercial parking and vehicular access on the north part of the site would be reconfigured and replaced at the Bridletowne Circle grade level.

Phase 1, includes a maximum of 445 residential units. Prior to the occupancy of any buildings in Phase 1, the following landscape and access improvements would be made to the existing mall property:

- relocation and signalization of the existing mall driveway from Warden Avenue;
- implementation of the landscaped walkway from Warden Avenue adjacent to the new driveway leading to the Christie Cemetery;
- tree planting along the northerly portion of the Warden Avenue frontage;
- pedestrian walkway improvements at the Bridletowne Circle entrance; and
- tree planting along the northerly portion of the Bridletowne Circle frontage.

Phase 2, is located in the south end of the site and includes a maximum of 530 residential units in one 25-storey building and two 23-storey buildings. Phase 2 also includes the extension of the existing mall towards the Finch Avenue frontage along with associated underground parking. The following access, parking and landscape improvements would be made to the existing mall property:

- the replacement of a portion of the displaced surface parking for the existing mall within P1 and P2 levels of the buildings;

- landscaping and tree planting along the southerly portion of the Warden Avenue frontage and the easterly portion of the Finch Avenue frontage;
- landscaping along the entrance driveway from Warden Avenue;
- pedestrian walkway improvements at the Metro grocery store entrance from Bridletowne Circle;
- tree planting along the southerly portion of the Bridletowne Circle frontage;
- an urban plaza, located at the north-west corner of the Finch Avenue East and warden Avenue intersection, in order to provide a direct pedestrian route to the mall entrance;
- residential bicycle parking on the ground floor of the residential buildings, at a rate of 0.5 spaces per dwelling unit; and,
- elimination of truck movements within the southeast portion of the site and limiting it to the south-west corner of the mall.

These recent changes will result in some reduction in building mass and are not reflected in the attached plans. Staff will work with the applicant during site plan approval and ensure plans are reflective of the reduced density as set out in the enacted by-law.

For further project details, see Attachment 1: Site Plan, Attachment 2: Elevations, Attachment 9: Phasing Plan and Attachment 7: Application Data Sheet. Also see Table-1: Summary of the Current Proposal.

**Table-1: Summary of the Current Proposal**

	<b>Existing</b>	<b>Proposed</b>	<b>Total</b>
<b>Site Area</b>			93 691 sq. m
<b>Commercial Floor Area</b>	38 000 sq. m	9 400 sq. m (+ 3 850 sq. m ancillary retail+office)	51 250 sq. m
<b>Residential Floor Area</b>		91 260 sq. m	91 260 sq. m
<b>Overall Gross Floor Area</b>	38 000 sq. m	13 250 sq. m (non-res) 91 260 sq. m (res)	142 510 sq. m
<b>Residential Mix</b>		1-bedroom 535 2-bedroom 440	975
<b>Density</b>	0.32	1.20	1.52
<b>Parking: Commercial and ancillary retail and professional office</b>	1 426 (at-grade)	At-grade: 929 below-grade: 500	1 429
<b>Parking: Residential</b>		935 + 195 (visitors)	1,130
<b>Residential Building Heights</b>		1-25 Storey 2-23 Storey 1-19 Storey 1-10 Storey 3-7 Storey	8 buildings
<b>Bicycle Parking Spaces</b>		512 spaces	512 spaces

Lastly, the applicant proposes a site specific amendment to the official plan to add a site specific policy to the subject lands which specifies that as an alternative to affordable housing, the first priority community benefit pursuant to Section 37 be the improvement or expansion of community services and facilities on-site or in the area.

### **Site and Surrounding Area**

The site is approximately 9.4 hectares (23 acres) in area and is bounded by Warden Avenue to the east, Finch Avenue East to the south and Bridletowne Circle to the west. The site gradually slopes from north to south and west to east and is developed with an existing 2-level mall constructed in 1975 ("Bridlewood Mall") with a large asphalt parking lot that surrounds the perimeter of the site.

The northern portion of the site is developed with a 1-storey former post office building which is also surrounded by parking. The former post office building, up until recently, was used by St. Paul's Community Services for Seniors. This building is now vacant and will be demolished as part of the subject application.

There is a small cemetery (Christie's Methodist Cemetery 1849-1917) located at the east side of the mall building in front of the Price Chopper. Ownership of the cemetery lands was transferred to the (former) Borough of Scarborough and maintenance costs are charged to the Bridlewood Mall. The cemetery lands have been designated a Historical Site (October 5, 1994).

There has been recent development activity in the area. An application for site plan approval has been submitted by the First Alliance Church located at 3250 Finch Avenue East for an expansion to the existing place of worship for a 1 050 square metre indoor recreational facility.

Site plan approval was recently granted to permit a two-storey, 1 164 square metre, (12,530 square feet) expansion to Chester Le Public School to accommodate a day nursery and community facility space. This is a City initiative which has been developed in co-operation with the Toronto District School Board.

Although not an application, Timothy Eaton Business and Technical Institute (1251 Bridletowne Circle) has been declared surplus by the Toronto District School Board (TDSB) at its June 2010 Committee meeting and the site will be disposed of in accordance with Ontario Regulation 444/98. If no sale occurs with a preferred agency including the public and separate school boards, municipal, provincial and federal levels of government or universities, then the Toronto Lands Corporation will report back to the Board to seek direction regarding next steps.

The parcel of land at the northeast corner of Finch Avenue East and Bridletowne Circle is under separate ownership and not part of the subject lands and is developed with a 1-storey commercial plaza.

- North: North of Bridletowne Circle, townhouses, detached homes.
- South: South of Finch Avenue East, several multi-storey apartment buildings ranging in height from 7 to 16 storeys including seniors housing, the St. Paul's L'Amoreaux Complex, church and cemetery.
- East: East of Warden Avenue, several multi-storey apartment buildings ranging in height from 10 to 23 storeys. In addition, there is a medical office building and small-scale retail buildings at the northeast corner of Finch Avenue East and Warden Avenue.
- West: 1-storey commercial plaza, place of worship, two 23-storey apartment buildings, detached, semi-detached and townhouse dwellings.

In 2005, Council adopted the Toronto Strong Neighbourhoods Strategy, which identified 13 neighbourhoods City-wide as having priority for infrastructure investment. The Steeles L'Amoreaux community is one of these 13 priority neighbourhoods.

### **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.

### **Official Plan**

The policy framework for assessing applications for intensification is set out primarily in the City's official plan. The most relevant policies are set out below.

The subject lands are designated as Mixed Use Areas within the Toronto Official Plan. The Mixed Use Areas designation permits a balance of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks, open spaces and utilities.

In Mixed Use Areas, development proposals are evaluated against criteria, to ensure that the new development will:

- “a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) provide for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown, the Central Waterfront, Centres, Avenues and other lands

- designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
  - d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
  - e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
  - f) provide an attractive, comfortable and safe pedestrian environment;
  - g) have access to schools, parks, community centres, libraries, and childcare;
  - h) take advantage of nearby transit services;
  - i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
  - j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
  - k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.”

The Healthy Neighbourhoods provisions of the official plan also provide for, depending on the nature and scale of the development applications, a local area planning study. This could lead, in some instances, to the creation of an area specific policy in the official plan or even a secondary plan. In addition, revitalization strategies may be undertaken for priority neighbourhoods to address such matters as:

- improving local parks, transit, community services and facilities;
- improving the public realm, streets and sidewalks;
- identifying opportunities to improve the quality of the existing stock of housing or building a range of new housing;
- identifying priorities for capital and operational funding needed to support the strategy; and
- identifying potential partnerships and mechanisms for stimulating investment in the neighbourhood and supporting the revitalization strategy.

In this regard, the Finch Warden Revitalization Study was conducted and provided a framework to consider and evaluate the application.

The implementation policies of the official plan state, among other things, that in “considering development proposals under this Plan, the City will ensure that the intensity and scale of proposed development can be accommodated by the various components of the City’s infrastructure”. The implementation section also includes a policy that “New development will continue to be reviewed to ensure the adequacy of social and physical infrastructure. Where appropriate, staging or phasing of new development will be provided for where infrastructure improvements are required to

service anticipated growth.” In such instances, for example, an approval might be subject to an “H” removal in order to ensure that appropriate infrastructure is available when development occurs or will be available in step with new development.

Map 3 - Right-of-Way Widths Associated with Existing Major Streets – designates both Warden Avenue and Finch Avenue as Major Streets with 36 metre right-of-way widths. Map 4 – Higher Order Transit Corridors – designates McNicoll Avenue (north of the subject lands) as an east-west Transit Corridor for potential expansion. Map 5 – Surface Transit Priority Network – identifies this portion of Finch Avenue East as a “Transit Priority Segment”. Section 2.2 of the official plan sets out that future growth within the City should be channelled towards areas which are well served by transit, the existing road network, and which have a number of properties with redevelopment potential.

In determining the recommendations of this report, staff reviewed the subject proposal in the context of the comprehensive set of policies contained in the official plan and the framework established in the Finch Warden Area Revitalization Study.

## **Zoning**

The subject lands are zoned Community Commercial in the L’Amoreaux Community Zoning By-law No. 12466, as amended. Permitted uses within the Community Commercial Zone include: day nurseries, financial institutions, offices, places of worship, personal service shops, restaurants and retail stores. Various areas of the site are subject to Exceptions 10, 17, 22 and 38. Exceptions 10, 22 and 38 contain wording which restricts gross floor area (not including storage areas, enclosed walkways and malls, and underground truck terminal and associated service areas) to 27% of the site area. An additional floor area limited to 13.5% of the site area shall also be permitted for the following: utility areas, storage of goods and materials, and enclosed walkways and malls where used for common pedestrian access to adjoining stores. The storage of goods and materials shall be permitted only where the same are not on public display and where the said operations shall be for the sole use of the occupants of the building or buildings and incidental to the principal use of the site. Exception 17 permits non-accessory wall signs.

## **Site Plan Control**

The subject lands are under site plan control. Through the review of the rezoning application staff have secured the details and phasing of the proposed development in the draft zoning by-law and the Section 37 Agreement. Pending council approval of the official plan and zoning by-law amendment application, the applicant has agreed to submit a comprehensive, phased site plan application with plans at the 1:50 scale which staff will secure through Section 37.

Staff will review the comprehensive phased site plan application in order to secure specific details.

## **Reasons for Applications**

### Official Plan Amendment

Policy 3.2.1.9 of the official plan provides that on large sites, generally greater than 5 hectares in size, the first priority community benefit will be the provision of affordable housing. To address the community services needs in this neighbourhood, the applicant has submitted an official plan amendment. The purpose of the official plan amendment is to specify that the first priority community benefit be the expansion of the existing library.

### Zoning By-law Amendment

The zoning on the subject lands would need to be amended to permit the proposed residential uses, density, height and additional floor area for the proposed commercial expansion.

## **Community Consultation**

A series of community consultation meetings have been held both prior to receipt of the subject applications and after. Some meetings were held in conjunction with the Finch Warden Revitalization Study. The dates of the meetings that dealt specifically with the subject application were held on the following dates: September 10, 2008; January 22, 2009; April 7, 2009; May 6, 2009; and, October 6, 2009.

A working group was established that identified issues that included, but were not limited to, concerns about:

- land use;
- height and density;
- traffic increases on Warden and Finch Avenues;
- inadequate parking;
- inadequate infrastructure and basement flooding risk;
- inadequate community services and facilities including parks and school capacity to serve residents;
- the provision of additional affordable seniors housing;
- additional employment uses;
- safety;
- capacity of healthcare services; and
- environmental impact.

These issues are discussed in this report.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards and Section 37 community benefits.

## **COMMENTS**

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

Staff have reviewed the proposed development and, with the inclusion of detailed performance standards, a phasing plan and a Section 37 agreement respecting the provisions of community benefits, find it consistent with the PPS and in conformity with the Growth Plan for the Greater Golden Horseshoe.

The subject application represents efficient use of land, resources and public investment in infrastructure and public service facilities, including, expanded library facilities and reinvestment in the existing mall. This development promotes a mixture of housing and additional employment opportunities. The development is in an area where there are various transportation choices including vehicular, surface transit, cycling and pedestrian mobility. In the opinion of City Planning staff, the proposal is consistent with the Provincial Policy Statement.

The proposal represents intensification at an appropriate level on an underutilized site. The proposal will provide housing, community benefits, commercial and employment opportunities in the community. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Land Use**

The subject site is bordered to the south by Finch Avenue, to the west by Bridletowne Circle, and to the east by Warden Avenue. It is an appropriate location to intensify the existing commercial uses and introduce residential uses given its proximity to an accessible road network, to existing public transit, a hospital, recreational and community facilities.

