

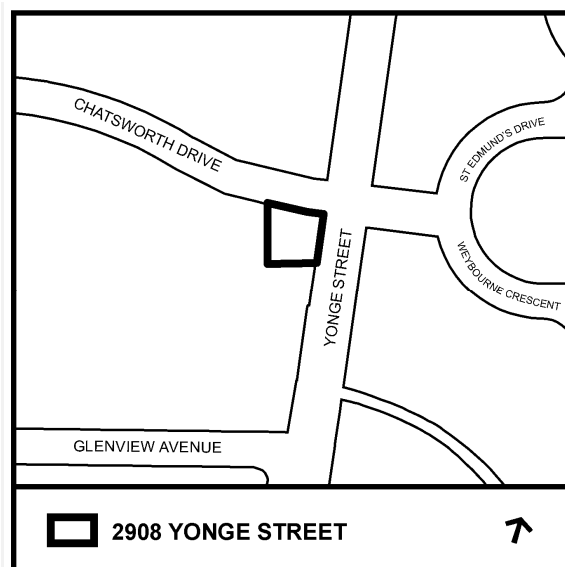
**2908 Yonge Street - Zoning By-law Amendment
Application – Refusal Report**

Date:	March 27, 2018
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 16 – Eglinton-Lawrence
Reference Number:	17 277147 NNY 16 OZ

SUMMARY

This application proposes a 13-storey mixed-use building containing 85 residential units and 421 square metres of at-grade retail at 2908 Yonge Street. A total of 8,559 square metres of gross floor area is proposed which would result in a density of 7.77 times the lot area. The proposed height of the building to the top of the main roof is 44.20 metres while the proposed building height to the top of the mechanical penthouse is 47.8 metres. A total of 70 parking spaces are proposed in a 4-level underground parking garage accessed from Chatsworth Drive.

City Planning staff recommend that the application be refused in its current form. The proposal is not consistent with the Provincial Policy Statement (2014) and does not conform to the Growth Plan for the Golden Horseshoe (2017). The proposal does not meet the Official Plan policy for *Avenues*, built form principles and healthy neighbourhoods policies of the Official Plan or the development criteria for the *Mixed Use Areas* land use designation. In this instance, the built form does not fit the existing or planned context and fails to meet the city's Official Plan policies and guidelines for Mid-Rise buildings with appropriate height, scale and massing of built form including appropriate setbacks and step-backs. The proposal presents an inappropriate transition in scale to the park, neighbourhood to the west and public streets. The proposal represents an



overdevelopment of the site.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council refuse the application to amend the Zoning By-law at 2908 Yonge Street for the reasons contained in the report from the Director of Community Planning, North York District dated March 27, 2018 including the following reasons; the proposed development application is inconsistent with the Provincial Policy Statement (2014), contravenes the Growth Plan for the Golden Horseshoe (2017), does not conform to Official Plan Policies or respect the Performance Standards of the Avenues and Mid-Rise Building Study.
2. City Council authorize the City Solicitor together with City Planning and other appropriate staff to appear before the Local Planning Appeal Tribunal in support of city Council's decision to refuse the application, in the event that the application is appealed to the Local Planning Appeal Tribunal.

Financial Impact

The recommendations in this report have no financial impact.

Pre-Application Consultation

A pre-application consultation meeting was held with the applicant on August 9, 2017 to discuss the proposed development and complete application submission requirements. Potential issues that were raised included the appropriateness of the built form, the height of the building, transition to the neighbourhood, a determination of how parkland dedication would be provided, and the potential constraints necessitated by the surrounding lands under the jurisdiction of the Toronto Region Conservation Authority and the City of Toronto ravine protection policies. The applicant has not made any apparent changes to the development proposal from what staff saw in August of 2017.

ISSUE BACKGROUND

Proposal

The applicant proposes to construct a 13-storey mixed-use building containing 85 residential units and a total of 421.8 square metres of commercial space on the ground floor and mezzanine level. A total of 8,559 square metres of gross floor area is proposed which would result in a density of 7.77 times the lot area. The proposed height of the building to the top of the main roof would be 44.20 metres while the proposed height to the top of the mechanical penthouse would be 47.8 metres. A total of 70 parking spaces are proposed in a 4-level underground parking structure (See Attachment 1: Site Plan).

Vehicular access to the building would be provided from Chatsworth Drive at the west end of the site. A two-way driveway would provide access to a covered ramp leading to the underground 4-level

parking garage. The driveway would also provide access to a Type 'G' loading space and associated receiving/garbage/moving room.

The site itself is irregularly shaped and the proposed building would also be irregular in shape. The proposed building setbacks are provided in Table 1.

At grade, the building would be set back from the Yonge Street property line approximately 0.7 metre after the required road widening of 0.4 metre is taken. Along the south lot line, the retail portion of the building and the access ramp to the underground garage would have a proposed setback of approximately 0.5 metres. Along the southwest property boundary, which abuts Duplex Parkette, the access drive aisle to the parking structure and loading area would have a zero metre setback from the west lot line. In the northwest corner of the site, the drive aisle would be separated from the property line by a small, triangular-shaped perennial planting bed of approximately 11.0 square metres. Along the Chatsworth Drive frontage, the building setback is irregular but at its closest point, the building would be located on the property line.

While the plans are not dimensioned, the below-grade parking garage appears to be set back from the south and west lot lines (which coincide with city park land) approximately 0.5 metres. The north face of the underground parking garage is proposed to have a zero lot line setback from the Chatsworth Drive property line while the proposed setback of the underground parking structure from the Yonge Street lot line is also proposed to be zero metres from the existing lot line.

The anticipated road allowance for Yonge Street in this location is a 27.0 metre right-of-way. Given this, a road widening of 0.4 metre is required of the applicant along the Yonge Street property line. A corner rounding with a 6.0 metre radius would also be required at the corner of Chatsworth Drive and Yonge Street. The applicant has shown both the road widening and the corner rounding on the plans of the proposed development. Portions of the building would encroach into the corner rounding both below and above grade. Once the required road widening is taken along Yonge Street the underground parking garage would appear to encroach into the public right-of-way.

A retail component of 296.07 square metres would be located along the entire Yonge Street frontage with a 125.11 square metre mezzanine level provided above. The remainder of the building at grade would contain ancillary uses to the main residential use such as the lobby entrance/concierge, elevators, mail room, moving room, solid waste management room and loading area (See Attachment 3: Ground Floor Plan).

A total of 70 vehicular parking spaces would be provided on site for residents and visitors. On the P1 level, 7 parking spaces would be intended for residential visitors and commercial uses. On each of the P2, P3 and P4 levels, 21 parking spaces would be provided for residents.

Seventy-four long term bicycle parking spaces for residents would be provided in the below-grade parking structure. Of those, 24 spaces would be provided in the P1 level of the garage structure in a secure room and 50 bicycle stacked parking spaces would be provided in the P2 level of the parking structure in a secure room. A total of 27 short term bicycle parking spaces are proposed on site for visitors to the residential and non-residential uses in the building. Of those, 17 exterior short term bicycle parking spaces would be provided at-grade, adjacent the main residential entrance door within a weather protected area for residential visitors. Six bicycle parking spaces would be provided on private property along the Yonge Street frontage of the building for retail visitors. In the P1 level of the parking

structure, a further 4 bicycle parking spaces would be accessible to visitors. Additional bicycle rings are proposed within the public right-of-way along the Yonge Street frontage.

The proposed development would provide a total of 206 square metres of indoor amenity space and 99 square metres of outdoor amenity space. At the second floor, an outdoor terrace facing south and west towards Duplex Parkette would provide 99 square metres of outdoor amenity space. Also on the same level an abutting indoor amenity area would be provided that would be 114.48 square metres. This indoor amenity area would be connected by a staircase to a 92.31 square metre indoor amenity area located on the Mezzanine level below.

The following table summarizes the development statistics. See Attachment 10: Application Data Sheet for more information.

Table 1

Category	Proposed Development
Site Area	1,102 square metres
Building Height	13 storeys and 44.20 metres without mechanical, 47.8 metres with the mechanical penthouse
Ground Floor Height	6.8 metres
Density	7.7 times the lot area
Building Setbacks - North (Chatsworth Drive) - East (Yonge Street) - South (Duplex Parkette) - West (Duplex Parkette)	0.0 metres 0.65 metres 0.3 metres 5.7 metres
Building Floor Plate (Typical)	Varies: 496 - 762 square metres
Building Step-backs - North - East - South - West	2.5 – 7.8 metres at 11 th floor 2.6 metres at 8 th floor, 2.4 metres at 11 th floor 0.0 – 2.8 metres at 3 rd floor, 2.6 metres at 11 th floor 2.4 metres at 3 rd , 0-3.0 metres at 8 th floor, 2.4 metres at 11 th floor
Gross Floor Area -Residential -Non-residential -Total	8,138 square metres 421 square metres 8,559 square metres
Number of Dwelling Units - 1 Bedroom - 1 Bedroom and den - 2 Bedroom - 2 Bedroom and den -3 Bedroom	85 units total 3 units (4%) 6 units (7%) 15 units (17%) 52 units (61%) 9 units (11%)
Vehicle Parking	70 total 7 visitor 0 retail 63 resident

Bicycle Parking	101 total 74 residential long term 2 retail long term 4 retail visitor short term 17 residential visitor short term 4 visitor short term
Residential Amenity Space - Indoor - Outdoor	-206 square metres -99 square metres

Site and Surrounding Area

The 1,102 square metre site has 30.48 metres of frontage on the west side of Yonge Street and 35.4 metres frontage on the south side of Chatsworth Drive. Yonge Street is an arterial road with an anticipated right-of-way of 27.0 metres. Chatsworth Drive is a 20.0 wide one-way westbound Collector Road. The site slopes down from west to east by approximately 1.5 metres. An existing gas station, known as Lawrence Park Petro Canada, operates on the site. A one-storey flat-roof gas station building with a gas pump bay fronting Yonge Street and surface parking areas fronting Chatsworth Drive are located on the mostly-paved site. The applicant intends to demolish the existing gas station operation (See Attachment 3: Context Plan).

Surrounding land uses include:

North: A complex of 4 apartment buildings are located immediately north of the site along Yonge Street and Chatsworth Drive. The Chatsworth Manor Complex was built in the 1930's and comprises buildings of 5 and 6 storeys along Yonge Street (2928 and 2932 Yonge Street and 1 Cheritan Avenue) and a 4 storey apartment at 14 Chatsworth Drive. Detached dwellings line the north side of Chatsworth Drive to the northwest of the site (See Attachment 5a: Building Massing Model (view from southeast)).

South: Duplex Parkette. An entrance to the Chatsworth Ravine and Duplex Parkette is located immediately to the south of the site on Yonge Street. Beyond this is a 9-storey condominium apartment building known as Muir Park at 2900 Yonge Street which is developed on a sloped site and built into the hill. Detached dwellings are located on both sides of Glenview Avenue south of Duplex Parkette (See Attachment 5b: Building Massing Model (view from northwest)).

East: Alexander Muir Memorial Gardens Park is located across Yonge Street and the Lawrence Park Tennis Club is located further east. Detached homes line the east side of the public streets beyond the city parkland.

West: Duplex Parkette. An entrance to the Chatsworth Ravine and Duplex Parkette is located immediately to the west of the site on Chatsworth Drive. Beyond that is the former site of the Fifth Church of Christ Scientist for which a zoning by-law amendment application has been submitted (File # 17 277580 NNY 16 OZ). The application is for a 5-storey apartment building containing 51 residential units. The application was received at the end of December 2017.

Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* sets out matters of provincial interest, which City Council shall have regard to in making decisions under the *Planning Act*. The matters include: the orderly development of safe and healthy communities; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems, the conservation of features of significant architectural, cultural, historical and archaeological or scientific interest; the appropriate location of growth and development; and the promotion of a built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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

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

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Conservation of *cultural heritage resources* in order to foster a sense of place and benefit communities, particularly in *strategic growth areas*;

- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

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

Official Plan

The site is designated *Mixed Use Areas* on Map 17 of the Official Plan (See Attachment 6: Official Plan Map 17 Land Use). This is one of four designations identified in the Official Plan as providing opportunities for increased jobs and/or population. Underutilized lots within *Mixed Use Areas* have the potential to absorb much of the new housing growth expected in Toronto over the coming decades. While the *Mixed Use Areas* designation encourages intensification, the Plan recognizes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

The Official Plan establishes criteria for development in *Mixed Use Areas* that are intended to contribute to the quality of life. It is the intent that development will:

- 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;
- Provide for new jobs and homes for Toronto's growing population on underutilized lands in areas such as designated *Mixed Use Areas*;
- Provide a transition between areas of different development intensity, particularly providing setbacks from and stepping-down of building heights towards lower scale *Neighbourhoods*;
- Locate and mass new buildings to minimize shadow impacts on adjacent *Neighbourhoods* during the spring and fall equinoxes;
- 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;
- Provide an attractive, comfortable and safe pedestrian environment;
- Have access to schools, parks, community centres, libraries, and childcare;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and

- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The Official Plan identifies areas that are well-served by public transit and the existing road network and which have a number of properties with redevelopment potential that can accommodate growth. These areas are shown on Map 2 Urban Structure and are identified by four categories including *Avenues* (See Attachment 7: Official Plan Map 2 Structure Plan). The *Avenues* are important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit service for community residents. The subject site falls within an *Avenues* overlay. The Official Plan identifies that development along the *Avenues* will generally be at a much lower scale than in the *Downtown* and generally at a lower scale than in the *Centres*.

The segments of *Avenues* that are designated in the Official Plan as *Mixed Use Areas* are one location where *Avenues* are to be re-urbanized and targeted for growth. The recommended Performance Standards of the *Avenues & Mid-Rise Buildings Study* apply to these areas.

Development in *Mixed Use Areas* on *Avenues* prior to an *Avenue Study* has the potential to set a precedent for the form and scale of re-urbanization along the *Avenue*. For this reason, proponents of such proposals are required to address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. Section 2.2.3, Policy 3b sets out the criteria that must be examined in such an *Avenue Segment Review*. An *Avenue Study* has not been completed by the City for this segment of Yonge Street.