The official plan designates the subject site Mixed Use Areas which are areas appropriate for a mixture of residential and commercial uses. In addition to official plan policies and provincial policy statements, the Finch Warden Study established guiding principals for future growth in the area including the subject lands.

The subject proposal contributes to a number of stated City goals by creating a mix of uses, offering different built forms and financially contributing to services and facilities that meet the needs of residents, workers and visitors. This new neighbourhood has access to public transit on Warden Avenue and Finch Avenue. The proposed placement of buildings provides for improved vehicular and pedestrian connections to the existing mall and the proposed residential uses. The development has been designed to integrate into the surrounding fabric of the city.

In evaluating the appropriateness of the introduction of residential uses and additional commercial floor area, it is the opinion of staff that the subject application represents an appropriate balance between intensification of the subject lands and respect for the local context. The proposal will help fulfill long term planning goals of the City by enhancing the area as a mixed-use area by ensuring the efficient use of land, infrastructure and

service facilities. The proposal represents intensification along two major streets (Finch and Warden Avenue) where re-urbanization can create new housing and jobs while improving the pedestrian environment, the look of the streets, and shopping opportunities. The new residential development will enhance the overall Bridlewood Mall site as an integrated mixed used development.

## **Density**

The owner is seeking development permission for 142 510 square metres (1,534,015 square feet) of mixed-use gross floor area which represents a density of 1.52 times the area of the site (floor space index [FSI]). The proposed density represents an increase from 0.32 times the area of the lot permitted under the current zoning for commercial use of the site approximately 38 000 square metres (409,042 square feet). Staff conclude that the proposal's additional density above the underlying zoning permission is achieved in an acceptable built form, massing and height that can be appropriately accommodated on the site. The proposed development will be subject to recommended performance standards and phasing requirements.

## **Proposed Development / Revitalization Study Analysis**

The working group identified an opportunity to revitalize the area and re-establish “a desirable community for people to live, work and play by enhancing its diverse residential and commercial character”. It is the opinion of staff that the proposal is consistent with this vision statement. In addition the proposed development is consistent with the principles, concept plans and design guidelines set out in the Finch Warden Revitalization Study. This section of the report compares the proposed development with the revitalization vision for the Finch Warden area.

The revitalization study encourages new development to provide a transition between areas of different development intensity and scale and to be complementary to the surrounding neighbourhood. Taller buildings are to be located at key locations, including the Bridlewood Mall site, in particular in the vicinity of the Finch Avenue/Warden Avenue intersection. In response, the proposed building heights step down from the Finch/Warden intersection to the surrounding neighbourhood, with predominantly mid-rise buildings located on the northern portion of the site. A low-rise townhouse base element is proposed as part of the 7-storey building fronting on Bridletowne Circle along the northwest edge of the site.

The Study provides for compatible building heights with those in the area and up to 23 storeys at the Finch and Warden intersection. The tallest proposed building is 25 storeys and located closest to the Finch Avenue and Warden Avenue intersection. Building heights step down from the intersection to 19, 10, 7 and 3 storeys to create a transition and to be compatible with the range of housing types to the north. Overall the heights are consistent with the study. The 25-storey building adds architectural interest and makes this intersection a focal point. Given the important role this intersection plays, staff can support a slightly higher building at this location. It is the opinion of staff that the heights of the tallest towers being proposed is similar to and compatible with the existing 23-storey buildings in the immediate vicinity.

Section 5.3.1 of the study indicates that future development should build on the inherent character of the Bridlewood community in ways that support, reinforce and revitalize it. This 1970's planned community has a specific local character and architecture with a higher density centre surrounded by lower-scale residential developments. It is the belief of staff that the subject proposal will revitalize the existing mall (considered to be the "Heart of Bridlewood") and reinforce the local character by the addition of higher density residential buildings in close proximity to the Finch Warden intersection. In so doing, this redevelopment can act as a focal point for the revitalization of the Bridlewood community.

Section 5.3.2 of the study identifies key development sites and lists 2900 Warden Avenue as a site which has potential for redevelopment. The site is the single largest developable site within the study area and presents an opportunity on an under-utilized site to make a positive contribution to the entire Bridlewood community through a high quality development.

Section 5.3.3 of the study encourages high quality mixed-use developments along Finch Avenue and Warden Avenue, with commercial and/or community uses at grade to create a vibrant pedestrian environment along the two streets. The specific guidelines applicable to the Bridlewood Mall redevelopment encourage "shopper-friendly" edges, incorporating such features as floor-to-ceiling clear glazing and generous doors and entrances. In response, the street-level design incorporates active retail frontages along Finch Avenue with ground floor commercial and residential amenity uses within the base of the 23-storey building fronting on Warden Avenue. Opportunities for glazing, entrances and weather protection have been provided for in the conceptual plans and will be secured as part of the site plan approval.

An important feature of the community is the use of a combination of brick and pre-cast concrete for larger buildings. These materials are proposed to be used in the redevelopment at the Bridlewood Mall. Details of the building material will be part of site plan approval.

Section 5.3.4 of the study identifies opportunities to create new open spaces, including a new public square at the northwest corner of Finch Avenue and Warden Avenue and the enhancement of the existing Christie Cemetery through its connection out to the Warden Avenue frontage. In response, the landscape master plan submitted with the proposal has been revised to create an urban plaza at the northwest corner of the intersection, framed by surrounding buildings containing at-grade retail, including the potential for outdoor cafes spilling out into the space. The landscape master plan proposes that the urban plaza will be a vibrant gathering space, with a range of pedestrian amenities. Details for this publicly accessible area will be secured at the time of site plan approval. The Christie Cemetery will be improved by providing a physical and visual connection to Warden Avenue through the reconfiguration and redesign of the main pedestrian walkway and driveway entrance from Warden Avenue, which will also be publicly accessible. Additional changes around the cemetery will be pursued to improve its place on the subject lands and respond to Heritage Preservation comments.

Section 5.3.5 of the study outlines potential pedestrian friendly streetscape improvements, including wider sidewalks and increasing the number of street trees along Finch Avenue and Bridletowne Circle. In response, the landscape master plan proposes 2.0 metre-wide sidewalks along both the Finch Avenue and Warden Avenue frontages of the site, with extensive tree planting shown along both the Finch Avenue and Bridletowne Circle frontages.

Weather protection canopies, arcades and colonnades are encouraged along Finch Avenue and Warden Avenue and should be incorporated into new developments. In this instance the applicant has indicated their willingness to design street front buildings which contain weather protection measures. These measures will be secured as part of the site plan application.

Section 5.3.6 of the Study discusses connected pedestrian and cycling network. A well-connected pedestrian and cycling network brings people to places and promotes increased pedestrian activities in general. Throughout the Finch Warden area there are opportunities to improve the connectivity between paths, informal walkways, sidewalks and other active and passive recreational areas.

It is staff position that the proposal addresses these elements with the provision of 512 at-grade accessible bicycle parking spaces both in the residential towers and at key locations around the existing mall. The site plan shows the provision of landscaped animated and safe pedestrian connections from the intersection of Warden and Finch Avenues. The proposed urban plaza will promote increased pedestrian activities and enhanced pedestrian connections will be made to the Cemetery. All these elements will be secured in the site plan approval.

Section 5.3.7 of the Study discusses public art and the various forms it can take. Public art has broad appeal and can have a significant impact on an area's character and identity. Public art can take many forms including sculptures, murals, pavement imprints, as well as landscape features. It is staff position that streetscape and open space initiatives should make provision for public art initiatives. In reviewing the applicant's site plan, potential key locations for public art for public art include the Bridlewood Mall site and key intersections. Public art pieces should be designed to reflect the natural and cultural heritage of Bridlewood. Staff will examine these elements in detail and ensure they are captured as part of the site plan approval.

Section 5.3.8 of the study discusses creating a focal point for the Bridlewood Community. This focal point as suggested by the community could be in the form of open space or urban plaza located on the existing Bridlewood Mall site. Important elements in creating a focal point include the following: inviting and fully accessible open space promoting a gathering place for local residents; benches; landscaping; pedestrian scale lighting; weather protection; retail uses at grade; and a community information board. All these elements will be secured in the site plan approval.

Section 5.3.9 of the study promotes and emphasizes community safety through design. In response to this, the final detailed proposal will be designed in accordance with recognized Crime Prevention Through Environmental Design (CPTED) principles. Natural surveillance opportunities encouraged by orienting building entrances and other activities near vulnerable areas, in addition to having them directly accessible from the public sidewalk and providing good illumination, are important principles which the applicant has agreed to address.

Section 5.3.10 of the study discusses the importance of ensuring all new development is sustainable. As the Toronto Green Standards are now mandatory the applicant must provide features in the development which encourage sustainable development.

As noted earlier, staff are of the opinion that the proposal addresses the vision and implementation objectives as set out in the Finch Warden Revitalization Study. Certain aspects of the proposal are discussed in more detail below including urban design, traffic, infrastructure and community benefits.

## **Urban Design**

It is the opinion of staff that this proposal represents a high quality of design with well placed buildings in a master planned phased development. The introduction of residential uses, in addition to further investments in the mall will hopefully enhance and secure the malls future, something residents have indicated they wanted.

The built-form policies of the official plan encourage new development to frame and support adjacent streets, parks and open spaces. These policies seek to locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions to provide an attractive, comfortable and safe pedestrian environment.

Phase 1 (north end of site) of the proposed development frames both the existing street edges on Warden Avenue and Bridletowne Circle. The proposed base buildings along Bridletowne Circle are in keeping with the character and scale of the existing town homes on the north side of Bridletowne Circle.

Phase 2 (south end of site) of the proposed development will frame both the intersection of Warden Avenue and Finch Avenue. The proposed signature building (25 storeys) will be located on Finch Avenue while one of the 23-storey buildings will anchor Warden Avenue. Separating the two buildings is a proposed 'urban plaza' that extends from the intersection of Warden Avenue and Finch Avenue to a new mall entrance. It is anticipated that some retail opportunities can be created in this space.

Staff will be seeking opportunities to develop design features which support the plaza's role here as a transit stop on two major arterials as well as to ensure that proper lighting for the 'urban plaza' is both inviting and safe. Also, during site plan approval, opportunities for public art will be identified through a public art master plan which will be coordinated with the master landscape plan.

As part of the Phase 2 development of the subject lands, a proposed extension of the existing mall to Finch Avenue is planned along with the construction of the second 23-storey building immediately to the west. Pedestrian protection along Finch Avenue as well as Warden Avenue through the introduction of canopies and widened sidewalks is planned.

The introduction of residential uses on the subject lands will enhance pedestrian activities along Warden Avenue and Finch Avenue.

Landscaping is proposed throughout the site including a mixture of trees and shrubs along Warden Avenue and Finch Avenue as well as internal to the site. Care has been taken to reinforce pedestrian connections into the site from Warden Avenue connecting Christie Methodist Cemetery to the street.

Built Form, Height and Massing

The built form, height and massing of the proposed buildings have been designed with sensitivity to the surrounding area as well as comments expressed by the community.

The original submission included 1,370 residential units in 8 buildings with heights ranging from 7 to 38 storeys. In order to address concerns expressed by the community and City staff further revisions were made that include building heights and massing designed to fit with adjacent developments and the context of the area. See Table-2: Summary of Building Heights and Density.

**Summary of Building Heights and Density Table-2**

	<b>Original Proposal</b>	<b>2<sup>nd</sup>, Revision Jun/09</b>	<b>3<sup>rd</sup>, Revision Nov/09</b>	<b>Current Proposal</b>
<b>Building Heights</b>	1-38 storey 1-32 storey 1-26 storey 1-20 storey 1-10 storey 3-7 storey	1-33 1-29 1-26 1-20 1-10 3-7	1-25 1-23 1-23 1-19 1-10 3-7	1-25 storey 1-23 storey 1-23 storey 1-19 storey 1-10 storey 3-7 storey
<b>Residential</b>	1,370	1,275	1,175	975
<b>Residential Floor Area</b>	114 100 sq. m	107 820 sq. m	102 300 sq. m	91 260 sq. m

The applicant revised their proposal to address concerns of staff and the community by lowering building heights and density, improving pedestrian connections, enhancing street frontage along Finch Avenue and Warden Avenue, introducing an urban plaza and a number of site plan details, including a landscaped master plan and phasing plan. Staff are satisfied that the proposed built form, height and massing are characteristic of the surrounding area and appropriate for the site.

The study provides that building heights and scale should complement and be compatible with the existing context, paying particular attention to the grade relationship. Higher buildings should be located at major intersections, specifically Finch and Warden and should provide transition to lower-scale neighbourhoods. In this instance, the proposed development is locating taller buildings closest to the intersection and transitioning both northward and westward to lower-scale developments.

Staff have reviewed the proposal in the context of the City's Design Criteria for Tall Buildings. The proposal meets the tall building design criteria and implements the objective of the official plan to ensure that tall buildings fit within their context and minimize their impacts.

#### Shadow Impact

A shadow analysis, prepared by Page & Steele Architects and Planners was reviewed by City Planning staff. An assessment of the spring and fall equinoxes (March 21<sup>st</sup>/September 21<sup>st</sup>) illustrates acceptable impacts particularly on the residential properties immediately to the north of the subject lands as well as the apartment buildings. Further, the shadow analysis reveals that the shadow impact on these properties is acceptable and no building will have continuous or prolonged shadow coverage. The proposal incorporates "point towers" (floor plates of 750 square metres) for its tower components. This built form element results in shadow patterns that move quickly across adjacent properties, including the residential buildings surrounding the site.

#### Tall Building Guidelines

The 'Tall Building Guidelines' recommend a spatial separation of 25 metres between tall buildings to ensure comfortable living conditions within each by allowing appropriate amounts of sunlight and appropriate levels of privacy for units within the buildings. The proposed development meets this separation guideline as buildings are separated beyond 25 metres. The proposed tower separations between all towers are consistent with the 'Tall Building Guidelines' and provide appropriate access to sunlight, adequate skyview to streets and adjacent properties, and adequate privacy for future residents of the buildings.

The tower portions of the buildings are separated a sufficient distance from the existing residential buildings that surround the subject lands on Warden Avenue, Finch Avenue and Bridletowne Circle.

Tall Buildings Guidelines also recommend maximum floor plate sizes of 750 square metres. The applicant has worked with staff to achieve a design concept that incorporates narrow point towers of this size on top of podiums that relate well to the street.

The applicant has worked with City staff to achieve a design concept for the mixed use development that is consistent with the Official Plan's Built Form policies, the Council-adopted "Design Criteria for Review of Tall Building Proposals" and the Finch Warden

Revitalization Study. The tower elements of the buildings have maximum floor plate areas that do not exceed 750 square metres.

### Wind

Building location, height and form have been determined through the rezoning process and secured through the proposed draft zoning by-law. The applicant will be submitting a wind study for the proposed development at the site plan stage. The purpose of the wind study is to examine the changes in wind patterns caused by the proposed buildings and their impact on the surrounding area. Staff will be reviewing the wind study to ensure that pedestrian comfort conditions are similar to or better than existing conditions at most locations. During the site plan approval stage when a precise illustration of building placement, massing and grading is provided, an expanded examination of wind conditions and mitigation will be conducted for each phase of development. Wind mitigation measures will be identified and addressed through this process.

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

### Traffic Impact

The working group identified a concern with local traffic conditions that needed to be addressed pending approval of this application.

The Traffic Impact Study prepared by Marshall Macklin Monaghan Limited on behalf of the applicant was reviewed by Transportation Services staff. Although the concerns of the community were noted, traffic conditions were found to be acceptable. The Technical Services Division advises that the transportation improvements, as recommended by the Traffic Impact Study will be funded by the owner. These matters will be secured, as a legal convenience, within the Section 37 agreement.

No additional road improvements beyond those recommended in the Traffic Impact Study are required to accommodate this development. Traffic from this development can be appropriately distributed along Warden Avenue, Bridletowne Circle and Finch Avenue. As this is a phased development, opportunities do exist during the site plan stage to re-examine the traffic impacts and make necessary adjustments if required.

### Vehicular Access

The existing mall is serviced by two driveways along Warden Avenue and two driveways along Bridletowne Circle. The proposed development is planned to be serviced by three driveways along Warden Avenue and three driveways along Bridletowne Circle. A signalized access on Warden Avenue, approximately midway between Finch Avenue and Bridletowne Circle, is proposed with the existing pedestrian signal crossing consolidated at this location.

The proposed access off Warden Avenue, closest to Bridletowne Circle has been redesigned to allow access/egress for both the residential and mall traffic which staff is supportive of. Also, the access closest to Finch Avenue, off Bridletowne Circle, is to be converted to a right-in/right-out movement only.

## **Parking**

### Existing mall and its expansion

The working group has identified the adequacy of parking as an issue that needs to be addressed. Parking surveys to assess the demand for the existing mall and its future expansion were carried out by the applicant's consultant. The analysis identified a total requirement of 1,271 spaces for the existing mall and its expansion. The applicant is providing a total of 1,429 spaces for the existing mall and its future expansion. City staff are satisfied with the provision of parking for the mall.

### Residential uses

Vehicular parking is proposed to be provided in accordance with the City-wide proposed by-law. One-bedroom dwelling units will have tenant parking at a rate of 0.9 spaces per unit whereas a 2-bedroom dwelling unit will have 1.0 spaces per unit. Visitor parking for all dwelling units is proposed at a rate of 0.2 spaces per unit. The above rates result in a minimum requirement of 1 130 spaces of which 195 spaces will be for visitors. City staff are satisfied with the above proposed parking supply for the residential dwelling units.

### Professional offices and ancillary retail

The proposed development includes 3,850 square metres of ancillary retail and professional office space for which parking is proposed at a rate of 1.5 spaces per 100 square metres of gross floor area. This parking rate is in accordance with the rates proposed under the City-wide by-law. This results in a 58 space requirement for the uses of which 50% is proposed to be shared with the resident visitor supply. Thus 29 additional spaces are being provided for these uses. City staff had suggested this sharing arrangement and are satisfied with the parking supplied.

The applicant will be required, at site plan stage, to provide a signage plan which would include all types of signage to direct vehicular and pedestrian traffic in and out of the subject lands.

City staff agree that vehicular parking has been provided to sufficiently accommodate the proposed development and address the intent of the City's official plan policies relating to reducing car dependence. The attached draft by-law establishes appropriate minimum parking standards.

### Bicycle parking

Residential bicycle parking will be provided on the ground floor level at a rate of 0.5 spaces per dwelling unit resulting in 512 bicycle parking spaces. Bicycle parking for the mall expansion will be provided at a rate of 0.25 spaces per 100 square metres of gross floor area. There is no bicycle parking requirements for the existing mall. However, staff will work with the mall owner for the voluntary placement of bicycle parking at appropriate locations.

## **Transit**

The location of bus stops for such a large site, in relation to the anticipated major generator/attractor spots from the proposed development, is an important factor in

promoting increased transit usage for daily travel needs in addition to providing the convenience of using such services.

Currently, bus service exists on both Warden Avenue and Finch Avenue East. At present there is a transit stop and shelter located at the northwest corner of Warden Avenue and Finch Avenue. Staff are supportive of a new mid-block transit stop and shelter, details to be examined further during site plan approval.

## **Servicing**

The working group has identified a concern with sanitary, storm water and water infrastructure.

The following studies have been submitted by the applicant and reviewed by technical services staff:

- Municipal Servicing and Conceptual Stormwater Management Report, Dated November 2009 prepared by MMM Group.
- Boundary and Topographical Survey, prepared by Krcmar Surveyors Limited.
- Addendum Traffic Impact and Parking Study dated November 2009, prepared by MMM Group.

The applicant also submitted a Wet Weather Flow Management Plan which curtails the stormwater coefficient to 0.5 which is less than the 0.9 which was used in the original Bridletowne Mall development. This, in combination with the Green Development Standards and the Green Parking Lot Standards will lower the rate of flow and quantity of stormwater flowing from the whole block into the storm sewers. The W.W.F.M.P. also changes the quality of the stormwater flow from the property by capturing 80% of the amount of suspended solids and oils entering the storm sewer system.

Technical Services staff advise that the current municipal infrastructure is acceptable and should development of the subject lands proceed, further opportunities exists to enhance the system. The Municipal Servicing and Conceptual Stormwater Management Report submitted satisfactorily addresses the sanitary sewer capacity and water supply. As this is a phased development, staff will continually review service levels as part of the site plan application to ensure they remain acceptable.

## **Official Plan Amendment and Section 37 Community Benefits**

The subject site has an area of 9.3 hectares (23 acres) and is located at the intersection of two major roads, Warden Avenue and Finch Avenue. As the applicant is seeking a substantial increase in height and density, there is an opportunity to secure Section 37 public benefits in accordance with the height and density incentives policies of the official plan (section 5.1.1).

## **Large Sites Policy**

The subject lands are considered a large site for the purpose of the housing policies of the official plan. Policy 3.2.1.9 specifically addresses sites greater than 5 hectares in area.

This policy of the official plan encourages a mix of housing in terms of types and affordability. On sites generally greater than 5 hectares, the official plan provides that a minimum of 30% of new housing units will be in forms other than single-detached and semi-detached houses. The proposal meets this objective as all of the proposed new housing units are apartment condominiums. The policy also provides that in accordance with and subject to the height and/or density incentive provisions of the plan, where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20% of the additional residential units as affordable housing. This contribution may take the form of affordable housing built on site, the conveyance of land in the development to the City for affordable housing or, at the discretion of the City, affordable housing constructed near the site or elsewhere in the City, conveyance of land to the City for affordable housing near the site or cash-in-lieu for constructing affordable housing in or near the site.

### **Steeles L'Amoreaux Priority Neighbourhood**

In 2005, Council adopted the Toronto Strong Neighbourhoods Strategy, which identified 13 neighbourhoods City-wide as having priority for social infrastructure investment. The subject application falls within the Steeles L'Amoreaux Community which is one of these 13 priority neighbourhoods.

This proposal, particularly respecting the potential provision of community benefits through the use of Section 37 of the Planning Act, has been evaluated in the context of the Strong Neighbourhoods initiative and its ongoing work, the official plan and the Finch Warden Revitalization Study which is being considered by Council concurrently with this application.

The Finch Warden Revitalization Study was carried out in accordance with section 2.3.1.7 of the official plan which provides for revitalization studies/strategies to be conducted for priority neighbourhoods to address numerous matters including improving community services and facilities and identifying priorities for capital and operational funding. A Community Services and Facilities review, which formed part of the Revitalization study, identified an expanded library, a community services hub, child care, community recreation facilities, parks, health care, schools, and affordable housing oriented towards seniors as priority benefits for the community. The study working group and the local councillors for the area have also acknowledged these services are vital and have identified an expanded library as the first priority for Section 37. If a library cannot be achieved, affordable housing for seniors was also identified as a priority.

Planning staff recommend that the Finch Warden Revitalization study be endorsed by council and that a site and area specific amendment to the official plan be adopted to implement the study. The site and area specific policy identifies the priority community benefits outlined in this report.

### **Proposed Library Community Benefits – Section 37**

Opportunities to provide community benefits either on-site or in close proximity to the site have been examined as part of the application for an increase in height and density. The Toronto Official Plan contains provisions pertaining to public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 of the Planning Act will be used to secure the community benefits, provided the proposal is recommended for approval, having first met the test of good planning.

The area is served by three public libraries: Steeles Neighbourhood Library in Bamburgh Gardens Shopping Plaza, Bridlewood Neighbourhood Library in Bridlewood Mall, and Agincourt District Library at 155 Bonis Avenue. Agincourt is the busiest district branch of the Toronto Public Library. It is open seven days a week and operating at capacity. Agincourt is a 27,000 sq. ft. facility with current capital plans for renovation and expansion in 2015. This expansion, although planned, is subject to future capital budget funding and approvals. Many residents in the catchment area served by the Bridlewood and Steeles Neighbourhood branches also travel to Agincourt District Library to use its larger collections and services.

The two neighbourhood branches are under sized and services are at capacity. Both branches are very busy and they deliver high circulation for neighbourhood branches of that size. At 5,445 sq. ft., the Bridlewood branch falls well below the current Board standard of 10,000 to 15,000 sq. ft. for neighbourhood library services. At 5,009 sq. ft., the Steeles Branch also falls well below the Board standard size. Both libraries have a 500 sq. ft. meeting room and 7 internet/word processing workstations. There are no capital plans for renovation and expansion of either of these well used libraries.

To meet the demands of existing residents and anticipated increases from the subject application, the Toronto Public Library staff have advised that both Bridlewood Library and Steeles Library need to be expanded to house larger collections, more computer workstations and study spaces and improved meeting and program spaces that can accommodate other agency activities.