Chapter 2 of the Official Plan contains principles for steering growth and change to some parts of the city, while protecting our neighbourhoods and green spaces from development pressures. *Neighbourhoods* are seen as being stable but not static. The policies require that developments in *Mixed use Areas* that are adjacent or close to *Neighbourhoods* will be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density through the stepping down of buildings towards, and setbacks from, those *Neighbourhoods*, maintain adequate light and privacy for residents in those *Neighbourhoods*, and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*. The policies go on to note that intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that neighbourhoods are protected from negative impact.

Section 3.1.1 of the Official Plan addresses the public realm, recognizing how important good design is in creating a great city, and great cities are identified by the look and quality of their streets and public spaces and the buildings which frame and define them. Toronto's concession road grid is recognized as a major organizing element to be maintained and improved. The policies require that new development enhance the quality of the public realm and streets adjacent to new development will be designed to perform their diverse roles.

The narrative of Section 3.1.2 Built Form acknowledges that our personal enjoyment of our streets and open spaces depends on the visual quality, activity, comfortable environment, and perception of safety in those spaces. Those qualities are influenced directly by the built form of adjacent buildings. New development needs to fit in, respecting and improving the character of the surrounding area.

The Official Plan encourages the inclusion of public art in all significant private sector developments across the City. Art is a public benefit to be enjoyed and experienced by residents and visitors throughout the city.

The Official Plan provides for the use of Section 37 of the *Planning Act* to secure the provision of community benefits in return for an increase in height and/or density of a development. The City may require the owner to enter into an agreement to secure these matters.

The Official Plan can be found at this link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Official Plan Amendment 320

As part of the city's ongoing Official Plan Five Year Review, Council adopted Official Plan Amendment 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods*, and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhood* sites and to implement the City's Tower Renewal program.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016 which decision has been appealed in part. The OMB commenced the hearing of appeals of OPA 320 in May 2017 and it remains ongoing.

On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found at the following link:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas* that are adjacent and close to *Neighbourhoods*. The new criteria address components in new development such as amenity and service areas, lighting and parking.

Mid-Rise Guidelines

The Avenues and Mid-Rise Buildings Study provides design guidelines for new mid-rise buildings, particularly on the *Avenues* as identified on Map 2 of the Official Plan. The main objective of this study is to encourage future intensification along the *Avenues* that is compatible with the adjacent *Neighbourhoods* through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-Rise Buildings Study provides a list of best practices, categorizes the *Avenues* based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The performance standards are intended to provide for a pleasant pedestrian experience and an appropriate transition between new mid-rise buildings in *Mixed Use Areas* and low-rise houses in adjacent *Neighbourhoods* through measures such as setbacks, building stepbacks, and angular planes (See Attachment 8: Key Components of the Mid-Rise Guidelines Performance Standards).

You can find the Mid-Rise Guidelines here: <https://www.toronto.ca/wp-content/uploads/2017/09/9039-Avenues-Mid-Rise-Buildings-Study-Part-1.pdf>

Mid-Rise Building Performance Standards Addendum

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines. Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

<https://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92536.pdf>

Mid-Rise Building Performance Standards Addendum may be found here:

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Growing Up Draft Urban Design Guidelines

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under-review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale.

Zoning

Former City of Toronto Zoning By-law 438-86

The site is zoned "MCR T3.0 C0.5 R3.0", a Mixed Commercial Residential Zone, by former City of Toronto Zoning By-law 438-86 which permits a variety of residential uses including an apartment building as well as a range of non-residential uses (See Attachment 9a). The maximum permitted total gross floor area is 3.0 times the lot area and, of that, the maximum permitted gross floor area for non-residential uses is 0.5 times the lot area. The maximum permitted residential gross floor area is also 3.0 times the lot area. The maximum permitted building height for this site is 18.0 metres.

The Zoning By-law contains a number of exceptions that apply to this site including Section 12(2) 107 which effectively imposes a 60 degree angular plane along the west property line and at a point 10.06 metres east of the east property line. There is a minimum building setback requirement of 6.1 metres from the west lot line.

City of Toronto Zoning By-law 569-2013

The site is zoned CR 3.0 (c0.5; r3.0) SS2 (x2429) by City of Toronto Zoning By-law 569-2013 (See Attachment 9b). Permitted uses include a variety of residential uses including an apartment building as well as a broad range of non-residential uses. The maximum permitted total gross floor area is 3.0 times the lot area and, of that, the maximum permitted gross floor area for non-residential uses is 0.5 times the lot area. The maximum permitted residential gross floor area is also 3.0 times the lot area. The maximum permitted building height for this site is 18.0 metres.

Zoning By-law 569-2013 contains a number of provisions that would create a building envelope sculpted by setbacks and angular planes. Where a main wall of a building has windows or openings, the main wall must be set back at least 5.5 metres from a side lot line that is not adjacent to a street or lane. The requirement would apply to the south face of the building. The Front Façade angular plane guideline (Performance Standard #4) of the Avenues and Mid-Rise Building Guidelines has been incorporated into Zoning By-law 569-2013 in that the building may not penetrate a 45 degree angular plane, measured at a line parallel to, and at a height above, a lot line that abuts a street and is not a rear lot line, equal to 80% of the width of the street right-of-way on which the lot fronts.

In the CR zone, a building must be set back at least 7.5 metres from the rear lot line (the west lot line, in this case). Where a lot abuts an ON Zone, as is the case for this lot abutting Duplex Parkette, the building on the lot of the CR Zone may not penetrate a 45 degree angular plane projected over and along the entire required rear yard setback, starting at a height of 10.5 metres above the average elevation of the ground along the rear lot line (the west lot line, in this case). The determination for a shallow lot under Zoning By-law 569-2013 is based upon the width of the street right-of-way on which the lot has frontage. This zoning by-law requirement reflects and implements Performance Standard 5B of the Mid-Rise Guidelines.

Site Plan Control

A development proposal on this site is subject to the Site Plan Control By-law and an application for Site Plan Control Approval has not been filed.

Tree Preservation

The application is subject to the City of Toronto Private Tree By-law. A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on private property. The applicant has submitted an Arborist Report prepared by Strybos Barron King, and dated November 20, 2017. The report indicates that there are no trees on the site itself but there are several trees that flank the west and south property limits. Those trees will be subject to the Ravine and Natural Feature Protection (RNFP) Bylaw requirements.

Ravine Control

The site lands which are located below the top-of-bank line as determined by the Toronto and Region Conservation are within the limits of the Ravine and Natural Feature Protection By-law and within the Toronto and Region Conservation Authority (TRCA) Regulation Area. Under the Ravine By-law, a permit is required to injure or destroy a tree, place or dump fill, or to alter the grade of the land.

Toronto and Region Conservation Authority

The site is regulated by the Toronto and Region Conservation Authority (TRCA). Under the *Conservation Authorities Act*, the TRCA has the power to regulate development in certain designated areas. A permit would be required from the TRCA prior to any development taking place. As per TRCA Policy, new development is not permitted within the Natural System identified as being a 10-metre buffer from the greater of the long term stable top of slope/bank, stable toe of slope, regulatory floodplain, meander belt and any contiguous natural features or areas (dripline).

Reasons for the Application

The proposed mixed-use building, at a height of 44.20 metres (excluding mechanical) and a density 7.77 times the lot, does not comply with the regulations of the Zoning By-laws. Zoning By-law 438-86 and Zoning By-law 569-2013 both permit a maximum height of 18.0 metres on this site. The maximum permitted density under both Zoning By-laws is 3.0 times the lot area. A Zoning By-law Amendment would set out the site specific performance standards.

Application Submission

The following reports/studies were submitted with the application:

- Architectural Plans
- Landscape Plans
- Arborist Report
- Tree Inventory and Preservation Plan
- Shadow Studies
- Planning and Urban Design Rationale
- Natural Heritage Impact Study
- Traffic Review
- Geotechnical Investigation
- Contaminated Site Assessment
- Hydrogeotechnical Investigation
- Functional Servicing and Stormwater Management Report
- Noise and Vibration Impact Feasibility Study
- Pedestrian Wind Assessment
- Public Consultation Strategy
- Building Massing Model.

A Notification of Complete Application was issued to the applicant indicating that the application met the complete application submission requirements of the Planning Act and the Official Plan as of December 20, 2017.

Community Consultation

A Community Consultation Meeting was held by City Planning on February 28, 2018 at Glenview Presbyterian Church. The meeting was attended by approximately 95 people, the local and adjacent Councillors, the applicant and City staff. Planning Staff presented the planning framework and an overview of the application. A question and answer period followed the presentations.

The following provides a summary of the comments, issues and concerns expressed both at the meeting and submitted in writing to City Planning after the meeting:

1. Relating to Built Form:

- This proposal dwarfs the nearby buildings on Yonge Street and should not be higher than neighbouring apartment building heights;
- The proposal fills the site and will destroy trees within the park that are close to the lot line;
- The Yonge-Lawrence intersection context is not comparable to the subject site – the height and density at that intersection is not appropriate here;
- Any additional height above the Mid-Rise guidelines needs to benefit the community in some way; and
- This development will shadow the adjacent parks due to its height - Shadows on the park need to be mitigated, particularly on the garden across the street (Alexander Muir).

2. Relating to Streets, Sidewalks, Traffic and Parking:

- The one-way westbound segment on Chatsworth Drive should be reviewed;
- Is there enough parking for residents and visitors?;
- Four levels of underground parking seems excessive;
- Vehicles leaving the site will cause infiltration issues for the neighbourhood; and
- People make illegal eastbound turns regularly on Chatsworth Drive – this development will exacerbate that situation.

3. Related to Neighbourhood Character and Community Considerations:

- The community is not opposed to development but this is not a high-rise site;
- Residential use is appropriate on this site;
- Commercial uses are not sustainable or necessary here;
- The proposed intensity will be detrimental on neighbourhood parks, roads and schools;
- The development sets a poor precedent for the nearby 41 Chatsworth Drive site;
- The city needs more affordable housing, not luxury buildings; and
- Can the city expropriate this site and expand the existing park?

4. Relating to Construction:

- The gas station site soils are likely contaminated and will need to be remediated;
- Has a Hydrogeological study been done – the park contains a piped creek (Otter Creek) and the development may impact the creek and pipe;
- The vibrations from digging so deep could be destructive to older homes in neighbourhood;
- Where is the TTC Yonge-University Line subway box relative to Yonge Street and will this development impact the subway tunnel?;
- How long does construction take?;
- Will any roads need to be closed during construction? ;and
- Where will cement trucks be routed?

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application. Input from the recent community consultation meeting has also been taken into consideration.

COMMENTS

Planning Analysis

This section provides an overview of planning considerations used in the evaluation of the proposed Zoning By-law Amendment application. The comments draw on input from City and agency staff, technical studies, applicable planning policies and guidelines, and an analysis of the proposed development and surrounding context.

The site is in an area where intensification is supported by both the Provincial policy documents and the City of Toronto Official Plan. Redevelopment at a height and/or density above the current permissions is only appropriate if sufficient regard is had for the in-force and emerging planning policies and guidelines, the existing built form context, shadow impacts, privacy and traffic impacts. Intensification that fails to adequately address these matters is not supportable.

Provincial Policy Statement

City Planning staff have reviewed and evaluated the proposal to determine consistency with the Provincial Policy Statement (2014).

Section 1.1 of the Provincial Policy Statement (PPS) describes how Ontario's long term prosperity, environmental health and social well-being depends upon wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, livable, healthy and resilient communities, protecting the environment and public health and safety. Policy 1.1.1 addresses ways that healthy, liveable and safe communities are sustained including accommodating an appropriate range and mix of residential housing (Policy 1.1.1b), avoiding development and land use patterns which may cause environmental or public health and safety concerns (Policy 1.1.1c) and promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate (Policy 1.1.1h). The proposed development proposes a range of dwelling sizes and in this regard, conforms to the PPS Policy 1.1.1b. The proposed density of the development and lack of setbacks from, and transition to, the abutting lands designated *Parks and Open Space Areas* with a *Natural Heritage System* overlay as identified in Official Plan Map 9 Natural Heritage and the lands designated *Neighbourhoods* would not conform to Policies 1.1.1c and 1.1.1h of the Provincial Policy Statement.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space of the PPS requires that healthy, active communities should be promoted by planning and providing for a full range and equitable distribution of publically accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages. As described below, the City requires on-site parkland for this application to add to the existing middle quintile of current provision of parkland. In this regard, the lack of contribution of on-site parkland contravenes Policy 1.5.1b in the PPS. Policy 1.5.1d requires that protected areas be recognized and that negative impacts on these areas

be minimized. The proposed development does not respect the identified Natural Heritage System in Duplex Parkette in terms of interface and transition, and in this regard, contravenes Policy 1.5.1d of the PPS.

Policy 1.1.3.3 requires that planning authorities identify appropriate locations for intensification and redevelopment where it can be accommodated taking into consideration existing building stock or areas. The City of Toronto Official Plan has responded by establishing areas for intensification and includes policies to encourage intensification, provided that this can occur in the context of other applicable policies. Importantly, the City of Toronto Official Plan and supporting documents such as the Avenues and Mid-Rise Buildings Study recognizes that context is important. The height and scale of the proposed development is not appropriate for the area context in contravention of Policy 1.1.3.3 of the PPS.

Section 4.7 of the PPS identifies the Official Plan as being the most important vehicle for implementing the PPS. As noted above and in this discussion, a number of the City of Toronto Official Plan policies and the supporting Avenues and Mid-Rise Building Study Performance are not addressed by the proposed development, in contravention of the PPS.

In summary, the proposed development does not conform to a number of policies of the PPS including Policy 1.1.1c , 1.1.1h, 1.5.1d, 1.1.3.3 and 4.7.

Growth Plan for the Greater Golden Horseshoe (2017)

City Planning staff have reviewed and evaluated the proposal to determine consistency with the Growth Plan for the Greater Golden Horseshoe (2017). All decisions on planning matters must conform and not conflict with the Plan.