Through community consultation, the completion of the Finch Warden Revitalization Study, discussions with the local Councillor, and through the results of the Community Services and Facilities study, it was concluded that the expansion of the existing library, to up to 15,000 square feet was the highest priority in the community and that such a facility should be operational soon after the initiation of phase 1 of the development. As a result of discussions between the City and the applicant regarding community benefits in return for increased height and density, the applicant has agreed to provide a Section 37 (cash) contribution to the City in the amount of \$1.6 million as follows:

- \$800,000 payable at the time of the first building permit on the north block (Phase 1) towards the capital improvements for the expansion of the Bridlewood Library;
- \$800,000 payable at the time of the first building permit on the south block (Phase 2) towards the capital improvements for the expansion of the Bridlewood Library;

In addition, the following development components will be constructed by the applicant:

- design and construction of an ‘urban plaza’ located at the intersection of Warden and Finch Avenues to the satisfaction of the Director, Community Planning East District;
- Design and construction of a pedestrian link to the Cemetery, to the satisfaction of the Director, Community Planning East District.

In addition, although it is not considered a Section 37 capital benefit, the applicant will provide:

- a pre-payment of the library service component of the total residential development charges, currently estimated at approximately \$350,000, in Phase 1, towards capital improvements for the expansion of the Bridlewood Library; This dollar for dollar Development Charge credit would require council authorization and would not accrue interest or account for future increases in the Development Charges.

The applicant would be required to enter into a section 37 agreement with the City of Toronto to secure the facilities, services and matters referred to above. The Section 37 contributions outlined above would be payable to the City upon issuance of the first building permit for each of the noted phases of development. The cash contribution would be increased by the construction price index for non-residential development, pursuant to Section 37 of the Planning Act from the date the agreement is registered.

### **Timing of the Construction of the Library**

The Toronto Library Board supports a potential capital project at the Bridlewood Branch subject to suitable arrangements, budget and Board approval. The size of the space achievable will depend on funds available and capital improvement costs. Although it would be ideal to achieve a 10,000 to 15,000 square foot facility, the capital funds provided by the applicant, especially at phase 1, will not be sufficient. Library staff are exploring options to utilize funds received at phase 1 of the application to provide an expanded library facility, subject to approval of the Board. Further information regarding an implementation strategy and term sheet will be available at the public meeting.

Planning staff note that Section 37 contributions from other local developments can contribute to this project. Subject to council’s approval, an application in Ward 40 at the northwest corner of Sheppard and Pharmacy will contribute an additional \$300,000 of capital dollars to this initiative when the project proceeds.

### **Official Plan Amendment**

Notwithstanding the large sites policy discussed above, the Section 37 public benefit policies of the official plan provide that community benefits will be selected on the basis of local community needs, intensification issues in the area, the nature of the development application and the strategic objectives and policies of the official plan.

The expansion of the existing library is important for this priority neighbourhood in order to meet the needs of existing and future residents and ensure that a viable and healthy community is developed in this area in keeping with the community building objectives of the official plan. It would be appropriate to direct the majority of the Section 37 community benefits to the expansion of the existing library to ensure that the community building objectives of the official plan are achieved. An Official Plan Amendment has been submitted by the applicant for this reason. The purpose of the official plan amendment is to establish that the first priority for Section 37 for this large site is the expansion of the existing library. Staff support this approach which is in accordance with the recommendations of the Finch Warden Revitalization study and supported by the community and local councillors.

This approach has been discussed with the Affordable Housing Office and staff are agreeable to the approach. Affordable Housing staff also requested the applicant meet with staff to discuss programs for affordable home ownership.

## **Employment**

The working group has identified a concern regarding the lack of employment opportunities in the area. The mall owners have advised staff that currently, there are approximately 705 jobs located in the mall.

This area has been identified as a Priority Neighbourhood and local employment opportunities are important. The proposed expansion of the existing mall in phase 2 and the commercial uses within the lower floors of the buildings in phase 2 will result in additional employment and small business opportunities for existing and new residents to the area. The applicant has indicated an interest in generating jobs for youth from the community.

## **Schools**

### **Toronto District Public School Board**

The development of the subject lands is projected to generate approximately 126 elementary students (junior kindergarten to grade 8) and 50 secondary students (grades 9 to 12). The local schools that serve this part of the city are Beverley Glen Jr Public School (accommodating students in junior kindergarten to grade 6), Sir Ernest MacMillan Sr Public School (accommodating students in grades 7 and 8), and L'Amoureux Collegiate Institute (accommodating students in grades 9 to 12). All three schools are operating at or above capacity, and are expected to remain so in the foreseeable future.

In anticipation of development of the subject lands, the Toronto District School Board advises that there is insufficient space at the local elementary and secondary schools to accommodate students anticipated from this proposed development at the current time. A condition of the site plan will be that the owner shall enter into an agreement with both Boards to erect and maintain signs on site that advise that both Boards have plans to provide accommodation of all students from the development area, and that accommodation may not be in the local development area. Student accommodation, if not in this area, will be in existing facilities located in adjacent areas. Further, owners

will be required to include in all offers of purchase and sale a similar clause warning prospective purchasers of the school accommodation issue.

Staff note that these conditions are standard and often apply to residential applications. As this is a phased development which will be built out over time (10-15 years) enrolment will grow gradually and the Board may have an opportunity to improve capacity.

### **Toronto Catholic District School Board**

The Toronto Catholic School Board (TCDSB) has advised that St. Aidan Catholic School (JK-8), located at 3521 Finch Avenue East could accommodate students emanating from the proposed development. At the secondary school level, Mary Ward (9-12), located at 3200 Kennedy Road, Francis Libermann (9-12), located at 4640 Finch Avenue East, and Brebeuf College (9-12, males only), located at 211 Steeles Avenue East, are all oversubscribed at this time. Should this development proceed, it may be necessary for secondary school students to be accommodated in facilities outside of the community pending the availability of space.

Therefore, as a condition of approval and similar to the TDSB, the TCDSB has also requested the City to include in future condominium and site plan approvals as well as future agreements of purchase and sale, or lease, a clause with respect to availability of school accommodation and a requirement for the placement of a sign on the site. Staff note that the TCDSB also collects Educational Development Charges to fund growth related capital costs.

### **Trees**

A Tree Inventory Plan has been received and has identified a total of 246 trees. There are 83 City-owned street trees that qualify for protection and 21 trees on private property that qualify for protection. Permits will be required to remove 5 City-owned street trees and 14 private trees. The details will be secured, including the replacement trees, as part of the site plan application.

Urban Forestry is satisfied in principle with the street tree planting that is proposed subject to a number of conditions, one being the applicant attaining permits for tree removal.

### **Open Space/Parkland**

Staff from Parks and recreation advises of the following: 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 the local parkland provisions across the City. The subject lands are in the second lowest quintile of current provisions of parkland, as per Map 8B/C of the official plan (.43 to .79 of hectares of local parkland per 1000 people). The site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

The application proposes to create 975 residential units on a net site of 1.96 hectares (19 600 square metres) at the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication would be 1.826 hectares (18,260 square metres). However, a cap of 15% of the total land area applies and hence the parkland dedication would be 0.294 hectares (2,940 square metres).

The parkland dedication for the subject site is too small to be functional, therefore, the applicant shall satisfy the parkland dedication requirement through cash-in-lieu (CIL). The actual land area and amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit. This parkland payment is required under Section 42 of the Planning Act, and is required as a condition of the building permit process. The money received will be allocated as set out below.

Half of the money received from the value of the first 5% of the total land area is allocated to local park purchases and park improvements. The other half is allocated to city-wide park purchases and improvements.

The balance of the monies (10 % of the total land area) can be used for acquiring parkland or improving existing parks in the vicinity of the development where the dedication originated. Determination as to how the CIL money is to be utilized is in consultation with the Local Councillor(s) and in accordance with the City's Parkland Acquisition Strategy.

### **Site Plan Control Application**

A site plan control application and comprehensive phasing plan will be required to finalize a review of issues including access, traffic, building placement, servicing, built form, wind, landscaping, lighting, crime prevention through environmental design, privacy as well as site circulation and storm water management issues.

### **Christie Cemetery**

Staff at Heritage Preservation Services have had an opportunity to review the subject application. The applicant's proposal includes enhancements to the Christie Cemetery area. During site plan approval, the following additional matters will be addressed:

- re-alignment of the access route for trucks coming off Warden Avenue to the north so the trucks will not have to cross over the pedestrian walkway and not travel along the east side of the cemetery;
- provision of additional buffer space to the area on the east side of the cemetery;
- closing the roadway to the west side of the cemetery and convert it into a pedestrian precinct;
- elimination of the parking spaces on the north side of the cemetery, and replace with a buffer space;
- further revisions such as the planting plan, conservation of heritage features etc.;

- a conservation plan with photo documentation, scope of work and cost estimates from a qualified masonry consultant, and a Letter of Credit for the conservation work;
- a revised landscape plan for improvements within the cemetery, buffer areas, and new mall entrance area; and,
- restoration work on the stone masonry elements in the cemetery, under the direction of a qualified masonry consultant may have to be completed prior to construction activity in the vicinity of the cemetery, as recommended in the Cultural Heritage Study.

### **Toronto Green Standard**

In January 2010, the Council-adopted Toronto Green Standard, came into force and effect. New site plan control applications (submitted after January 31, 2010) will be subject to the Two-Tier Standard and the review of the development will incorporate an evaluation of these standards.

### **Development Charges**

It is estimated that the development charges for this project will be \$5,880,805. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit. These funds will be allocated to fund growth related capital costs in accordance with the service components of the Development Charges By-law.

Upon application for the first building permit in Phase 1, the applicant has agreed to a development charge pre-payment of the library service component for residential development estimated at \$350,000. The intent is to utilize these funds for the expansion of the Bridlewood library.

### **Conclusions**

The application proposes to rezone the subject lands to permit a phased mixed-use development consisting of the retention and expansion of the existing mall with additional retail floor area and the introduction of 8 residential buildings ranging in height from 7 to 25 storeys and comprising a total of 975 residential units.

Staff reviewed this application against the official plan and the Finch Warden Revitalization study. The report recommends Council approve the proposed development and secure a financial contribution towards the expansion of the Bridlewood Library in a Section 37 Agreement.

## **CONTACT**

Renrick Ashby, Senior Planner  
Tel. No. (416) 396-7022  
Fax No. (416) 396-4265  
E-mail: rashby2@toronto.ca

## **SIGNATURE**

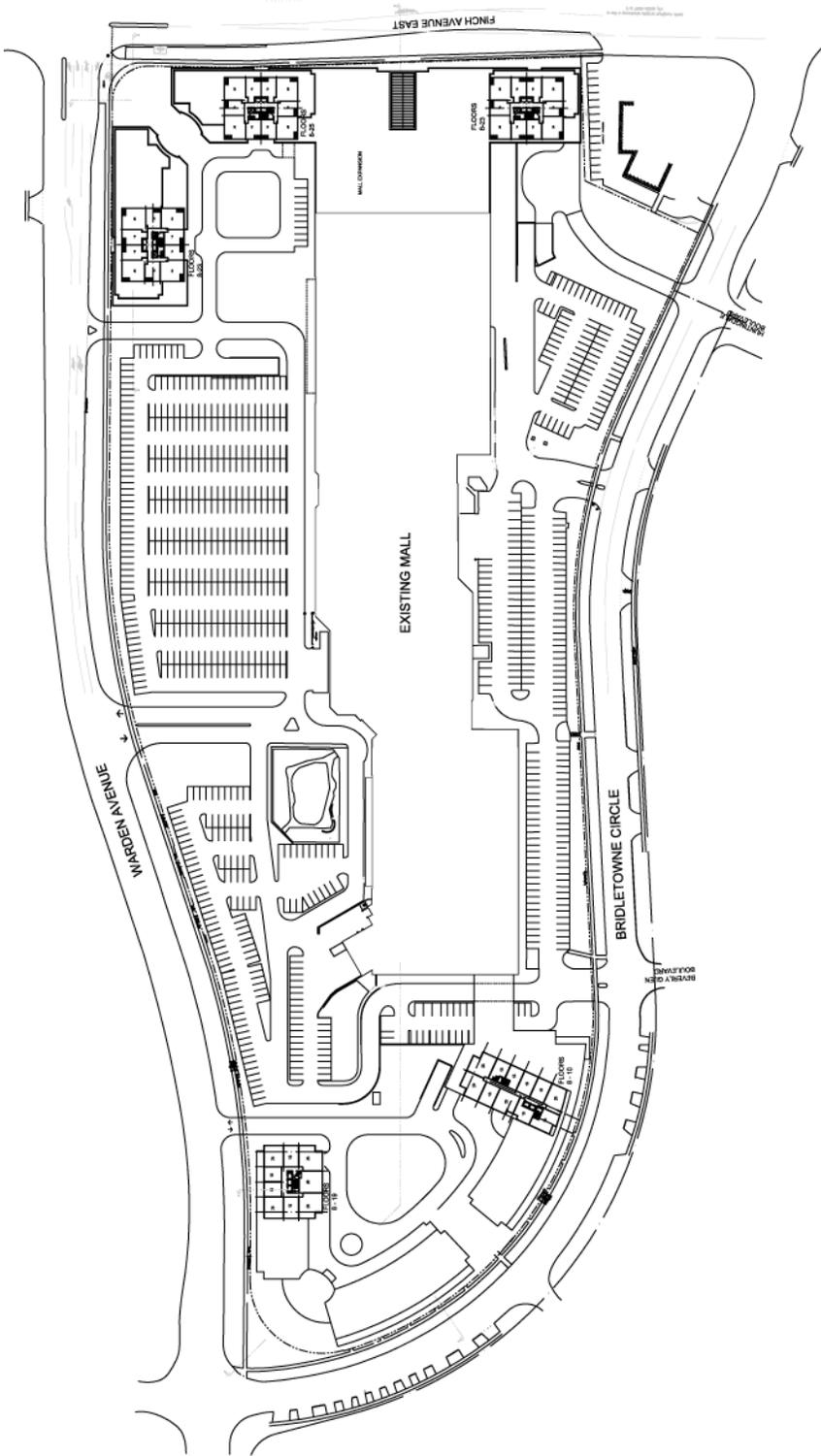
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Allen Appleby, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2a-d: Elevations  
Attachment 3: Zoning  
Attachment 4: Official Plan  
Attachment 5: Application Data Sheet  
Attachment 6: Draft Official Plan Amendment  
Attachment 7: Draft Zoning By-law Amendment  
Attachment 8: Matters to be secured in the Section 37 Agreement  
Attachment 9: Phasing Plan

Attachment 1: Site Plan



2900 Warden Avenue

Overall Site - Upper Floor Plan (typical)

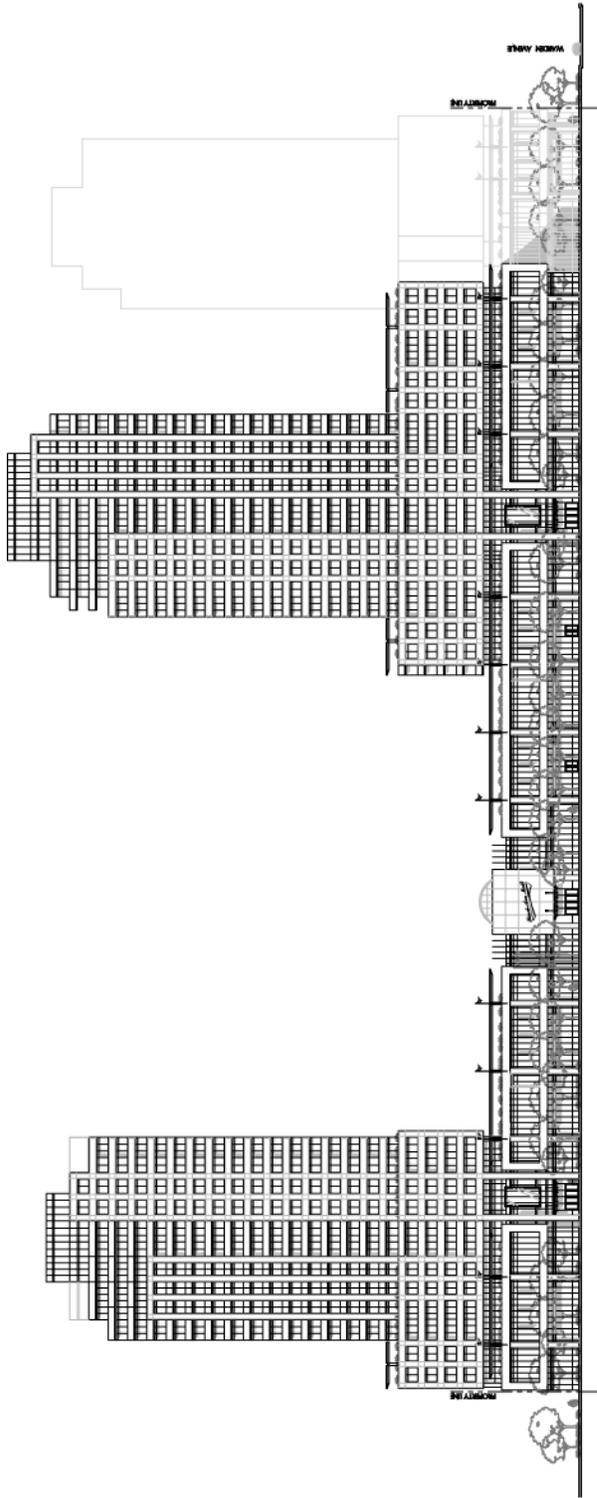
Applicant's Submitted Drawing

Not to Scale  
12/1/09



File # 08-143653 0Z

**Attachment 2a: Elevations**



**South Elevations (South Block on Finch Avenue East)**

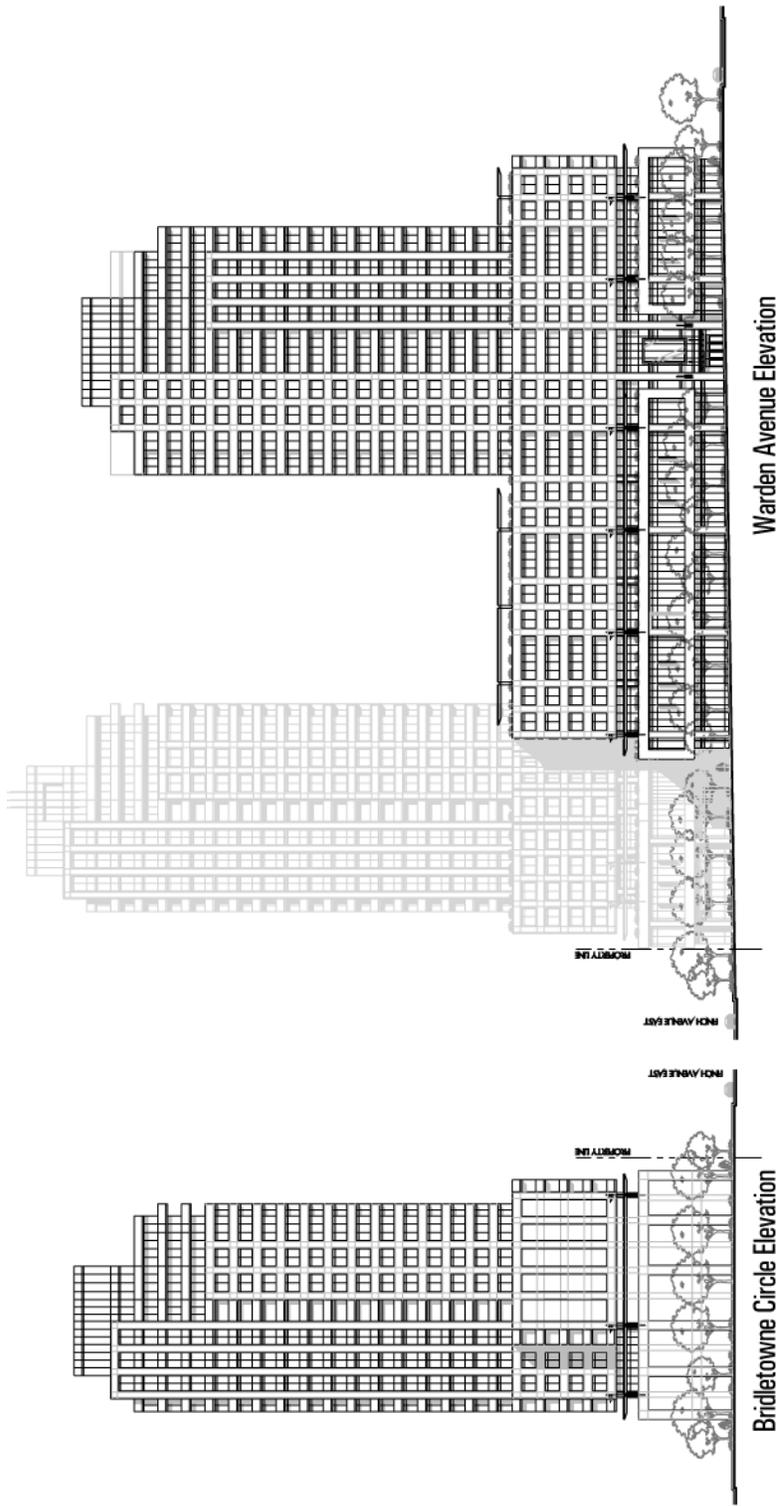
**2900 Warden Avenue**

Applicant's Submitted Drawing

Not to Scale  
12/10/09

File # 08-143653 0Z

**Attachment 2b: Elevations**



**2900 Warden Avenue**

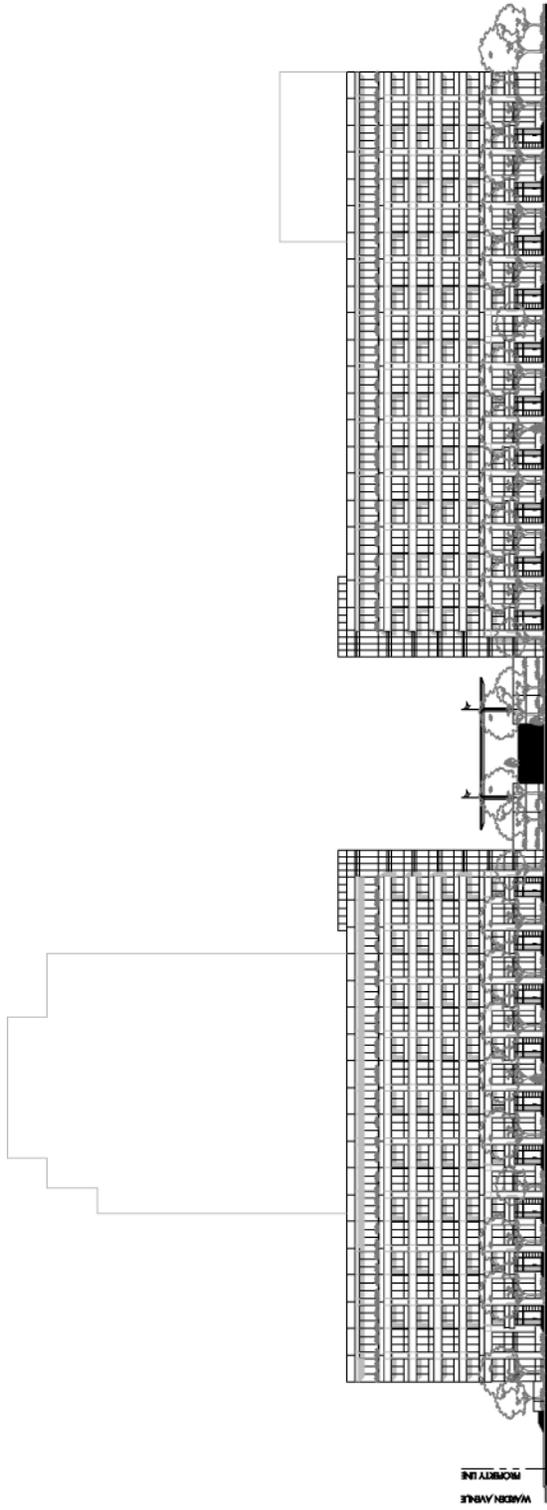
**East and West Elevations (South Block)**