The Growth Plan (2017) 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. The Growth Plan strives, among other things, to direct growth to areas of urban intensification. It requires municipalities to set clear targets for population and employment growth. The Growth Plan also directs growth to urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields to provide a key focus for transit and infrastructure investments to support future growth.

Policy 2.2.1 of the Growth Plan suggests that applying the policies of the Plan will support the achievement of complete communities that, among other things, c) provide a range and mix of housing options, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. In compliance with Policy 2.2.1.4c, the proposed development would provide a range of unit sizes to accommodate the needs of different household sizes and people at different stages of life. The proposed development does not, however, conform to the requirement to ensure the development of an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. The lack of adherence to the Council-endorsed Mid-Rise Guidelines on the proposed development creates a situation where shadows will be cast on abutting public streets and neighbouring parks for longer times periods than acceptable based on Official Plan policies and anticipated in the Guidelines and the building

transition to abutting public parkland is non-existent or poorly executed in contravention of the Official Plan and Mid-Rise Guidelines.

Growth Plan Policy 2.2.2.4 requires a municipality to achieve the minimum intensification target and intensification throughout delineated built-up areas which will, among other sub-policies:

- a) encourage intensification generally to achieve the desired urban structure;
- b) identify the appropriate type and scale of development and transition of built form to adjacent areas; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

The Growth Plan (2017) requires that for the purposes of implementing its minimum intensification and density targets, municipalities are to undertake a municipal comprehensive review in order to delineate in their official plans urban growth centres, major transit station areas and other strategic growth areas for which a minimum density target will be established (Section 5.2.5.3). Municipalities are required to review and update their official plan policies by 2022 in order to conform with the Growth Plan (2017).

The Official Plan and supporting Avenues and Mid-Rise Building Study identifies the appropriate type and scale of development and transition of built form to adjacent areas for sites with an *Avenues* overlay on Official Plan Map 2 Structure Plan and designated *Mixed Use Areas* by the Land Use Map. The proposed development does not conform to Policy 2.2.2.4a, Policy 2.2.2.4b or Policy 2.2.2.4f of the Growth Plan as identified above as the proposal does not adhere to the *Mixed Use Areas* Official Plan designation and Avenues and Mid-Rise Buildings Study and does not represent an appropriate scale of development for the surrounding area nor does it appropriately transition to adjacent properties.

A portion of the public parkland that abuts the subject site to the west and south is identified as Natural Heritage System by Official Plan Map 9 Natural Heritage as required by Policy 4.2.2.2 of the Growth Plan. As noted above, the proposed development transitions poorly with little or no setback to the abutting Natural Heritage area within Duplex Parkette. Municipalities are required by the Growth Plan to "apply appropriate policies to maintain, restore, or enhance the diversity and connectivity of the system and long term ecological or hydrologic functions of the features and areas" under Policy 4.2.2.2. In this regard the proposed development does not address City of Toronto Official Plan policies and supporting documentation such as the Mid-Rise Guidelines in transitioning to the neighbouring Natural Heritage System.

Policy 5.2.4.5b) provides that "within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum density targets, provided that: the type and scale of built form for the development would be contextually appropriate; and the development would support the achievement of complete communities, including a diverse mix of land uses and sufficient open space". In this regard, the proposed development would not conform to this policy as the type and scale of the built form would not be contextually appropriate under the existing Official Plan policies and the guidelines articulated in the supporting Avenues and Mid-Rise Building Study. Further, the proposed development does not propose to contribute to the city's open space inventory under the parkland dedication policies.

In summary, the proposed development contravenes a number of the policies of the Provincial Growth Plan (2017) including 2.2.1.4e, 2.2.2.4, 4.2.2.2 and 5.2.4.5b.

Land Use

The site is designated *Mixed Use Areas* in the Official Plan. It is intended that *Mixed Use Areas* achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. *Mixed Use Areas* are to be areas where residents will be able to live, work, and shop in the same areas, or even in the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night. Although *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service uses in the City, not all *Mixed Use Areas* will experience the same scale or intensity of development. The proposed land use in the form of a mixed-use building (residential units with grade-related retail use) is supported by the *Mixed Use Areas* designation.

Growing Up Draft Urban Design Guidelines

With respect to the residential uses contained in the proposal, a range of unit sizes is proposed including 18% 2-bedroom, 62% 2-bedroom and den and 11% 3-bedroom units which generally supports the objectives of the Growing Up Draft Urban Guidelines, Official Plan housing policies (Section 3.2.1), and the Growth Plan (2017) growth management and housing policies (Policy 2.2.1.4) to accommodate within new development a broad range of households, including families with children. More detailed plans will be required to assess the actual unit sizes to address the Growing Up Draft Urban Design Guidelines.

Built Form and Existing Context

The City of Toronto Official Plan requires that new buildings be sited, massed and scaled to fit harmoniously into its existing context and development must limit its impact on neighbouring streets, parks, open spaces and properties. The massing of buildings should respect the existing street proportions and provide transition between areas of differing development intensity.

The City of Toronto Official Plan acknowledges that within *Mixed Use Areas*, the character from area to area will vary in accordance with the policies of the Plan.

The neighbourhood context along the west side of Yonge Street is as follows: Immediately north of the site is a mid-rise complex of apartment buildings (Chatsworth Manor) constructed in the early 1930's. The two buildings immediately north of the site are 6 storeys (approximately 17.5 metres) in height while a building further north is 5 storeys (approximately 15 metres) high. Interior to the neighbourhood on Chatsworth Drive is a 4 storey (approximately 13 metres) high apartment building on the north side. Detached dwellings line the north side of Chatsworth Drive further east and a vacant development site is located on the south side at 41 Chatsworth Drive separated from the subject site by an entrance to Duplex Parkette. A development application for a 4 and 5 storey apartment building containing 51 dwelling units has been submitted for this site (File # 17 277580 NNY 16 OZ). Further north on Yonge Street, Blessed Sacrament Roman Catholic Church is located at the northwest corner of Cheritan Avenue. Beyond this at 3000 Yonge Street is an apartment building constructed in the mid-1950's to coincide with the opening of the subway line to Lawrence Station. The buildings are 12.5 storeys high above grade. Immediately adjacent at 3018 Yonge Street is a 13-storey building that was approved at the Ontario Municipal Board at 12 storeys but obtained relief from the Committee of Adjustment for an additional floor.

On the east side of Yonge Street, the 2-storey George H. Locke Memorial Branch Library is located at the southeast corner of Yonge Street and Lawrence Avenue East. Lawrence Park, a large neighbourhood park, is located to the east and south surrounding the library. The park extends for 3 blocks along the east side of Yonge Street, from Lawrence Avenue south to Alexander Muir Memorial Gardens and contains a playground, an adult fitness area, a manicured garden area and tennis courts, all connected with walking trails. Further south are several older apartment buildings in the 4 to 6 storey range between Alexander Muir Road and Glengrove Avenue.

South of the site, beyond the entrance to Duplex Parkette, is a 9 storey (approximately 26.3 metre) condominium apartment building that was approved at the Ontario Municipal Board. This building is constructed into the side of a slope so that at the south end, it appears to be a 6 storey building from Glenview Avenue.

In summary, the context of the neighbourhood surrounding the site is generally a mid-rise form along Yonge Street with higher heights towards Lawrence Avenue, some of which resulted from Ontario Municipal Board decisions. The proposed development would further shift the context of the existing neighbourhood from that of a mid-rise form neighbourhood to one with an increasing number of high rise, high density buildings along Yonge Street. The proposed building in its current form does not meet the Official Plan policies for *Avenues* in Section 2.2.3 and Built Form Policies in Section 3.1.2.3. The proposed building has not been designed to fit harmoniously into its existing and/or planned context, does not limit its impact on neighbouring streets and is not massed at a good proportion to define the edges of streets.

Site Organization

One of the fundamental issues that will affect the site organization of this site is an on-site parkland dedication. As a result, the remaining site area will not be suitable to site a tower building with appropriate transitions and a traditional underground parking garage with ramping. The applicant needs to consider a mid-rise building form with a parking elevator.

Height and Density

The proposed development height of 13 storeys is in excess of the buildings which typify the immediate area, most of which are in the range of 4 to 6 storeys with the exception of 2900 Yonge Street, at the northwest corner of Yonge Street and Glenview Avenue, which is 9 storeys high. Closer to Yonge Street and Lawrence Avenue West, are the apartment complex at 3000 Yonge Street which is 13 storeys high and dates from the mid-1950's and the recently-constructed building at 3018 Yonge Street which was opposed by City Planning staff and City Council but received approval for 12-storeys from the Ontario Municipal Board (a further storey being approved by the City of Toronto Committee of Adjustment).

The proposed density of approximately 7.7 times the lot area is the highest compared to the majority of existing buildings in the neighbourhood. The building at 3000 Yonge Street was developed at a density of 7.1 times the lot area and 3018 Yonge Street was developed at approximately 6.8 times the lot area. Both properties are located along the west side of Yonge Street to the north of the subject site and just south of Lawrence Avenue West. The 9-storey building at 2900 Yonge Street, south of the subject site and at the northwest corner of Yonge Street and Glenview Avenue, has a density of 5.6 times the lot area. The remainder of the apartment buildings that establish the neighbourhood context have been

developed at a density of between 1.1 times the lot area and 4.3 times the lot area with the average density being approximately 3.0 times the lot area.

The proposed development with a density of 7.7 times the lot area is considered an over-development of the site. The building has minimal setbacks to the lots lines and lacks transition to its' neighbouring properties.

New development on this site must fit into the context of the existing neighbourhood and provide for appropriate building setbacks and transition to neighbouring properties. A residential development with a height and density that is a mid-rise form more in keeping with the neighbourhood would satisfy the Official Plan goal of encouraging intensification to take advantage of existing infrastructure and services and would ensure compatibility with the existing neighbourhood context. The proposed building in its current form does not fit the context of the existing neighbourhood as per the Official Plan policies contained within Section 3.1.2 Built Form.

Application of Avenues and Mid-Rise Buildings Study

The Avenues and Mid-Rise Buildings Study (Mid-Rise Guidelines and Addendum) includes a series of Performance Standards intended to guide the design of mid-rise buildings in a manner appropriate to the *Avenue*. The Performance Standards are guided by the objective to create healthy, livable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. To this end, built-form performance controls embedded in these standards will ensure that the *Avenue* develops in an appropriate and context-sensitive manner.

A mid-rise building is defined as a building which is no taller than the width of the adjacent street right-of-way or between 5 and 11 storeys, as determined by a 1:1 ratio equivalent to the anticipated width of the right-of-way. The ability to realize the maximum height is tempered by angular planes applied to the front of the site and the rear of the site respectively. Not all sites on the *Avenues* will be able to achieve the maximum height, as some properties are physically constrained.

The pertinent performance standards from the Avenues and Mid-Rise Buildings Study applicable to this particular development site, to achieve a successful mid-rise building, include the following:

Table 2

Performance Standard	Brief Description	Planning process in which to resolve standard
#1. Maximum Allowable Height	The maximum allowable height of buildings on the <i>Avenues</i> will be no taller than the width of the <i>Avenue</i> right-of-way.	Zoning By-law
#2. Minimum Building Height	All new buildings on the <i>Avenue</i> must achieve a minimum height of 10.5 metres (up to 3 storeys) at the street frontage.	Zoning By-law
#3. Minimum Ground Floor Height	The minimum floor to floor height of the ground floor should be 4.5 metres to facilitate retail uses at grade.	Zoning By-law
#4A. Front Façade: Angular Plane	The building envelope should allow for a minimum of 5-hours of sunlight onto the <i>Avenue</i>	Zoning By-law

	sidewalks from March 21 st – September 21 st .	
#4B. Front Façade: Pedestrian Perception Step-back	"Pedestrian Perception" step-backs may be required to mitigate the perception of height and create comfortable pedestrian conditions.	Zoning By-law
#4C. Front Façade: Alignment	The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.	Zoning By-law
#5B. Rear Transition to Neighbourhoods: Shallow	The transition between a shallow <i>Avenue</i> property and areas designated <i>Neighbourhoods</i> , <i>Parks and Open Space Areas</i> , and <i>Natural Areas</i> to the rear should be created through alternative setback and angular plane provisions.	Zoning By-law
#6. Corner Sites: Heights and Angular & Planes	On corner sites, the front angular plane and heights that apply to the <i>Avenue</i> frontage will also apply to the secondary street frontage.	Zoning By-law
#7A. Minimum Sidewalk Zones	Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone.	Zoning By-law
#7B. Streetscapes	<i>Avenue</i> streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great places to shop, work and live.	Site Plan
#8E. site Property Line: Side Street Setbacks	Buildings should be setback along the side streets to provide transition to adjacent residential properties with front yard setbacks.	Zoning By-law
#12. Balconies & Projections	Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.	Zoning By-law
#13. Roofs & Roofscapes	Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.	Zoning By-law
#14. Exterior Building Materials	Buildings should utilize high-quality materials selected for their permanence, durability and energy efficiency.	Site Plan
#15. Facades Design & Articulation	Midrise buildings will be designed to support the public and commercial function of the <i>Avenue</i> through well articulated and appropriately scaled facades.	Zoning By-law
#16A. Vehicular Access	Whenever possible, vehicular access should be provided via local streets and rear lanes, not the <i>Avenue</i> .	Site Plan
#17. Loading & Servicing	Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.	Site Plan
#18. Design Quality	Mid-rise buildings will reflect design excellence	Site Plan

	and green building innovation, utilizing high-quality materials that acknowledge the public role of the <i>Avenues</i> .	
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A summary of the key components from the Mid-Rise Performance Standards has been provided in Attachment 8.

Performance Standards #16A and #17 in Table 2 have been addressed in the proposal. Several other performance standards are more appropriately addressed at the Site Plan Control Approval stage as shown on Table 2. The majority of the listed Performance Standards in the table are required to be addressed through the Zoning By-law Amendment application process.