Applicant's Submitted Drawing

Not to Scale  
12/10/09

File # 08-143653 0Z

**Attachment 2c: Elevations**



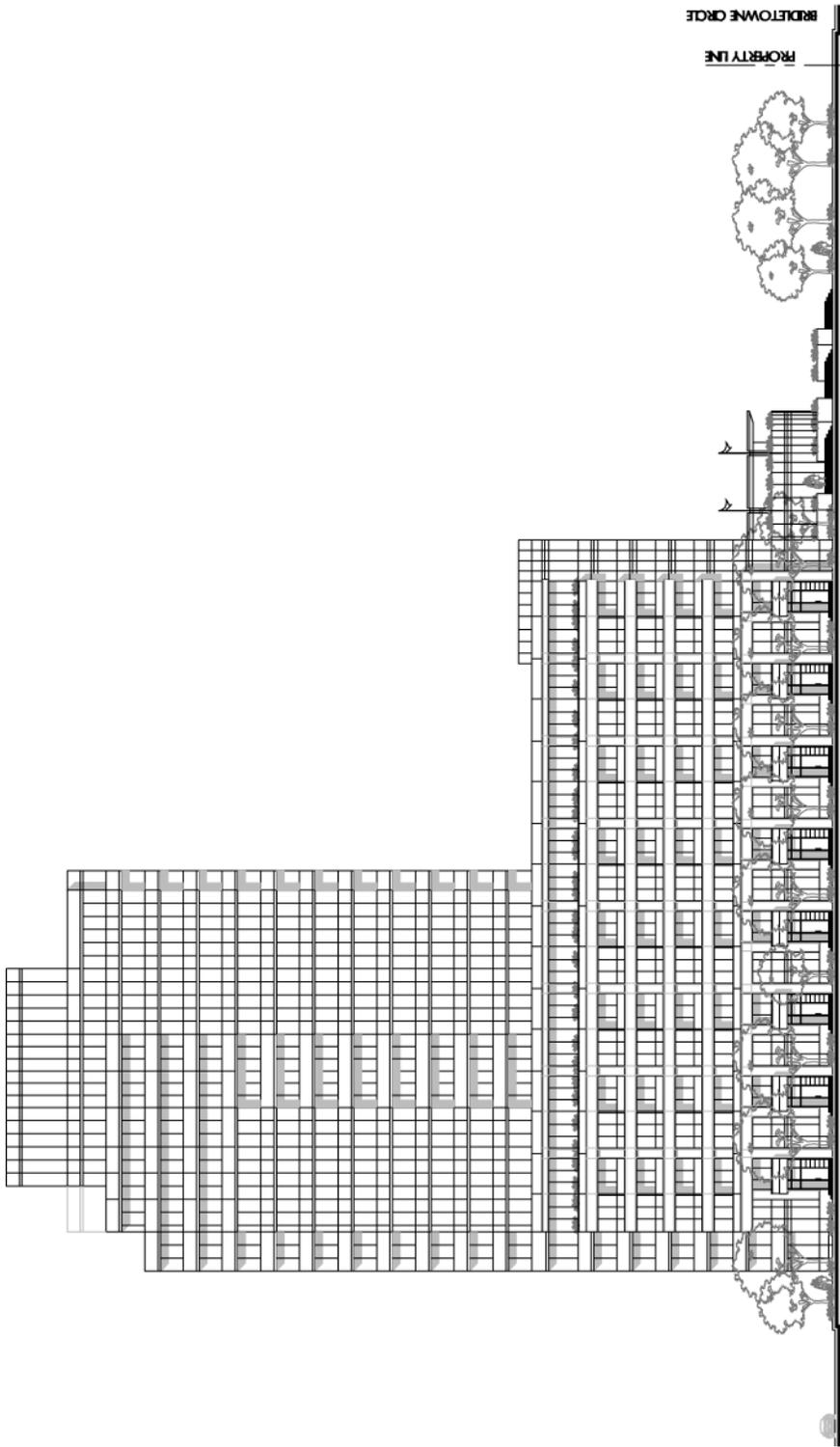
**East and West Elevations (North Block - Bridletowne Circle Elevation) 2900 Warden Avenue**

Applicant's Submitted Drawing

Not to Scale  
12/10/09

File # 08-143653 0Z

**Attachment 2d: Elevations**



**2900 Warden Avenue**

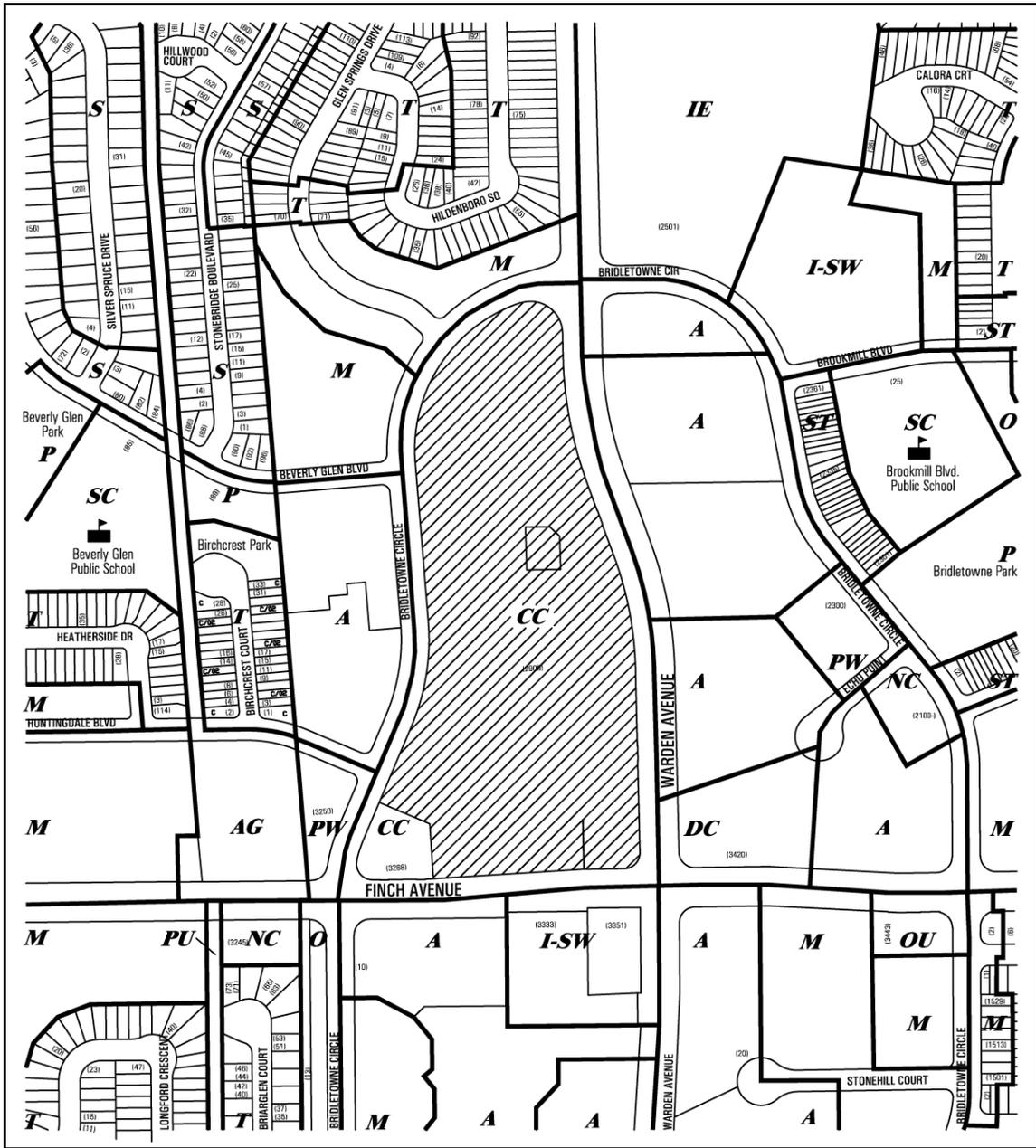
**East and West Elevations (North Block - Warden Avenue Elevation)**

Applicant's Submitted Drawing

Not to Scale  
1/27/00/09

File # 08-143653 0Z

### Attachment 3: Zoning

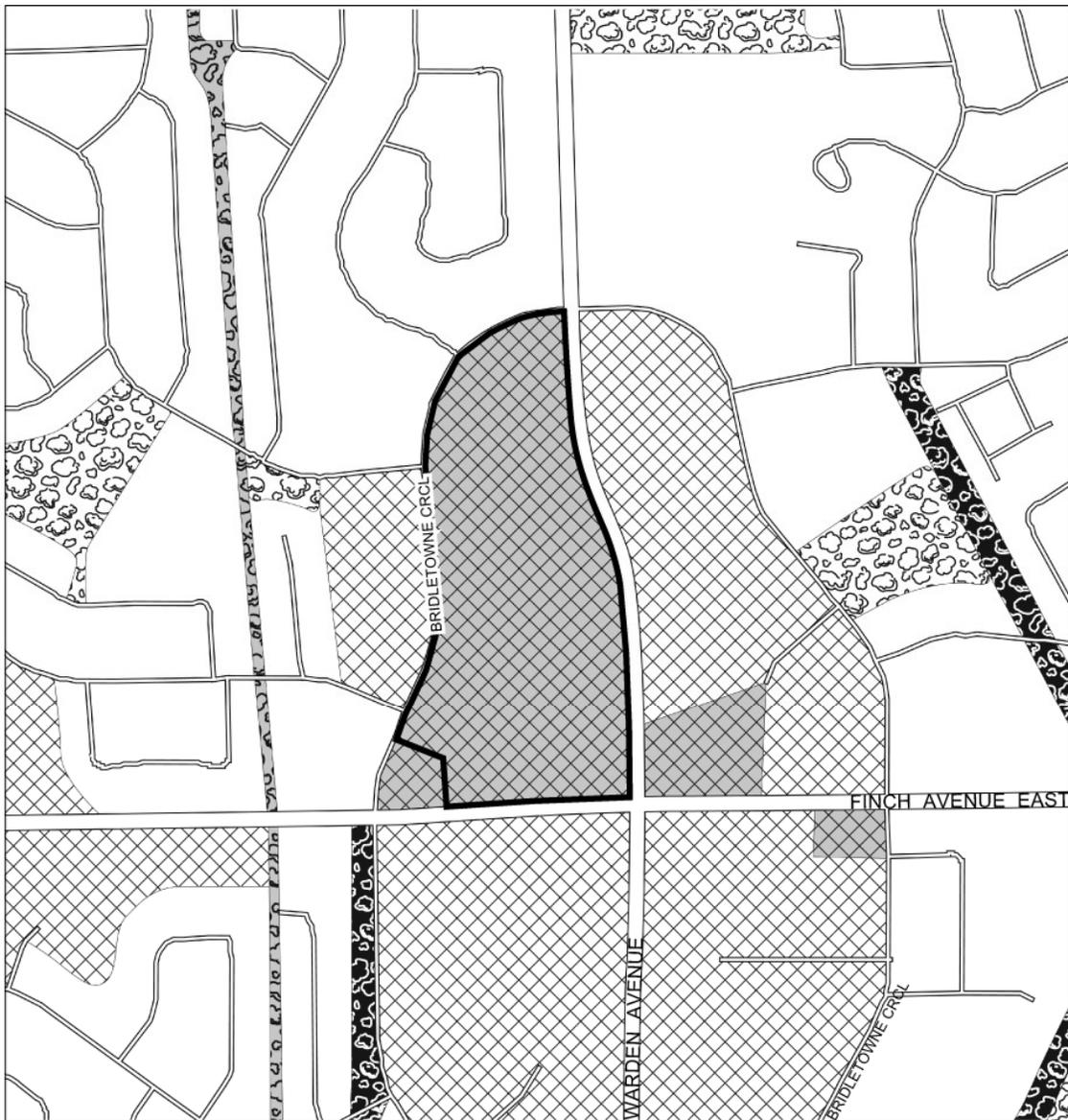


**Toronto** City Planning Division  
**Zoning**

2900 Warden Avenue  
 File # 08-143653 0Z

<b>S</b> Single-Family Residential	<b>CC</b> Community Commercial	<b>PU</b> Public Utilities	<b>L'Amoreaux Community Bylaw</b>
<b>T</b> Two-Family Residential	<b>DC</b> District Commercial	<b>IE</b> Institutional - Educational	Not to Scale
<b>ST</b> Street Townhouse Residential	<b>OU</b> Office Uses	<b>I-SW</b> Institutional - Social Welfare	12/09/09
<b>M</b> Multiple-Family Residential	<b>PW</b> Place(s) of Worship	<b>P</b> Park	↑
<b>A</b> Apartment Residential	<b>SC</b> School	<b>O</b> Major Open Spaces	
<b>NC</b> Neighbourhood Commercial		<b>AG</b> Agricultural Uses	

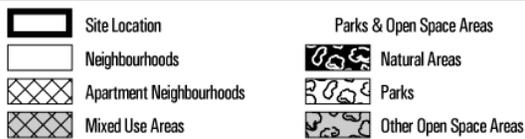
## Attachment 4: Official Plan



**TORONTO** City Planning  
Official Plan

2900 Warden Avenue

File # 08-143653 0Z



  
Not to Scale  
04/17/08

## Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	08 143653 ESC 39 OZ
Details	Rezoning, Standard	Application Date:	April 4, 2008
	Official Plan Amendment 09 165304 ESC 39 OZ		

Municipal Address: 2900 WARDEN AVE

Location Description: PL M1391 PT BLK P PL M1430 BLK T RP 64R1494 PT 1 \*\*GRID E3901

Project Description: This application proposes residential building heights ranging from 7 to 25 storeys, 975 residential units and the expansion of the existing mall.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
BOUSFIELDS INC			1512691 ONTARIO LIMITED

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CC-Community Commercial	Historical Status:
Height Limit (m):		Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq. m):	93691	Height:	Storeys:	25
Frontage (m):	780.25		Metres:	81
Depth (m):	534			
Total Ground Floor Area (sq. m):	0			<b>Total</b>
Total Residential GFA (sq. m):	91 260		Parking Spaces:	1 429
Total Non-Residential GFA (sq. m):	51 250		Loading Docks	3
Total GFA (sq. m):	142 510			
Lot Coverage Ratio (%):				
Floor Space Index:	1.52			

### DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	535
2 Bedroom:	440
3 + Bedroom:	0
Total Units:	975

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	91 260		0
Non-Residential (sq. m):	51 250		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Renrick Ashby, Senior Planner</b>
	<b>TELEPHONE:</b>	<b>(416) 396-7022</b>

**Attachment 6: Draft Official Plan Amendment**

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

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

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

To adopt Amendment No. 140 to the Official Plan for the City of Toronto respecting the lands known municipally as 2900 Warden Avenue

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

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

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

1. The attached Amendment No. 140 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

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

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

---

**AMENDMENT No. 140**

**TO THE OFFICIAL PLAN TO THE CITY OF TORONTO**

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2009 AS**  
**2900 WARDEN AVENUE**

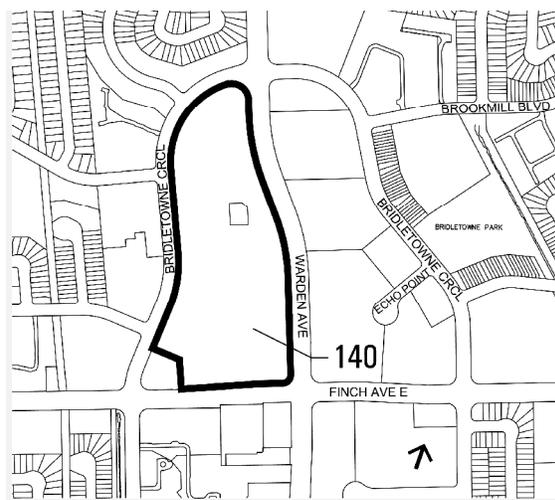
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The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 351 for lands known municipally in 2009 as 2900 Warden Avenue, as follows:

351. 2900 Warden Avenue

The first priority community benefit under the policies of Section 5.1.1 of this Plan is the provision of a 929 square metre to 1 394 square metre expanded library facility



2. Chapter 7, Map 30, Site and Area Specific Policies, is amended to add the lands known municipally in 2009 as 2900 Warden Avenue shown on the map above as Site and Area Specific Policy 351.

## Attachment 7: Draft Zoning By-law Amendment

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

### CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend L'Amoreaux Community Zoning By-law No. 12466, as amended,  
With respect to the lands municipally known as,  
2900 Warden Avenue**

WHEREAS authority is given to Council by Section 34 and Section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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

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

1. Schedule "A" of the L'Amoreaux Community Zoning By-law is amended for the lands outlined in the attached Schedule '1' by deleting current zoning so that the amended zoning reads as follows:

A – 232-233-317 – 318 – 319 – 286 (31) (North Block)

CC – 118 – 243 – 317 – 320 (Mid Block)

A and CC – 232-317 – 318 – 319 – 320 – 287 – (31) (South Block)

2. Schedule "B" PERFORMANCE STANDARDS CHART is amended by amending Performance Standard 243 as follows:

243. Parking shall be provided at the following minimum rates:

- a. a minimum of 2.6 parking spaces per 100 square metres of gross floor area for offices; and
- b. a minimum of 3.3 parking spaces per 100 square metres of gross floor area, minus the gross floor area of public walkways and malls and truck access, for all other commercial uses."

3. Schedule “B” PERFORMANCE STANDARDS CHART, is amended by adding the Performance Standards 317, 318, 319, 320, 286, 287, 231, 232, 233, 412 as follows:

### **INTENSITY OF USE**

317. Maximum **Gross Floor Area** shall not exceed a total of 142 510 square metres for the “North Block”, “Mid-Block” and “South Block”
318. Maximum Residential **Gross Floor Area** shall not exceed a total of 91 260 square metres as follows:
- a. on lands identified as “North Block, shown on Schedule ‘A’, the Residential **Gross Floor Area** shall not exceed 41 650 square metres;
  - b. on lands identified as “South Block, shown on Schedule ‘A’, the Residential Gross Floor Area shall not exceed 49 610 square metres; and;
  - c. notwithstanding 318(a) and 318(b), the Residential **Gross Floor Area** may be increased by up to an additional 10% for either the “North Block” or the “South Block”, provided the combined residential Gross Floor Area does not exceed 91 260 square metres.
319. Maximum 975 dwelling units as follows:
- a. on lands identified as the “North Block”, as shown on Schedule ‘A’, a maximum of 445 dwelling units are permitted;
  - b. on lands identified as the “South Block”, as shown on Schedule ‘A’, a maximum of 530 dwelling units are permitted; and
  - c. notwithstanding Performance Standards 319(a) and 319(b), the number of units may be increased by up to an additional 10% for either the “North Block” or the “South Block”, provided the combined number of units does not exceed 975.
320. Maximum non-residential **Gross Floor Area** shall not exceed a total of 51 250 square metres as follows:.
- a. on lands identified as the “Mid-Block”, as shown on Schedule “A”, a maximum gross floor area of 38 000 square metres is permitted
  - b. on lands identified as the “South Block”, as shown on Schedule “A”, a maximum gross floor area of 13 250 square metres is permitted

### **MISCELLANEOUS**

286. Maximum **height** shall be 7 storeys and 23.0 metres, except as follows:
- a. one building with a maximum height up to 19 storeys and 60.0 metres shall be permitted fronting on Warden Avenue, provided that it is

located no closer than 65 metres to the centreline of Bridletowne Circle at its intersection with the centre line of Warden Avenue; and

- b. one building with maximum height of 10 storeys and 32.0 metres shall be permitted fronting on Bridletowne Circle, provided that it is located no closer than 100 metres to the centreline of Bridletowne Circle at its intersection with the centre line of Warden Avenue;

provided that the calculation of height in storeys and in metres shall exclude mechanical penthouses, chimneys, vents, skylights, antennae, elevator machine rooms, and parapet walls, and shall be measured from an elevation of 183.0 metres CGD.

287. Maximum **height** shall be 7 storeys and 29.0 metres, except as follows:

- a. one building with a maximum height up to 23 storeys and 78.0 metres shall be permitted fronting on Warden Avenue, provided that it is located no further than 120 metres from the centreline of Finch Avenue East;
- b. one building with a maximum height up to 25 storeys and 85.0 metres shall be permitted fronting on Finch Avenue East, provided that it is located no further than 110 metres from the centreline of Warden Avenue; and
- c. one building with a maximum height up to 23 storeys and 78.0 metres shall be permitted fronting on Finch Avenue East, provided that it is located no closer than 80 metres to the centreline of Bridletowne Circle at its intersection with the centre line of Finch Avenue East; and only if the existing on-site commercial gfa exceeds 38 000 square metres.

provided that the calculation of height in storeys and in metres shall exclude mechanical penthouses, chimneys, vents, skylights, antennae, elevator machine rooms, and parapet walls, and shall be measured from an elevation of 181.5 metres CGD.

## **PARKING**

231. Vehicle parking spaces per dwelling unit shall be provided as follows:

Residential:

- a. Bachelor **dwelling unit**: minimum 0.8 spaces/unit;
- b. One-bedroom **dwelling unit**: minimum 0.9 spaces/unit;
- c. Two-bedroom **dwelling unit**: minimum 1.0 space/unit; and
- d. Three-bedroom **dwelling unit**: minimum 1.2 spaces/unit.

Visitor:

A minimum 0.2 parking spaces per **dwelling unit** shall be provided for visitors.

Community Commercial Uses (CC):

- a. 1.5 parking spaces per 100 square metres of gross floor area for business and professional offices to a maximum of 3,850 square metres, 50% of which may be shared with residential visitor parking; and
- b. 2.7 parking spaces per 100 square metres of gross floor area for all other gross floor area.

232. Bicycle parking spaces shall be provided as follows:

Residential

- a. a minimum of 0.5 bicycles parking spaces per unit

Commercial

- a. minimum of 0.25 bicycles parking spaces per 100 square metres of gross floor area

233. Vehicle parking spaces per dwelling unit shall be provided as follows:

Residential:

- a. Bachelor **dwelling unit**: minimum 0.8 spaces/unit;
- b. One-bedroom **dwelling unit**: minimum 0.9 spaces/unit;
- c. Two-bedroom **dwelling unit**: minimum 1.0 space/unit; and
- d. Three-bedroom **dwelling unit**: minimum 1.2 spaces/unit.

Visitor:

A minimum 0.2 parking spaces per **dwelling unit** shall be provided for visitors.

### **BUILDING SETBACKS FROM STREETS**

412. Minimum building setback 2.5 metres from the street line of Bridletowne Circle, and minimum building setback of 5.5 metres from the street line of Bridletowne Circle to any portion of the building greater than 3 storeys in height.

4. Schedule 'C' of the L'Amoreaux Zoning By-law No. 12466, **EXCEPTIONS LIST**, is further amended by adding the following Exception No. 31

31. On those lands identified as Exception No. 31 on the accompanying Schedule 'C' map, the following provisions shall apply:

- a) Matters to be provided pursuant to Section 37 of the *Planning Act*, R.S.O, 1990 c. P. 13, as amended:

In exchange for the increase in density provided herein, the owner of lands shall enter into an agreement pursuant to Section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to be registered on title to the lands, to secure facilities, services and matters, on the terms set out therein, for each of two phases of development for the lands as identified therein, as follows:

- \$800,000 payable prior to the issuance of the first building permit on the north block (Phase 1) towards the capital improvements for the expansion of the Bridlewood Library;
- \$800,000 payable prior to the issuance of the first building permit on the south block (Phase 2) towards the capital improvements for the expansion of the Bridlewood Library;