The appropriate height for a building on this site should be determined by applying the relevant massing controls such as setbacks, step-backs, and angular planes. Adherence to all of these performance standards will result in a building that has a very different massing than has been submitted with the application.

The anticipated road allowance for Yonge Street in this location is a 27.0 metre right-of-way as prescribed by Official Plan Map 3 – Right-of-Way Widths Associated with Existing Major Streets. The maximum height recommended on this site would be 27.0 metres exclusive of the mechanical penthouse as per Performance Standard #1. Achieving Performance Standard #1 should respect Performance Standards #4A and #5B. Performance Standard #4A gives direction to good street proportion on Yonge Street and Chatsworth Drive. It should be applied to the Yonge Street frontage to ensure that a minimum of 5 hours of sunlight will fall on the opposite sidewalk of the *Avenue* between the spring and fall equinoxes. As per Performance Standard #6, the front angular plane and heights that apply to the *Avenue* frontage should also apply to the secondary street frontage of Chatsworth Drive.

The proposed development respects Performance Standard #2 in that the building exceeds the minimum building height of 3 storeys. Performance Standard #3 is addressed in that the ground floor height would be 6.8 metres; in excess of the recommended minimum ground floor height of 4.5 metres. Performance Standard #4C encourages that the building be built to the front property line or applicable setback line. The proposed building would be built to, or set back a minimal distance from, the lot line along both Yonge Street and Chatsworth Drive. However, the proposed building encroaches into a required road widening along Yonge Street and a required corner rounding at Yonge Street and Chatsworth Drive. Required road widening and corner roundings must be clear of any encroachments below and above grade. Additionally, Performance Standard #8E requires that the building setback from the street lot line along Chatsworth Drive transition from the corner of Yonge Street and Chatsworth Drive to match that which is typical of the buildings on Chatsworth Drive to reflect the neighbourhood character. The majority of those buildings are set back approximately 5 to 6 metres from the front property line on Chatsworth Drive.

Adherence to Performance Standard #4A would result in one, and possibly two, step-backs on the east (Yonge Street) face and north (Chatsworth Drive) face of the building to address the required angular planes. The guidelines suggest that an additional Pedestrian Perception step-back be considered between the third floor and the 80% height of the façade.

Performance Standard #5B relates to the rear transition of the building on a shallow lot to adjacent properties that are designated *Neighbourhoods, Parks and Open Space Areas* and *Natural Areas* and proposes that the transition be created through alternative setback and angular plane provisions. The subject property abuts lands which are designated *Parks and Open Space* in the Official Plan to the west and to the south. The subject site has a depth of 35.4 metres and is, therefore, considered a shallow lot under the guidelines. The appropriate transition would include a minimum setback of 7.5 metres from the rear property line with a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of the one-to-one relationship to the right-of-way width. This would provide a lower building at the rear and a gradual transition from the rear property line.

Performance Standard #7A suggests that mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone to accommodate a range of uses within the public right-of-way. These include sidewalks, street trees, marketing areas, vehicular lanes, bike lanes, on-street parking, and utilities. For a right-of-way between 20 and 30 metres, this would mean a minimum sidewalk zone of 4.8 metres. New development provides an opportunity to achieve minimum standards for *Avenue* sidewalks through setbacks consistent with the City's Vibrant Streets Manual. The applicant has proposed a sidewalk zone of approximately 5.6 metres along both Yonge Street and Chatsworth Drive which is acceptable, subject to the removal of any building massing above and below the required corner rounding and road widening.

Performance Standard #12 addresses balconies and projections on a proposed building. The guidelines suggest that any architectural features that project from the building face should be contained within the building envelope as defined by all angular planes. Balconies (projecting or inset) on the front facade should not be located within the first three storeys. This component of the guideline is intended to allow mid-rise buildings to frame the street while avoiding negative impacts on the public realm and neighbouring properties. Balconies on the street-facing façade should be inset behind the street wall within the Pedestrian Perception Step-back zone (between 3 – 6 storeys) and balconies on the rear façade should be setback a minimum of 10.0 metres from the rear property line. The proposed development does not adhere to this Performance Standard in that balcony encroachments would be proposed on all floors on the north, west and east elevations of the building. The 10.0 metre suggested setback for balconies at the rear of the proposed building would not be adhered to as balconies are proposed as close as 1.5 metres from the west lot line adjacent to Duplex Parkette, creating an inappropriate transition to the park.

Performance Standard #13 requires that the mechanical penthouse not exceed 5 metres in height beyond the maximum permitted building height. The mechanical penthouse should also fall under all guideline angular planes. Performance Standard #13 would be reviewed should the building height be brought down to address the one-to-one relationship with the abutting *Avenue* right-of-way as per Performance Standard #1.

In summary, in the expectation of a mid-rise building on this site, the proposed building does not address numerous Performance Standards set out in the *Avenues and Mid-Rise Building Study*.

Sun and Shadow

Official Plan policies 3.1.2.3 and 4.5.2 state that new development should be located and massed to limit shadowing on neighbouring streets, properties, parks and open spaces, particularly during the spring and fall equinoxes. The height and massing of the proposed building exceeds the planned street proportion

and will therefore increase the shadows cast onto the adjacent properties and public spaces to the west and the east.

During the morning hours at the spring equinox, shadows would be cast in a westerly direction onto the nearby low-rise apartment buildings across Chatsworth Drive (14 Chatsworth Drive and 2928 Yonge Street) as well as a portion of Duplex Parkette west of the proposed development. At 1:18 pm the building shadows move away from the apartment buildings across Chatsworth Drive and Duplex Parkette to the west and would move into the intersection of Yonge Street and Chatsworth Drive. By 2:18 pm the building's shadows would be covering the entire intersection of Chatsworth Drive and Yonge Street, including public sidewalks. By 3:18 pm the consequent shadows would have moved easterly to cover the Yonge Street and Chatsworth Drive intersection as well as much of St. Edmunds Drive and adjacent City parkland to the east of Yonge Street both north and south of St. Edmunds Drive. By 4:18 pm the shadows are long enough to have passed beyond the park to the east of Yonge Street to reach the front yards of detached dwellings on St. Edmunds Drive as well as cover most of the intersection of Yonge Street and Chatsworth Drive and St. Edmunds Drive itself. A similar shadow pattern occurs during the fall equinox. The shadow impact of this 13 storey building is not acceptable and contravenes Official Plan policies 3.1.2.3. and 4.5.2.

Application of Zoning By-law Requirements

As described in the Zoning Section above, both Zoning By-law 438-86 and Zoning By-law 569-2013 contain provisions for setbacks and angular planes.

Under Zoning By-law 438-86, a proposed building must employ a 60 degree angular plane along the west property line at the rear of the proposed building and also at a point 10.06 metres east of the east property line. There is also a minimum building setback of 6.1 metres from the west lot line. The purpose of the angular planes and building setback is to create great streets with comfortable, attractive public spaces, particularly sidewalks and provide appropriate transition to neighbouring properties. The required angular plane and the building setback from the west lot line have not been incorporated into the proposed development as per Zoning By-law 438-86.

Zoning By-law 569-2013 contains provisions that implement specific aspects of the Mid-Rise Guidelines. A proposed building must employ a 45 degree angular plane over the building at a point above the line of the front face of the building which equates to 80% of the anticipated road right-of-way. The building may not penetrate this angular plane. This requirement applies to both the Yonge Street frontage as well as the Chatsworth Drive frontage.

At the rear of the lot, the building must be setback a minimum of 7.5 metres from the lot line and starting a height of 10.5 metres above the average elevation of the ground along the rear lot line (the west lot line, in this case) at the minimum required setback, a 45 degree angular plane must be provided beyond which the building must not penetrate.

Finally, the south building face must be set back a minimum distance of 5.5 metres from the south lot line, in this case.

The intent of requiring angular planes and building setbacks is to provide appropriate building massing adjacent the city's main streets and transition to neighbouring properties including parks and open spaces among other things. The required building setbacks and angular planes of By-law 569-2013, which

reflect and implement the Mid-Rise Guidelines, have not been incorporated into the proposed development and the applicant has not justified the lack of building setbacks and angular planes to the satisfaction of City Planning staff.

Required Road Dedications

The anticipated road allowance for Yonge Street in this location is a 27.0 metre right-of-way according to the Official Plan Map 3 Rights-of-Way Widths Associated with Existing major Streets. Given this, a road widening of 0.4 metre is required of the applicant along the Yonge Street property line. A corner rounding with a 6.0 metre radius would also be required at the corner of Chatsworth Drive and Yonge Street. The applicant has shown both the road widening and the corner rounding on the plans of the proposed development. The applicant's plans appear to show the parking garage encroaching into the 0.4 metre wide road widening. Portions of the building also encroach into the corner rounding both below and above grade. Required road widening and corner roundings must be clear of any encroachments below and above grade.

Traffic Impact, Access and Parking

The applicant has submitted a Transportation Review, prepared by LEA Consulting Ltd. and dated November 15, 2017, to support the Zoning By-law Amendment application. The report is being reviewed by Transportation Services staff. On a preliminary basis, a number of deficiencies have been noted in the Transportation Services Review.

The parking requirements for the proposed mixed use building are governed by the applicable parking provisions contained in Zoning By-law 569-2013 Policy Area 3 (PA3). Accordingly, the parking requirement for the subject property is 87 parking spaces, 4 of which must be accessible. While it appears that the applicant may have provided accessible parking spaces, they are not identified on the parking plans. The applicant has provided a total of 70 parking spaces resulting in a shortfall of 16 parking spaces for the proposed development. This parking deficiency is not supportable and the applicant will be required to provide additional information in this regard for further evaluation.

Given that Chatsworth Drive is a one-way westbound street between Yonge Street and Duplex Avenue, the applicant has proposed a left-in, left out only movement to a two-way driveway from Chatsworth Drive onto the site. The two-way driveway would access a covered ramp leading to the underground 4-level parking garage. The driveway would also provide access to a Type 'G' loading space and associated receiving/garbage/moving room. The location of the proposed driveway at the western-most portion of the site from Chatsworth Drive is appropriate only if it does not negatively impact the existing trees of the adjacent park.

Bicycle Parking

Seventy-four long term bicycle parking spaces for residents would be provided in the below-grade parking structure. Of those, 24 spaces would be provided in the P1 level of the garage structure in a secure room and 50 bicycle stacked parking spaces would be provided in the P2 level of the parking structure in a secure room. A total of 27 short term bicycle parking spaces are proposed on site for visitors to the residential and non-residential uses in the building. Of those, 17 exterior short term bicycle parking spaces would be provided at-grade, adjacent the main residential entrance door within a weather protected area for residential visitors. Six bicycle parking spaces would be provided on private property along the Yonge Street frontage of the building for retail visitors. In the P1 level of the parking

structure, a further 4 bicycle parking spaces would be accessible to visitors. The proposed number of bicycle parking spaces and their location are satisfactory.

Loading

The applicant has provided a Type 'G' loading space at grade adjacent the access driveway. The provision of one type 'G' loading space is in compliance with the Zoning By-law and is therefore satisfactory.

Servicing

A Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering and dated November 14, 2017, has been submitted in support of the Zoning By-law Amendment application. The Report is currently under review by Engineering and Construction Services.

Wind

The applicant submitted a qualitative pedestrian level wind assessment, which is used to identify any significant massing features or design elements which may adversely impact pedestrian activities within close proximity to the proposed building. According to the assessment, wind conditions along all surrounding sidewalks, the outdoor amenity space at the southwest corner of the building and the driveway along the west side of the proposal are expected to be comfortable. The wind assessment provides some suggestions to mitigate the most uncomfortable conditions such as keeping the access door to the outdoor amenity terrace at least 3 metres away from the southwest corner of the building to avoid the strongest wind flows.

Open Space and Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.80 to 1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

This proposal is for a 13-storey mixed use condominium with 85 units having 8,138 square metres of residential gross floor area and 421 square metres of commercial gross floor area. A 0.4 metre widening off of Yonge Street is also being requested by the City as well as a 6 metre corner rounding at Yonge Street and Chatsworth Drive for public road conveyance.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement is 1,113 square metres or 103% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential nature of the proposal is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 104 square metres or 9.61% of the net site area.

The applicant is required to satisfy the parkland dedication requirement through an on-site dedication. The on-site park must be fully adjacent to Duplex Parkette, along the south side of the subject property with an approximately 3.5 metre frontage on Yonge Street. This required parkland dedication will have

implications for the development as proposed. Portions of the building above and below grade are currently proposed over what is required for parkland purposes.

The benefit of taking an on-site parkland dedication are numerous and include addressing the parkland acquisition policies of the Toronto Municipal Code, expanding the frontage of the existing Duplex Parkette along Yonge Street and providing increased visibility into, and out of, the park for enhanced safety. The proposed building should be set back from the existing and to-be-dedicated adjacent parkland to ensure an appropriate transition between the proposed private ground floor uses and parkland to support the safe use of the parkland. The building itself should have full glazing, particularly at grade, similar to the front of a building, to provide opportunities for 'eyes on the park' and enhanced safety.

Amenity Space

Zoning By-law 596-2013 requires at least 2 square metres of indoor and 2 square metres of outdoor amenity space per dwelling unit, which equates to a total of 340 square metres of amenity space for the proposed building. The applicant has provided a total of 206 square metres of indoor amenity space which is satisfactory. However, the proposed development would provide only 99 square metres of outdoor amenity space for the residents which is unacceptable, in the form of a terrace at the 2nd floor. Official Plan policy 3.1.2.6 requires that all significant multi-unit buildings are to provide indoor and outdoor amenity space.

Construction Management

At the community meeting residents expressed concerns about construction management. To mitigate the construction impacts on the surrounding community, the owner would be required as a Site Plan Control Approval condition to submit and implement a Construction Mitigation Plan to the satisfaction of the Director, Transportation Services, North York District prior to the issuance of any demolition permit.