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

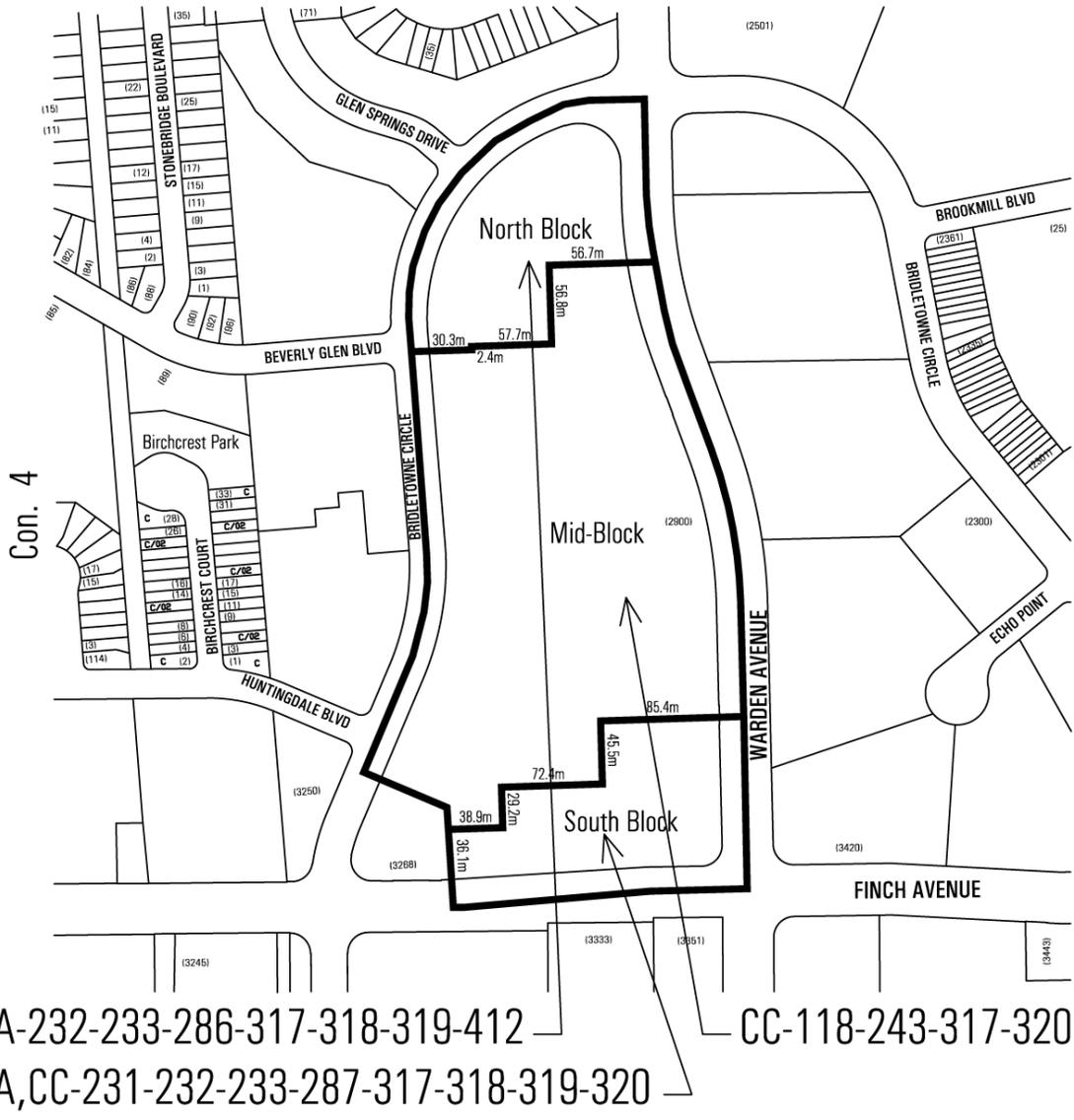
DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

# Schedule '1'

Lot 33



**TORONTO** City Planning Division  
**Zoning By-Law Amendment**

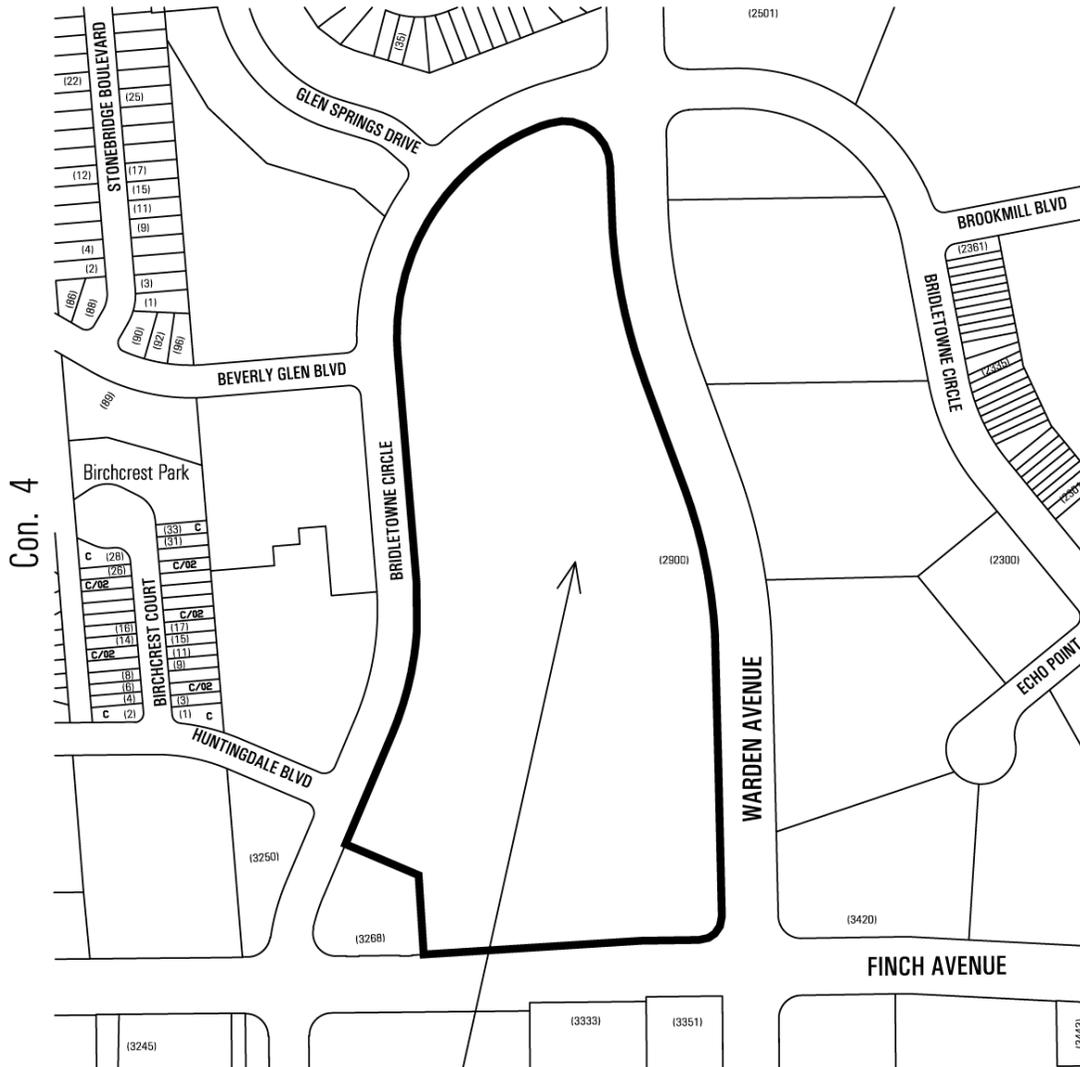
2900 Warden Avenue  
 File # 08-143653 OZ

 Area Affected By This By-Law

L'Amoreaux Community Bylaw  
 Not to Scale  
 07/30/10

Schedule '2'

Lot 33



Con. 4

Exception No. 31

**TORONTO** City Planning Division  
**Zoning By-Law Amendment**

2900 Warden Avenue  
 File # 08-143653 OZ

 Area Affected By This By-Law

L'Amoreaux Community Bylaw  
 Not to Scale  
 07/30/10



## **Attachment 8: Matters to be secured in the Section 37 Agreement**

The following matters are to be addressed by the Owner and are to be secured in the Section 37 Agreement:

### Traffic Impact

1. Enter into a Site Plan Agreement to implement and maintain the stormwater management measures/facilities, site grading traffic operations measures/facilities and site servicing with the City.
2. Enter into a financially secured agreement to construct municipal services on City property.
3. Enter into a site plan agreement to construct and maintain all facilities necessary in order to receive City collection of solid waste and recyclable materials in accordance with an accepted Waste Management Plan.
4. Provide securities of \$200,000.00 for the signalized mid block pedestrian crossing for a 5 year period after the full occupancy of the development site. The security is to be refunded to the owner if not required for pedestrian safety reasons at the discretion of the General Manager, Transportation Services.
5. Provide financial security for the following municipal infrastructure improvements in accordance with the accepted drawings:
  - a) All costs associated with the roadway improvements, pavement marking modifications, signal timing modifications including, but not limited to, any and all hardware modifications to the traffic control signal plant.
  - b) All costs associated with the implementation of southbound right turn lane to accommodate the future demands of the proposed development, to alleviate the through queuing and to increase the efficiency of transit operations at the intersection of Finch Avenue and Warden Avenue.
  - c) All costs associated with pavement marking/roadway modifications required/recommended to Warden Avenue in an amount to be determined once an acceptable Functional/Pavement Marking Plan have been submitted for review.
  - d) All costs associated with the installation of an exclusive northbound left turn and southbound right turn lane at the intersection of Warden Avenue and proposed new driveway No. 2. Storage lengths and tapers must be accordance with the Transportation Association of Canada (the applicant must ensure that the design of the southbound right turn lane to accommodate the additional southbound right turn traffic (253 vehicles) which were destined to driveway No. 2 during the 2014 future total traffic volumes for the Friday PM peak hour and the relocation of the existing TTC transit stop to the near side of this proposed signalized intersection is sufficient to accommodate the future demands). Transportation Services wish to ensure that the future southbound right turn lane will provide sufficient storage to accommodate the future demands and to ensure that the southbound curb through lane remains unobstructed by an insufficient southbound right turn storage lane.
  - e) All costs associated with the installation of Traffic Control Signals on Warden Avenue at proposed driveway No. 2 (including any boulevard modifications required for pedestrian linkages from the municipal sidewalk on both sides of Warden Avenue). The applicant must be advised to contact Mr., Rob Declair,

- Supervisor, Traffic Signals, Traffic Plant Installation and Maintenance (Electrical) in this regard and provide him with a copy/digital copy of the proposed site plan and complete any and all necessary adjustments to the traffic control signal plant. Upon review of the noted drawings Mr. Rob Decleir, will provide a total amount of securities that will be required .These approved signal drawings must then be illustrated on all plans.
- f) All costs associated with the removal of the existing Pedestrian Signalized Crossing located on Warden Avenue, mid-block between Finch Avenue and Bridletowne Circle (including the removal of the existing pedestrian concrete platform and restoration of the municipal boulevard).
  - g) All costs associated with the traffic control signal timing optimization/ coordination at all intersections identified in the traffic impact study.
  - h) All costs associated with the improvement of the pedestrian realm (such as boulevard and sidewalk modifications) in the surrounding vicinity of this site that may result from the on-going community consultation meetings and the Design Charette.
6. Pay for the above municipal infrastructure improvements and make necessary arrangements with Technical Services to carry out the work.
  7. The applicant shall enter into discussions with the Affordable Housing Office regarding providing housing on the subject lands in accordance with the Affordable Housing Program – Homeownership Component or such other affordable housing program as may be considered appropriate by the Affordable Housing Office.

## **Attachment 9: Phasing Plan**

The Owner shall be required to follow the Phasing Plan dated, June 17, 2010 submitted by Bousefields Inc.

### **Proposed Phasing**

Phase 1 includes the 7-storey and 10-storey buildings along Bridletowne Circle, as well as the 19-storey building on Warden Avenue. It is likely that the 7-storey and 10-storey buildings would be built first, with the 19-storey building to follow later, together with the associated underground parking (if not pre-built as part of the development on the 7-storey and 10-storey buildings).

In order to provide access and parking, the construction of the new driveway entrance from Warden Avenue leading to the underground garage would be required. As well, the commercial parking and access on the north part of the site would be reconfigured and replaced at the Bridletowne Circle grade level (i.e. one level below the Warden Avenue elevation and the landscaped courtyard).

Prior to the occupancy of any buildings in Phase I, the following landscape and access improvements would be made to the existing mall property:

- relocation and signalization of the existing mall driveway from Warden Avenue;
- implementation of the landscaped walkway from Warden Avenue adjacent to the new driveway, leading to the Christie Cemetery;
- tree planting along the northerly portion of the Warden Avenue frontage;
- pedestrian walkway improvements at the Bridletowne Circle entrance; and
- tree planting along the northerly portion of the Bridletowne Circle frontage.

Phase 2 would involve the build-out of the south portion of the site. This would likely include two sub-phases: (1) the 23 and 25-storey buildings and associated underground parking and parking ramp located at the southeast corner of the site, and (2) the 23-storey building at the southwest corner of the site and the mall expansion. Given that access for the truck court beneath the mall expansion will be integrated with the underground circulation system for the 23-storey residential building at the southwest corner of the site, it is likely that both of these components would need to be built in tandem.

The development of the southeast corner of the site would also include the replacement of a portion of the displaced surface parking for Bridlewood Mall within the P1 and P2 levels of the buildings. Landscaping and tree planting along the southerly portion of the Warden Avenue frontage and the easterly portion of the Finch Avenue frontage would be included, as well as landscaping along the entrance from Warden Avenue.

The development of the southwest corner of the site would also include pedestrian walkway improvements at the Metro grocery store entrance from Bridletowne Circle, as well as tree planting along the southerly portion of the Bridletowne Circle frontage.