Streetscape

The proposed height of the ground floor height would be 6.8 metres which is in excess of the recommended minimum ground floor height of 4.5 metres recommended by the Mid-Rise Guidelines to facilitate retail uses at grade. The design of the ground floor appropriately organizes the various commercial, residential, and service functions. The ground floor retail space would be directly accessible from Yonge Street through dedicated retail entrances. The residential entrance would front onto Chatsworth Drive in the centre of the site. Access to the parking, loading and service functions would be located at the western-most point of the site from Chatsworth Drive which is intended to minimize conflicts between vehicles and the pedestrian entrances to the building. A Landscape Plan prepared by thinckdesign and dated October 24, 2017 shows a 2.1 metre wide sidewalk along Chatsworth Drive and a 2.2 metre wide sidewalk along Yonge Street. These proposed sidewalk widths would meet the current City of Toronto standard. At the locations of building entrances on both Yonge Street and Chatsworth Drive, unit paving areas are proposed on the public boulevard and on private property along the building face. Between the pedestrian entrances, perennial and decorative grass beds are proposed, on the private property and within the public boulevard.

There are currently no existing trees within the City-owned boulevard. The applicant proposes five (5) new trees for the right-of-way along Yonge Street and Chatsworth Drive. The applicant has not shown

the proposed soil volumes for each tree to be planted on the City owned right of way and this information would be required on a revised Landscape Plan.

Applicant's Segment Study

In the absence of an *Avenue Study* for this portion of Yonge Street, the applicant has submitted a Segment Study. The Study identifies 5 soft sites between Lawrence Avenue West and Blythwood Road. Three of the soft sites are similar in size to the subject site, one is larger and one is smaller. The applicant has not demonstrated that an intensity of development similar to the subject proposal would be satisfactory on the soft sites; instead the Segment Study suggests that 5 storey buildings are appropriate on three of the other sites and a 7-storey building and an 8-storey building being appropriate on the 2 larger sites. City Planning staff do not accept the results of the Avenue Segment Study submitted by the applicant and are of the opinion that the proposed 13-storey building would set a negative precedent for this segment of the *Avenue*.

Section 37

Section 37 of the Planning Act provides the City the authority to grant increased density and/or height for a particular project than is greater than the zoning by-law would otherwise permit in exchange for community benefits provided the proposal represents good planning. Section 5.1.1 of the City of Toronto Official Plan sets out such authority. Policy 5.1.1.4 describes the trigger for requesting a Section 37 contribution which is generally more than 10,000 square metres of gross floor area. This application proposes a development of less than 10,000 square metres of gross floor area in its current form so Section 37 benefits would not be requested.

Toronto Green Standard

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

In 2013, City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. If the Zoning By-law Amendment application is appealed to the Local Planning Appeal Tribunal (LPAT) and the LPAT ultimately approves an increase in height and/or density, the site specific zoning by-law could secure development standards in compliance with Tier 1 of the TGS. TGS performance measures may also be secured through the Site Plan Control process.

Alternative Proposal

Planning staff are of the opinion this site is appropriate for mixed use intensification. A development proposal of a mid-rise form that is lower in height and massing would be appropriate and could be supported by staff if an effort was made to respect the existing neighbourhood context. A mixed use building with a height that respects the guidance provided by the Mid-Rise Guidelines would also comply with the Official Plan policies which are intended to protect, and provide transition to, the nearby neighbourhoods and surrounding land uses such as parks and open space.

Conclusions

In summary, the proposal is not consistent with the Provincial Policy Statement (2014) and does not conform to the Growth Plan for the Greater Golden Horseshoe (2017). The proposal does not meet the Official Plan *Avenues*, built form and healthy neighbourhoods policies, or the development criteria for the *Mixed Use Areas* land use designation. The built form does not fit the existing or planned context and fails to meet the City's Official Plan policies and guidelines for Mid-Rise buildings with appropriate scale and massing of built form including appropriate setbacks and step-backs and transition to the park, neighbourhood to the west and public streets. The proposal represents an overdevelopment of the site.

In principle, the subject site is well-suited for some intensification. However, the density and height proposed in this application (7.7 times coverage and 44.2 metres in height without the mechanical penthouse) is not in keeping with the context of the surrounding neighbourhood. The neighbourhood anomalies, the two 13-storey buildings on Yonge Street (3000 Yonge Street and 3018 Yonge Street), do not provide an appropriate precedent. The building at 3018 Yonge Street was opposed by City Planning staff and City Council but approved by the Ontario Municipal Board in 2008. The desire to achieve residential intensification through additional development on the site must be balanced with a respect for the existing site condition and the low to mid-rise built form and character of the community abutting Yonge Street in the surrounding area.

Therefore, the applicant's proposed intensification of the site is not supportable and planning staff recommend that City Council refuse this application to permit a 13-storey building on the site. The application represents inappropriate built form which would negatively impact the adjacent low density neighbourhood, Yonge Street and adjacent parks. Buildings on sites that are too small to provide the minimum building setbacks and step-backs result in negative impacts on the quality of the public realm, neighbouring properties, the living and working conditions for building occupants, and the overall liveability of the city.

In the event of an appeal of this refusal to the Local Planning Appeal Tribunal, it is recommended that Council instruct the City Solicitor and appropriate City staff to attend the Local Planning Appeal Tribunal to defend Council's decision.

CONTACT

Cathie Ferguson, Senior Planner
Tel. No. (416) 395-7117
Fax No. (416) 395-7155
E-mail: Cathie.Ferguson@toronto.ca

SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Ground Floor Plan

Attachment 3: Context Plan

Attachment 4a: North Elevation (from Chatsworth Drive)

Attachment 4b: East Elevation (from Yonge Street)

Attachment 4c: South Elevation (from Duplex Parkette)

Attachment 4d: West Elevation (from Duplex Parkette)

Attachment 5a: Building Massing Model (view from southeast)

Attachment 5b: Building Massing Model (view from northeast)

Attachment 6: Official Plan Map 17 Land Use

Attachment 7: Official Plan Map 2 Structure Plan

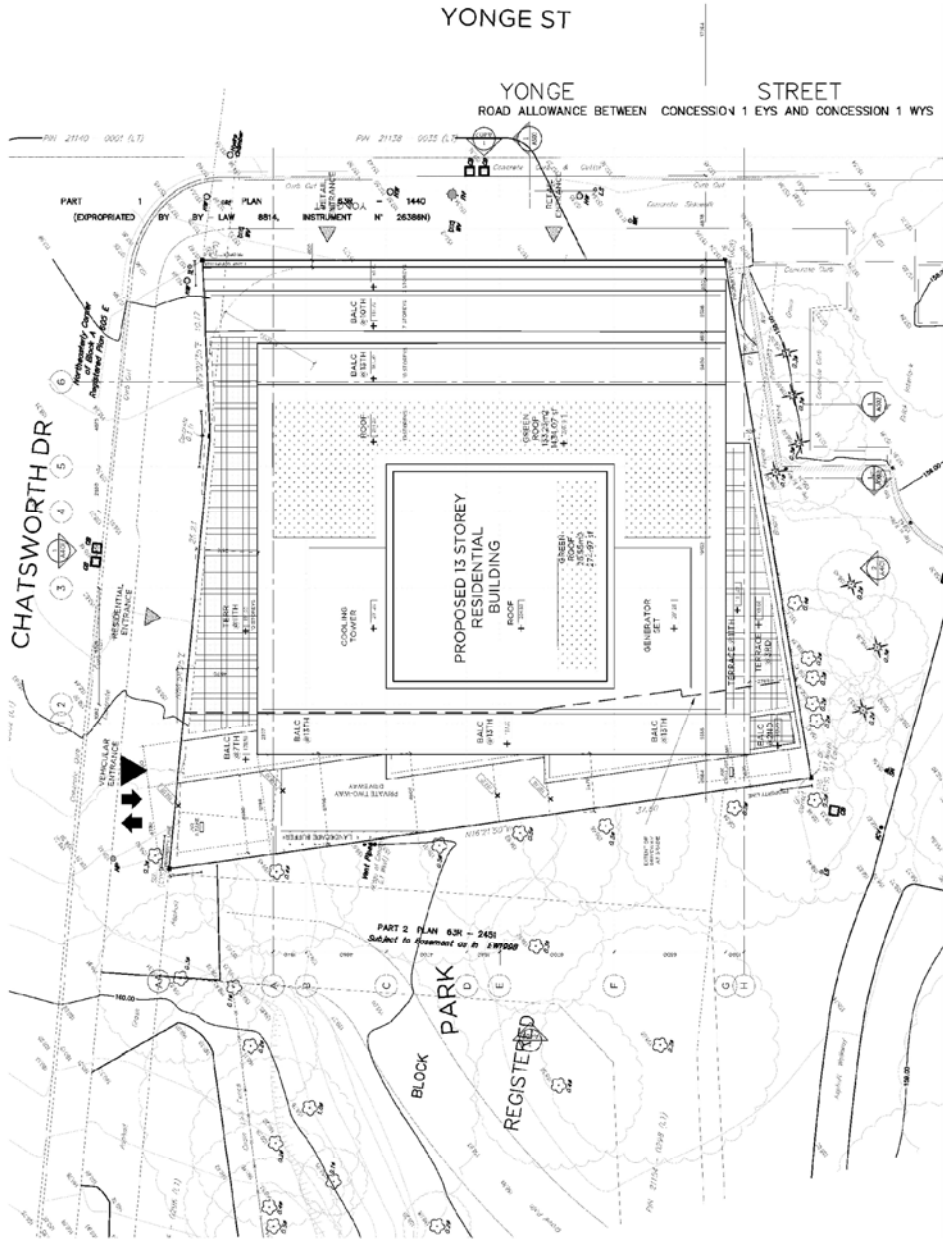
Attachment 8 Key Components of the Mid-Rise Guidelines Performance Standards

Attachment 9a: Zoning By-law 438-86 (Former City of Toronto)

Attachment 9b: Zoning By-law 569-2013

Attachment 10: Application Data Sheet

Attachment 1: Site Plan



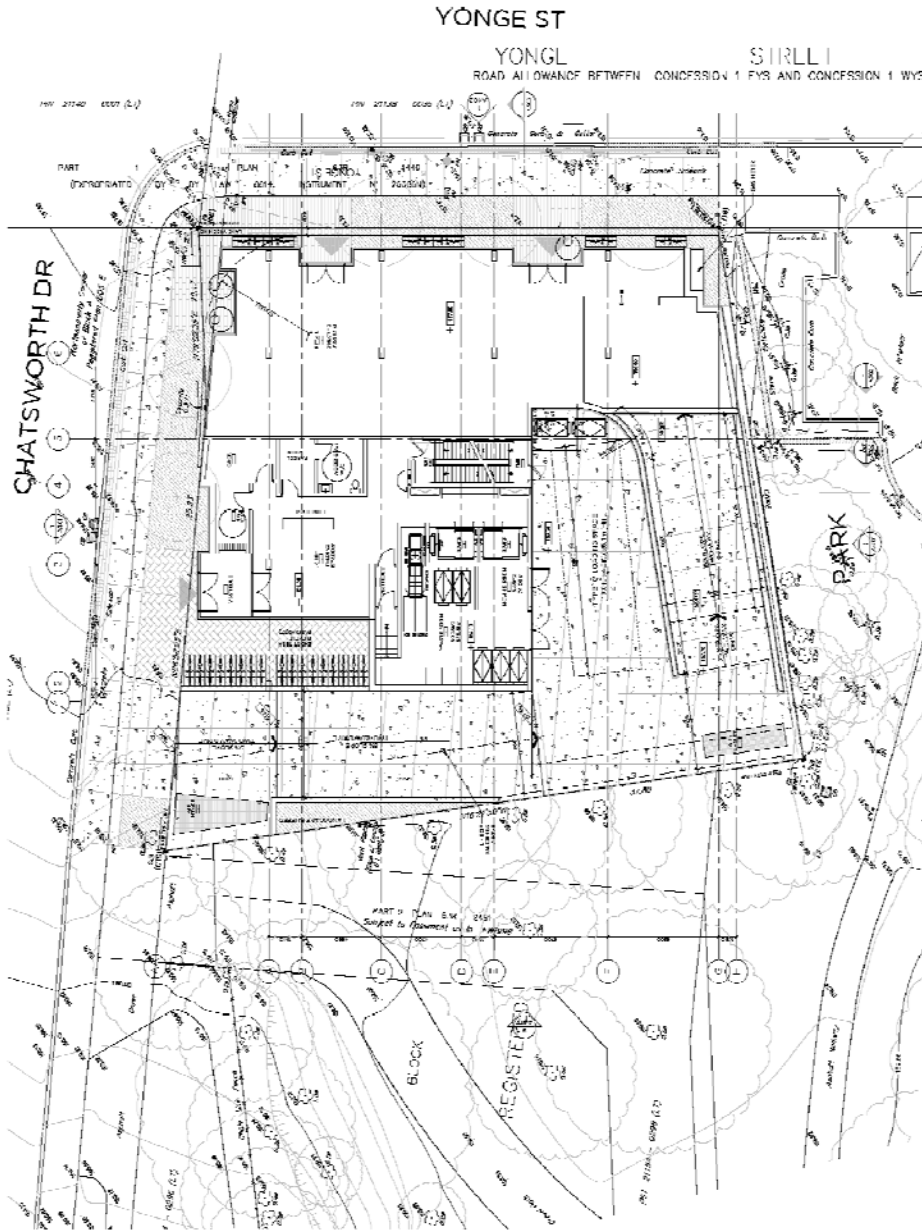
2908 Yonge Street

File # 17 277147 NNY 16 0Z

Site Plan
 Applicant's Submitted Drawing

Not to Scale
 02/15/2018

Attachment 2: Ground Floor Plan



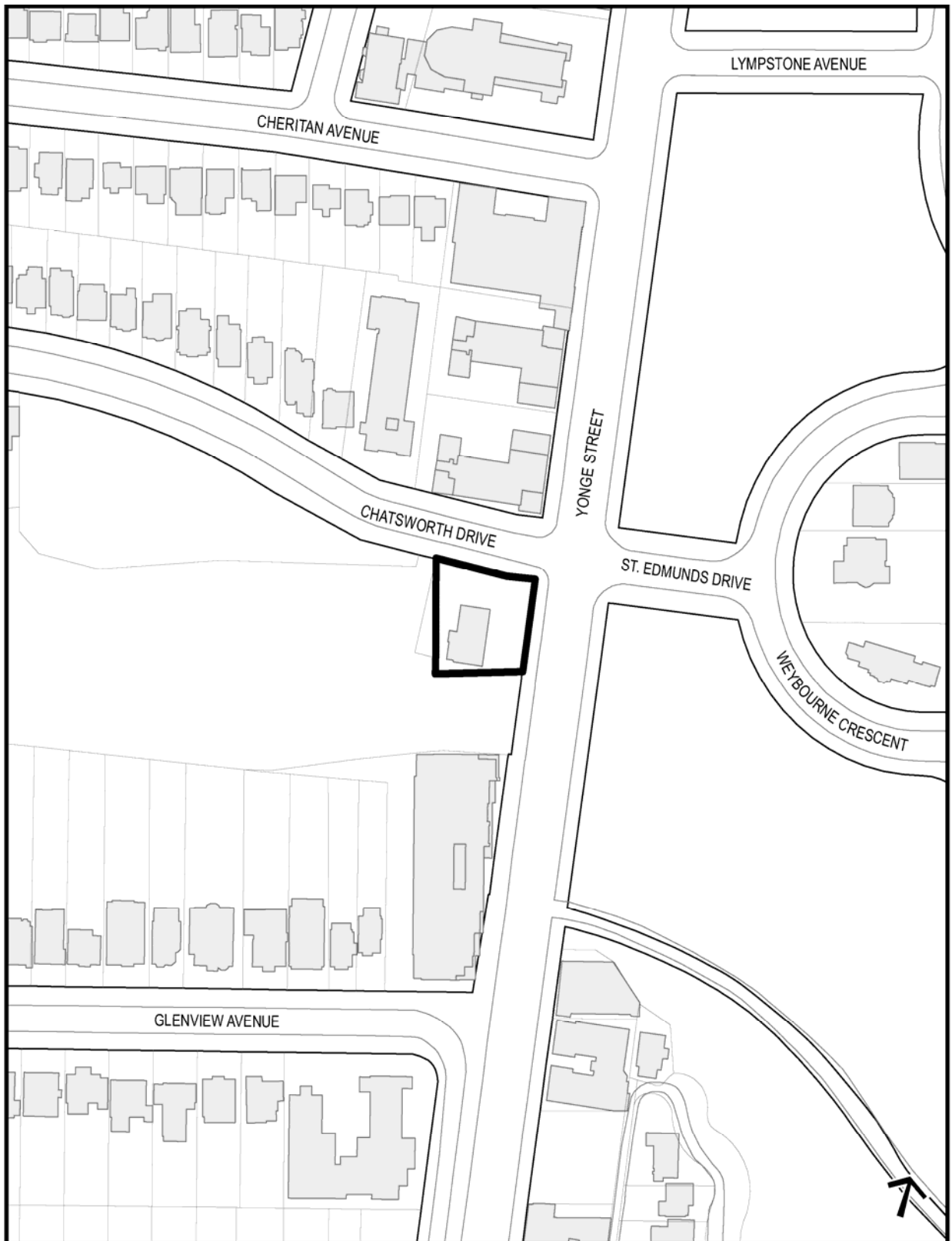
2908 Yonge Street

File # 17 277147 NNY 16.02

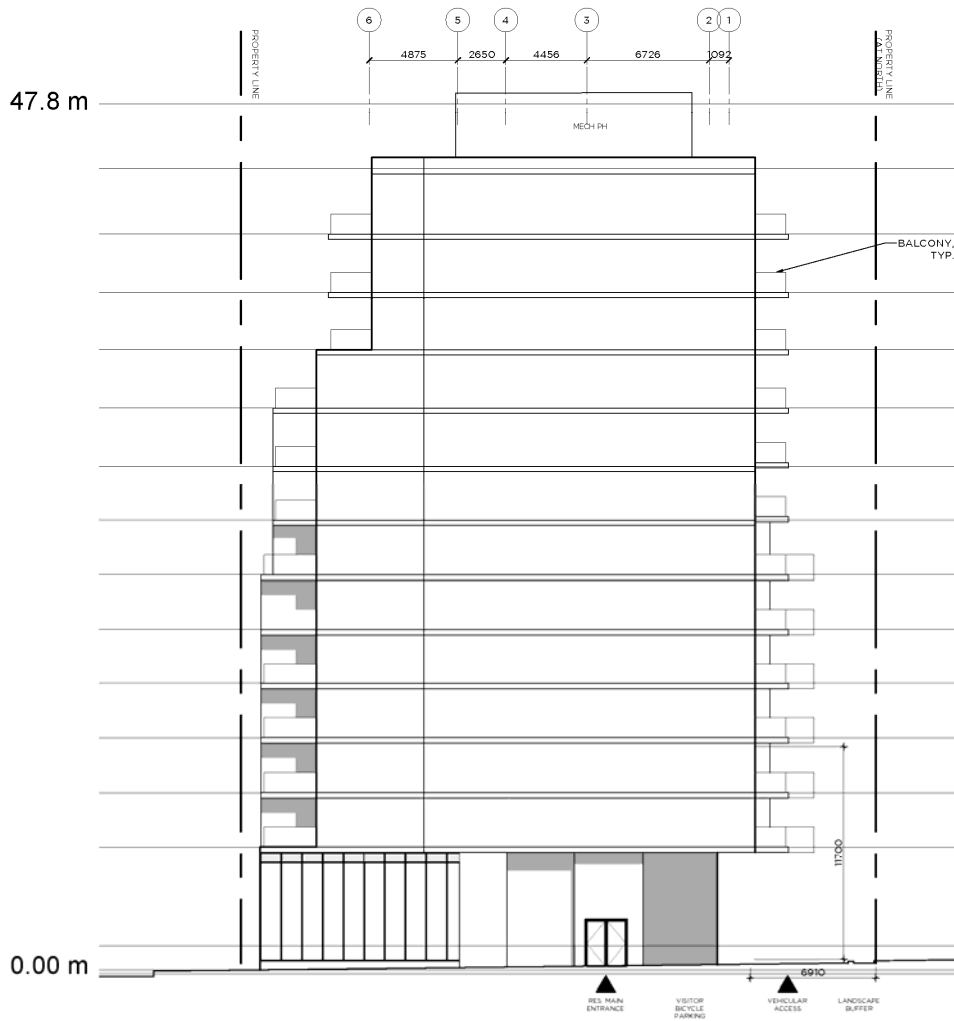
Ground Floor Plan
Applicant's Submitted Drawing

Not to Scale
03/19/2018

Attachment 3: Context Plan



Attachment 4a: North Elevation (from Chatsworth Drive)



North Elevation

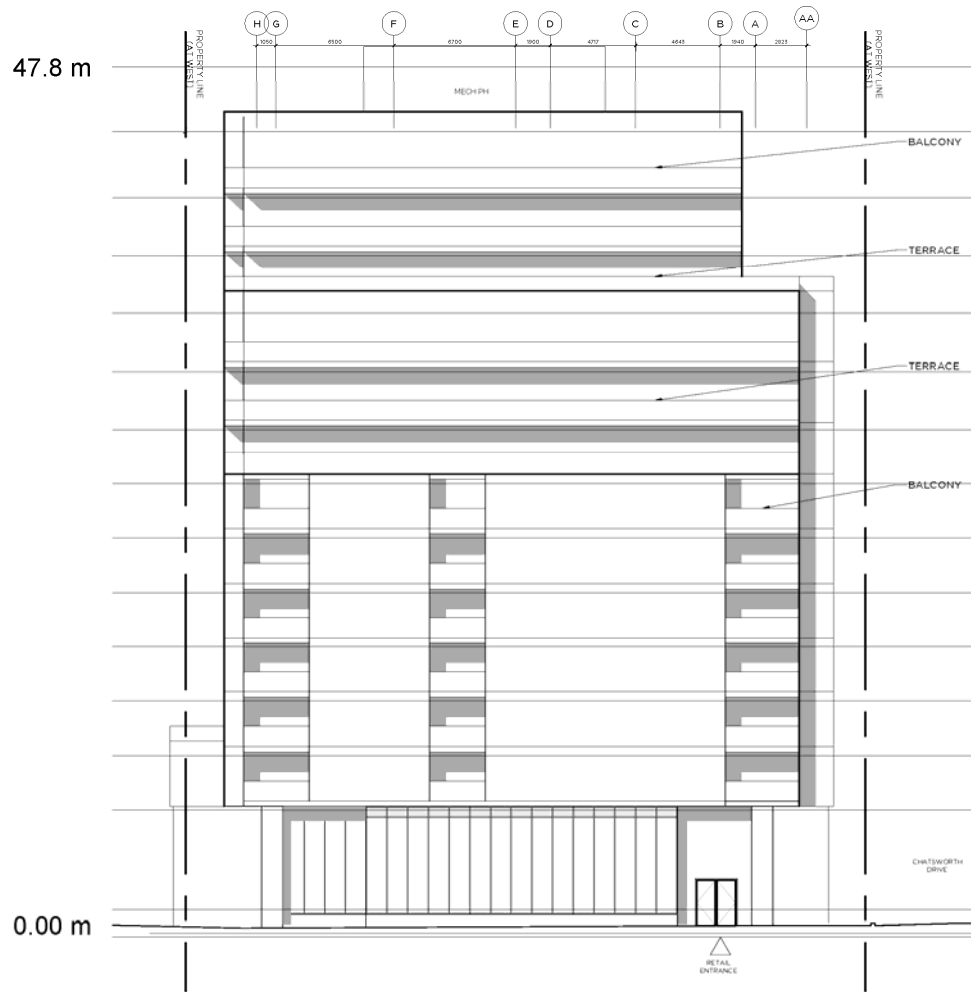
2908 Yonge Street

Applicant's Submitted Drawing

Not to Scale
02/15/2018

File # 17 277147 NNY 16 0Z

Attachment 4b: East Elevation (from Yonge Street)



East Elevation

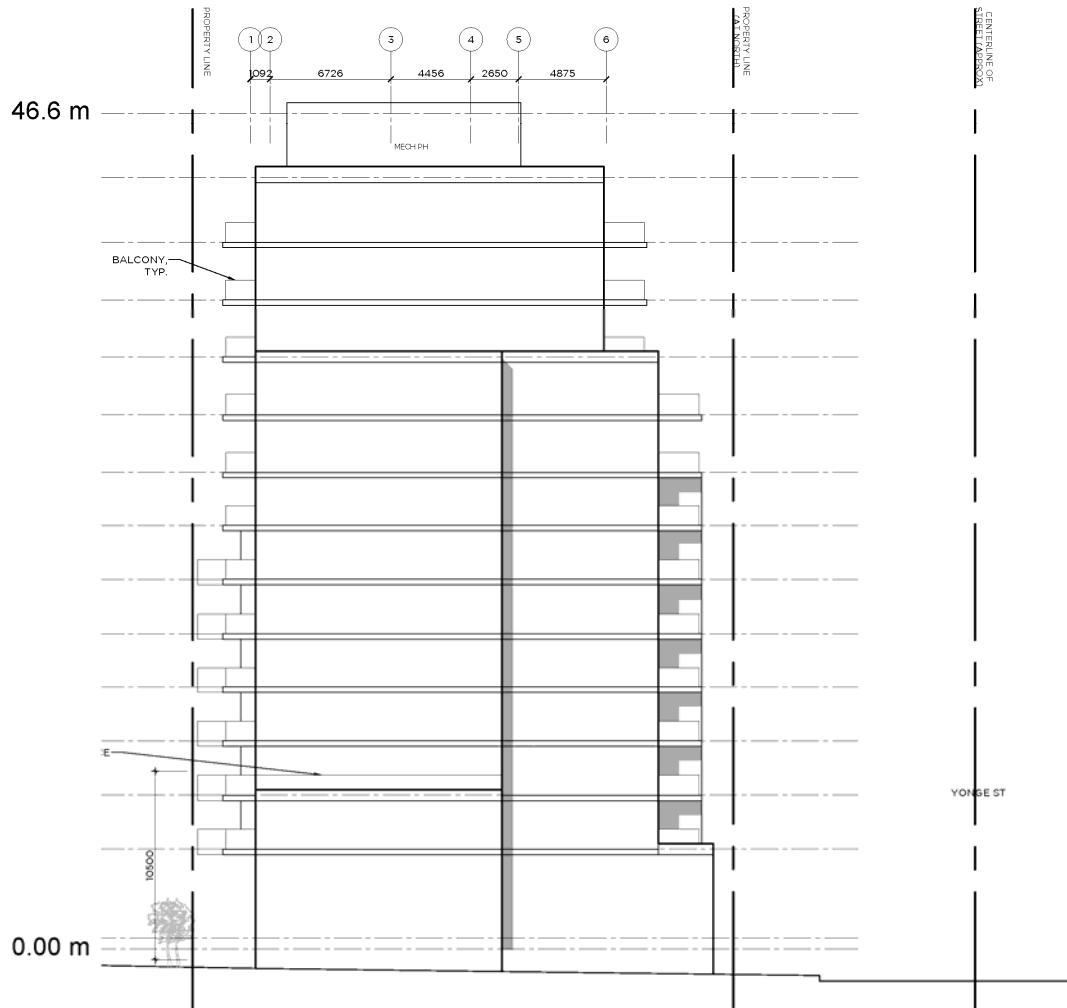
2908 Yonge Street

Applicant's Submitted Drawing

Not to Scale
02/15/2018

File # 17 277147 NNY 16 0Z

Attachment 4c: South Elevation (from Duplex Parkette)



South Elevation

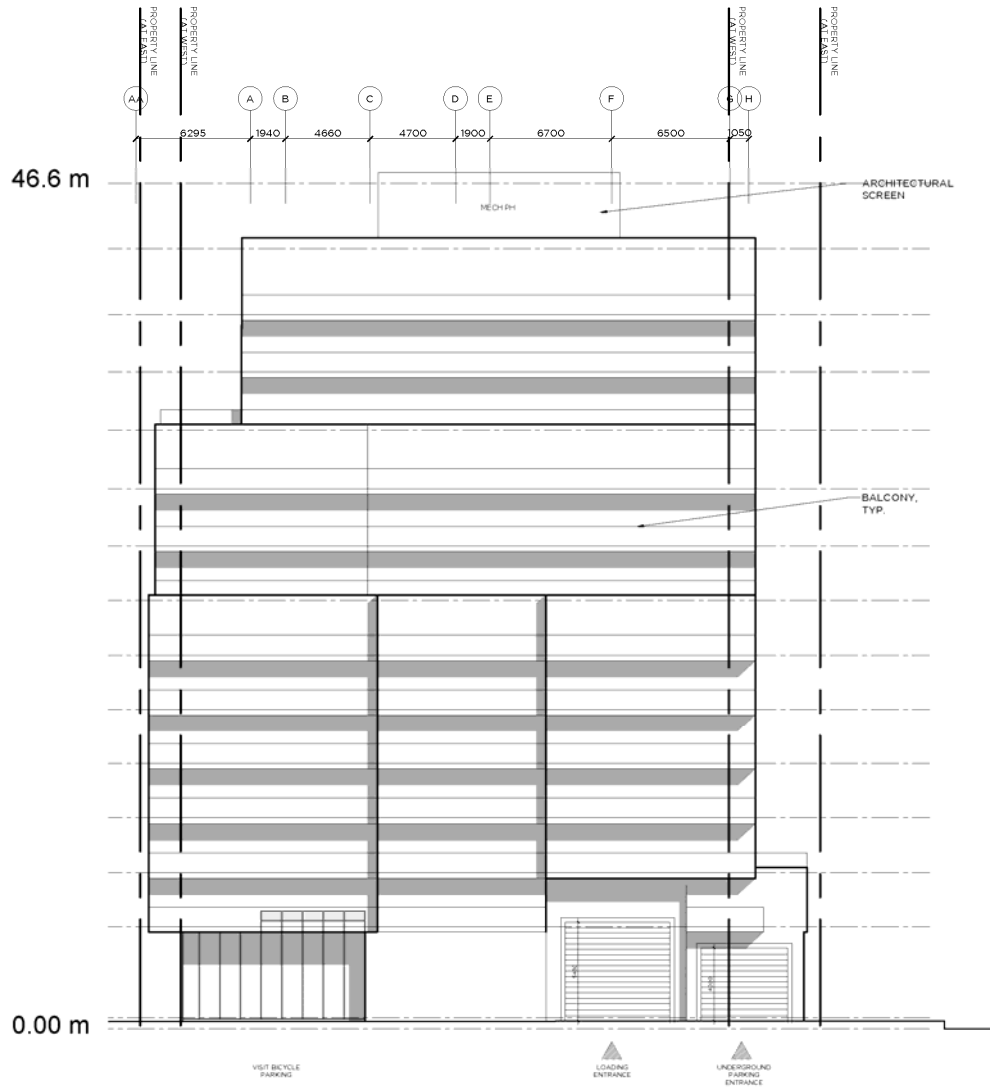
2908 Yonge Street

Applicant's Submitted Drawing

Not to Scale
02/15/2018

File # 17 277147 NNY 16 0Z

Attachment 4d: West Elevation (from Duplex Park)



West Elevation

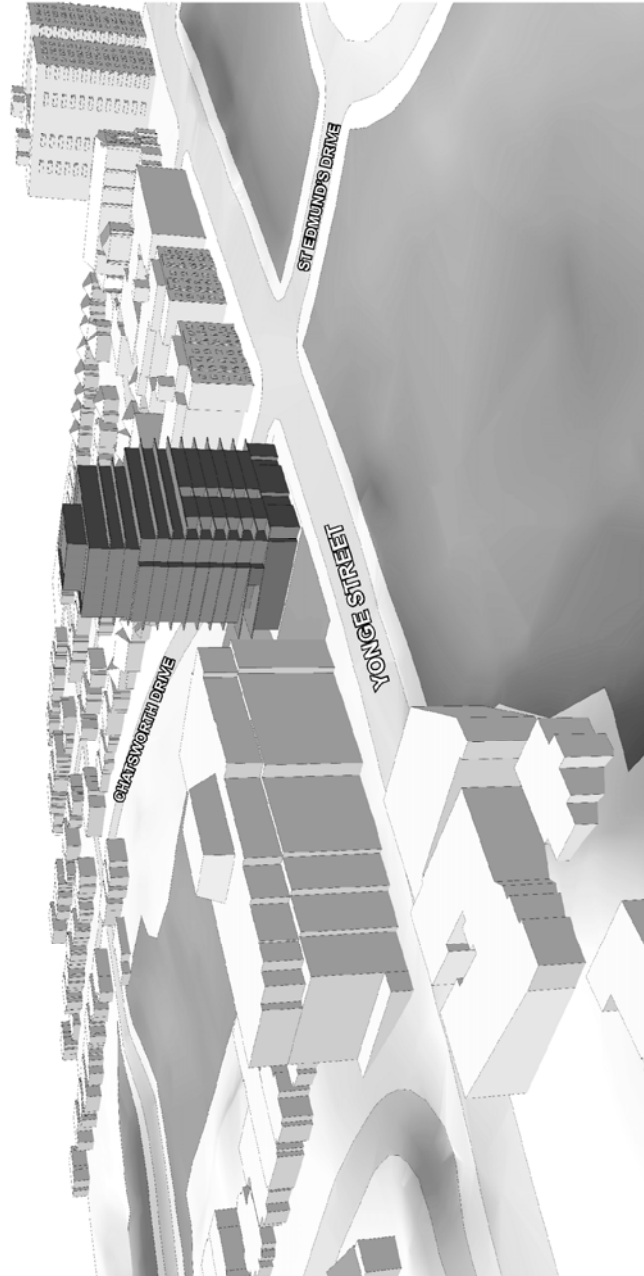
2908 Yonge Street

Applicant's Submitted Drawing

Not to Scale
02/15/2018

File # 17 277147 NNY 16 02

Attachment 5a: Building Massing Model View (view from southeast)



2908 Yonge Street

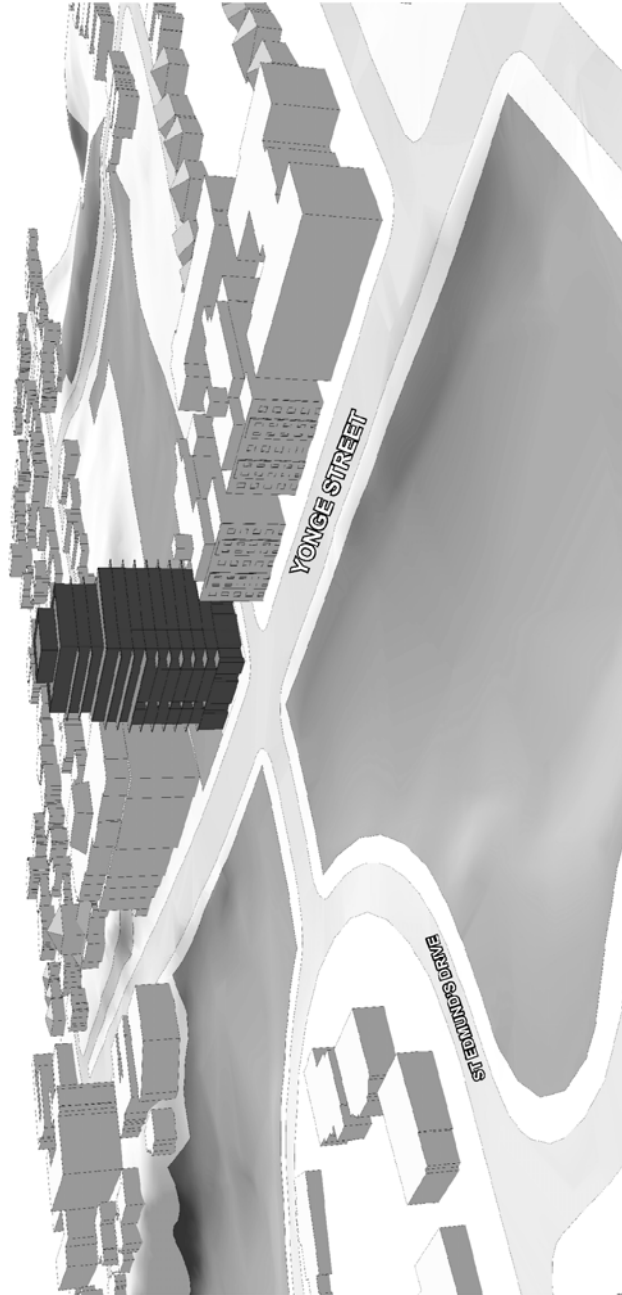
Perspective shot looking northwest at proposed application

Applicant's Submitted 3D Model

Not to Scale
02/15/2018

File # 17 277147 NNY 16 02

Attachment 5b: Building Massing Model (view from northeast)



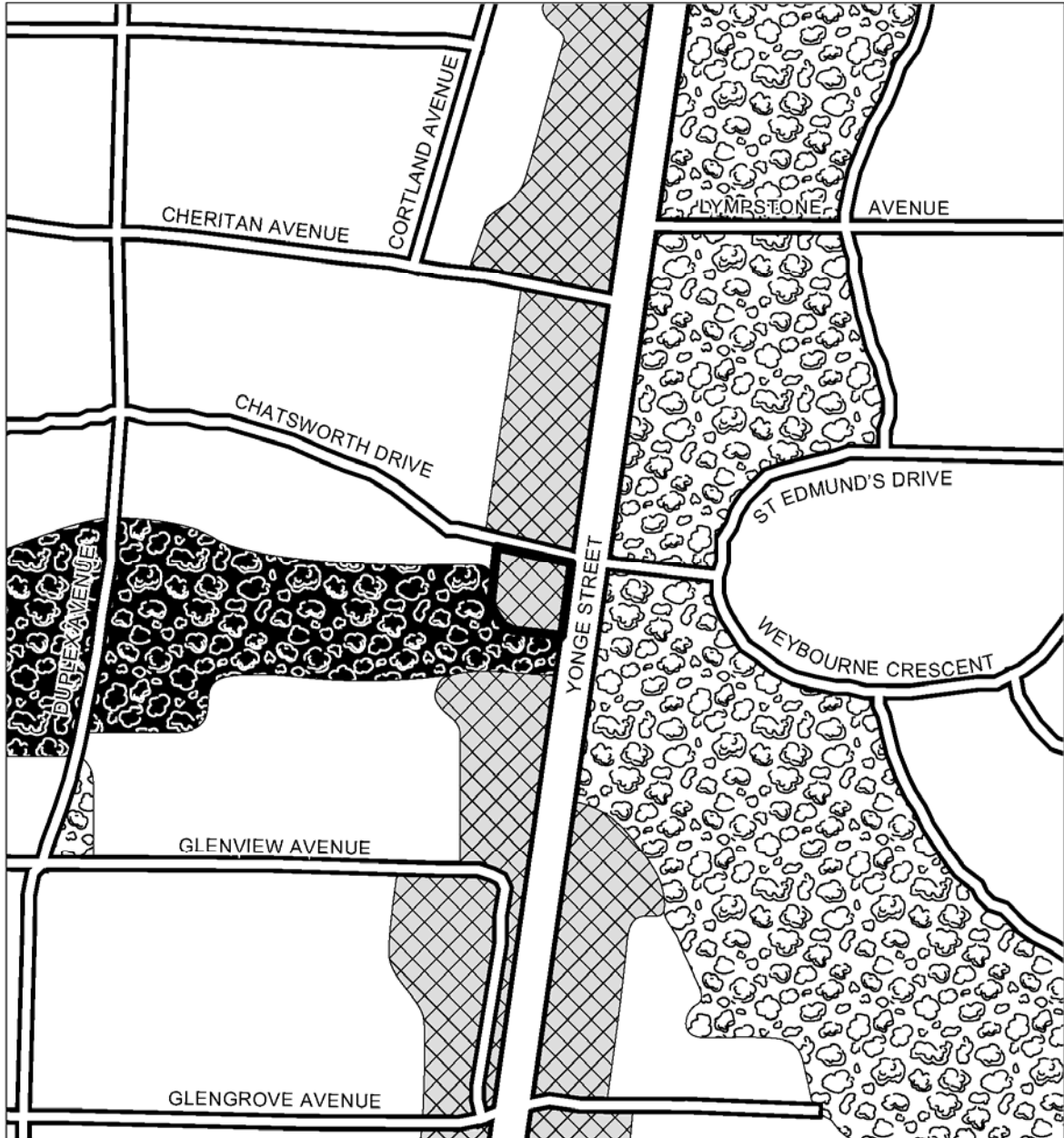
Perspective shot looking southwest at proposed application **2908 Yonge Street**

Applicant's Submitted 3D Model

Not to Scale
02/15/2018

File # 17 277147 NNY 16 0Z

Attachment 6: Official Plan Map 17 Land Use



Toronto
Extract from Official Plan

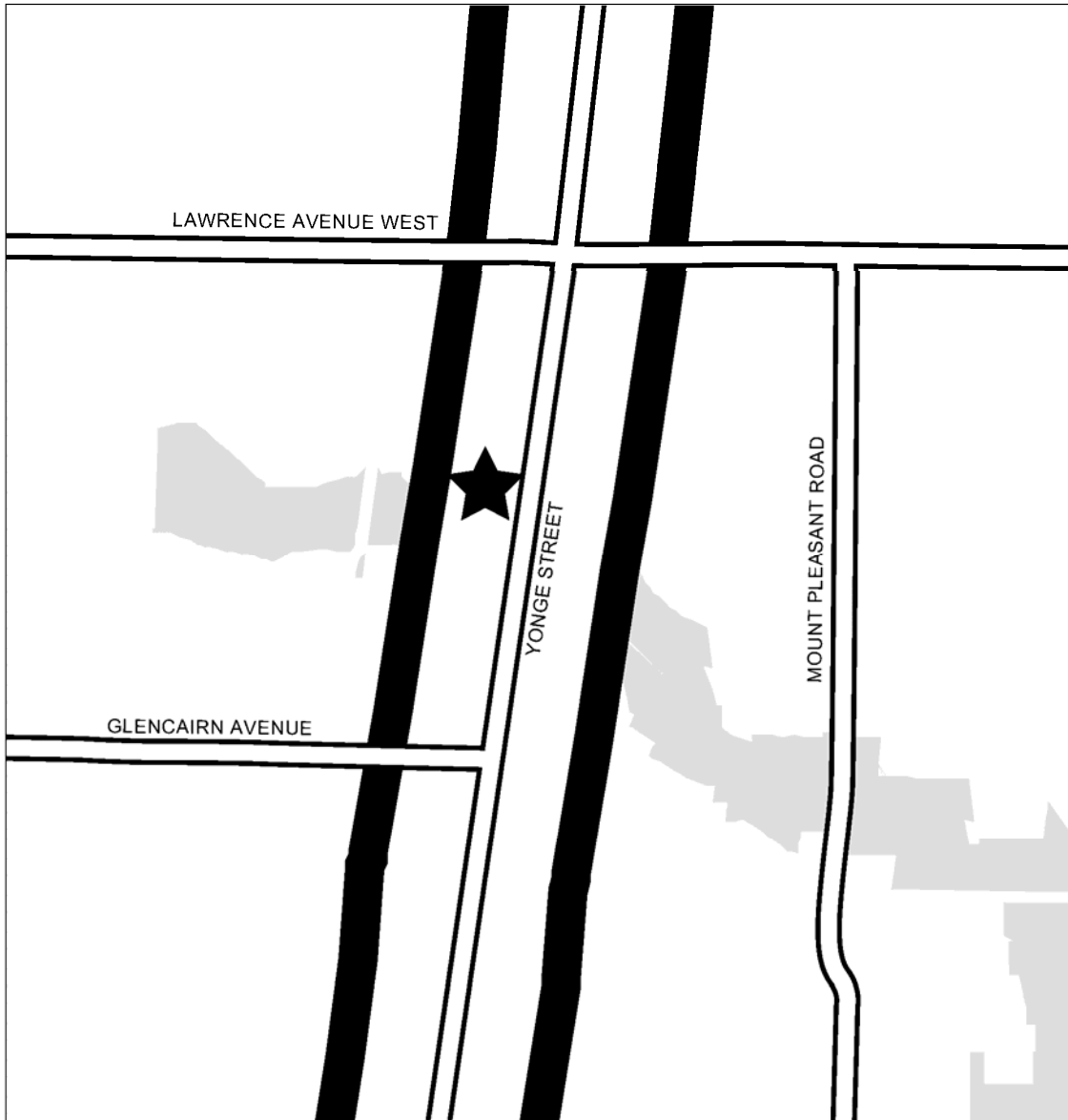
2908 Yonge Street

File # 17 277147 NNY 16 0Z

 Site Location	 Parks & Open Space Areas
 Neighbourhoods	 Natural Areas
 Mixed Use Areas	 Parks

↑
Not to Scale
02/15/2018

Attachment 7: Official Plan Map 2 Structure Plan



Extract from Urban Structure

2908 Yonge Street

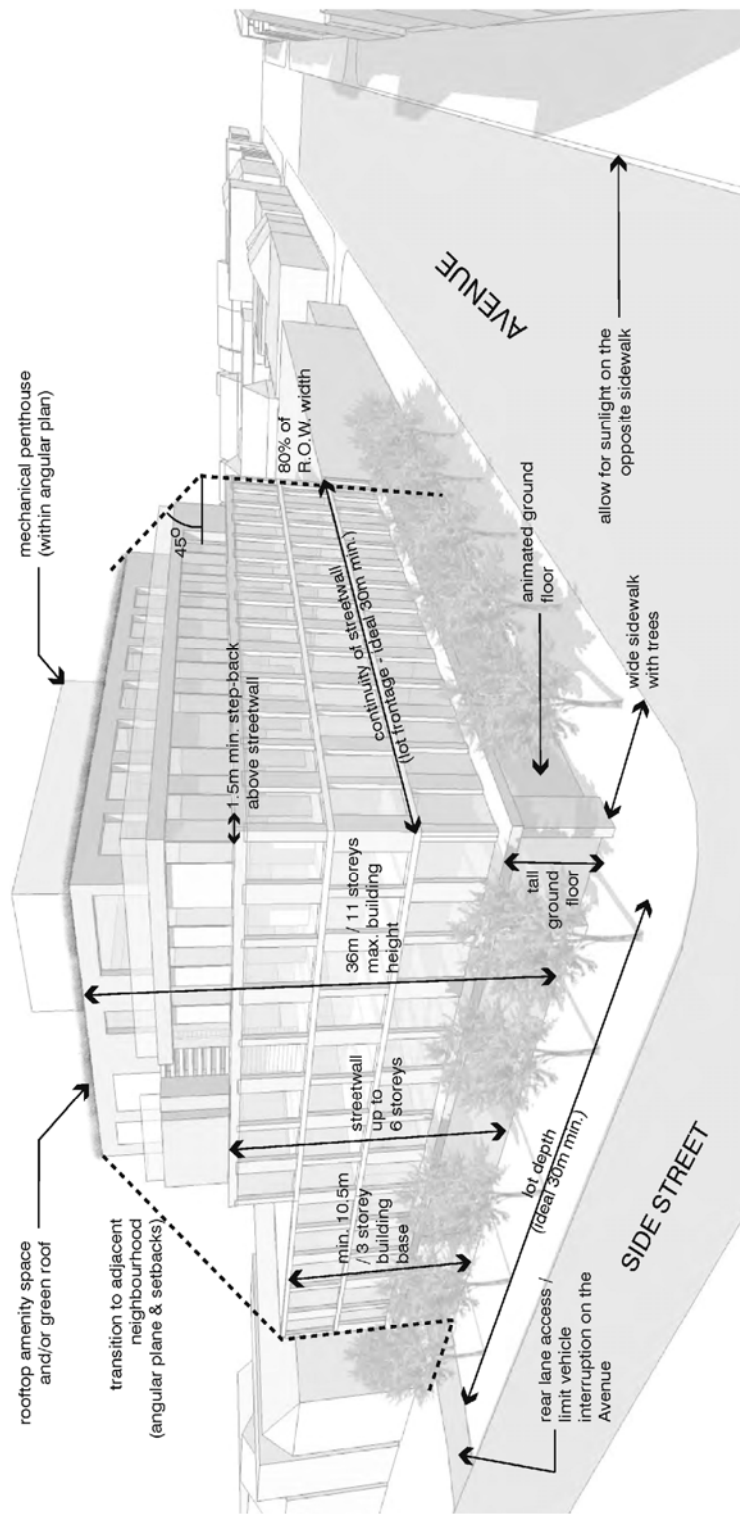
File # 17 277147 NNY 16 0Z

- ★ Site Location
- ▭ Avenues
- Green Space System



Not to Scale
02/21/2018

Attachment 8: Key Components of Mid-Rise Guidelines Performance Standards



Key Components of the Mid-Rise Building Performance Standards

2908 Yonge Street

Not to Scale
03/19/2018

File # 17 277147 NNY 16 0Z

Attachment 9a: Zoning By-law 438-86 (Former City of Toronto)



Zoning By-Law No. 438-86

2908 Yonge Street

File # 17 277147 NNY 16 02

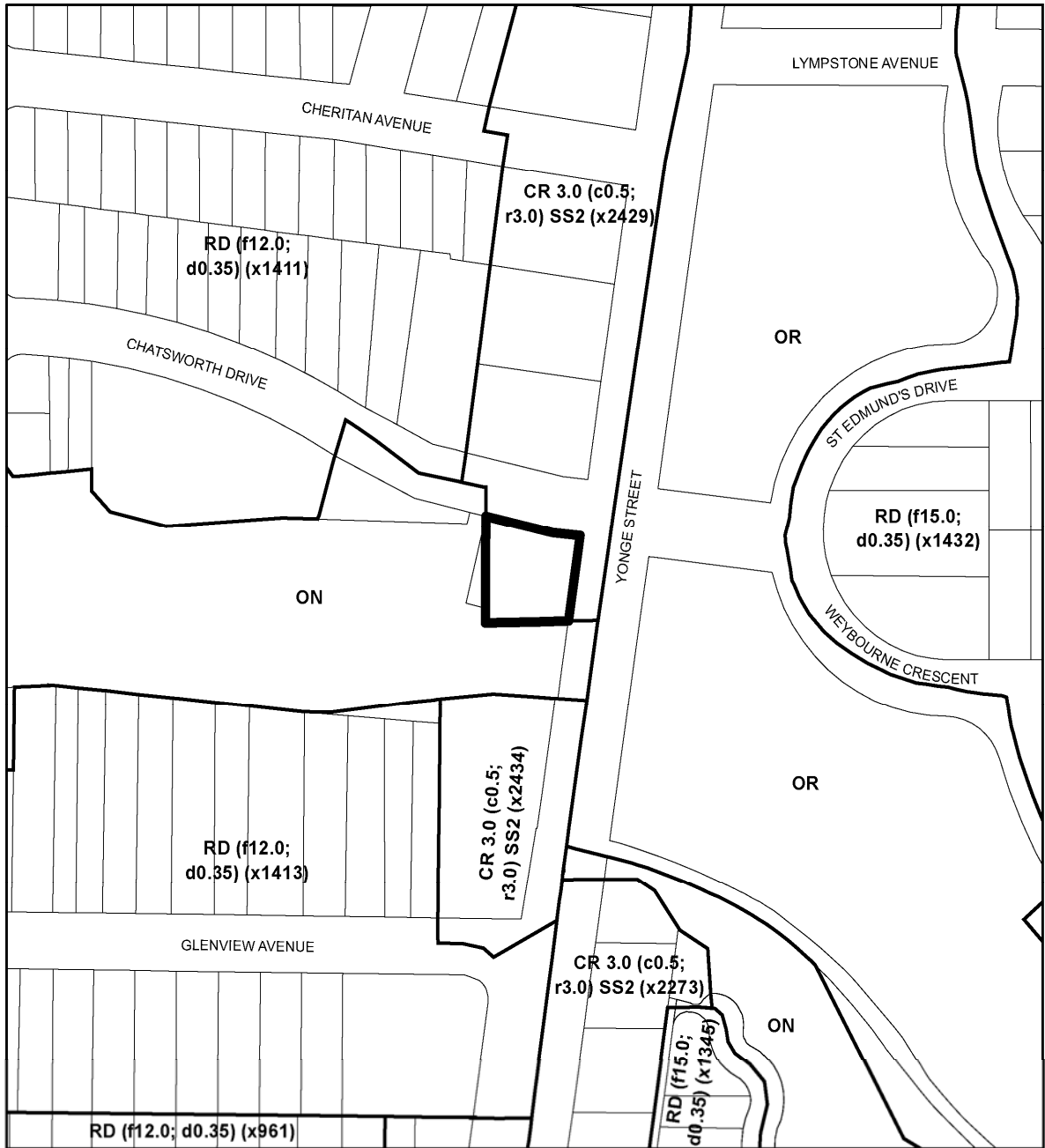
 Location of Application

- | | |
|--------------------------|--------------------------------|
| G Parks District | R1 Residential District |
| Gr Parks District | R4 Residential District |
| | MCR Mixed-Use District |



Not to Scale
Extracted: 02/21/2018

Attachment 9b: Zoning By-law 569-2013



Zoning By-Law No. 569-2013

2908 Yonge Street

File # 17 277147 NNY 16 02

 Location of Application

- | | | | |
|-----------|----------------------|-----------|------------------------|
| R | Residential | CR | Commercial Residential |
| RD | Residential Detached | ON | Open Space Natural |
| | | OR | Open Space Recreation |



Not to Scale
Extracted: 02/15/2018

Attachment 10: Application Data Sheet

Application Type	Rezoning	Application Number:	17 277147 NNY 16 OZ
Details	Rezoning, Standard	Application Date:	December 19, 2017

Municipal Address:	2908 Yonge Street
Location Description:	PLAN 605E PT BLK A **GRID N1605
Project Description:	Proposed 13-storey mixed-use building with 85 residential units and at-grade retail. 70 parking spaces in a 4-level parking garage..

Applicant:	Agent:	Architect:	Owner:
Marc Nufrio c/o 1948630 Ontario Inc. 2 Bloor Street West, Suite 700, Toronto, ON M4W 3R1	Marc Nufrio c/o 1948630 Ontario Inc. 2 Bloor Street West, Suite 700, Toronto, ON M4W 3R1	RAW, 405-317 Adelaide Street West, Toronto, ON M5V 1P9	1948630 ONTARIO INC. c/o 1948630 Ontario Inc. 2 Bloor Street West, Suite 700, Toronto, ON M4W 3R1

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	No
Zoning:	CR 3.0 (c0.5; r3.0) SS2 (x2429)	Historical Status:	No
Height Limit (m):	18.0	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	1102	Height:	Storeys:	13
Frontage (m):	30.48		Metres:	44.2
Depth (m):	35.4			
Total Ground Floor Area (sq. m):	762			Total
Total Residential GFA (sq. m):	8138		Parking Spaces:	70
Total Non-Residential GFA (sq. m):	421		Loading Docks	1
Total GFA (sq. m):	8559			
Lot Coverage Ratio (%):	69.1			
Floor Space Index:	7.77			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	8138	0
Bachelor:	0	Retail GFA (sq. m):	421	0
1 Bedroom:	9 (11%)	Office GFA (sq. m):	0	0
2 Bedroom:	67 (78%)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	9 (11%)	Institutional/Other GFA (sq. m):	0	0
Total Units:	85			

CONTACT:	PLANNER NAME:	Cathie Ferguson, Senior Planner
	TELEPHONE:	(416) 395-7117, EMAIL: Cathie.Ferguson@toronto.ca