

2655 Lawrence Avenue East –Zoning Amendment Application – Final Report

Date: June 6, 2018
To: Scarborough Community Council
From: Director, Community Planning, Scarborough District
Wards: Ward 37 – Scarborough Centre

Planning Application Number: 08 153889 ESC 37 OZ

SUMMARY

This application proposes to amend the zoning by-law for the 1.1 hectare site municipally known as 2655 Lawrence Avenue East to permit the redevelopment of the lands with two tall, residential buildings at 18 and 28-storeys respectively and a block of eight townhouses, along with 1,609 square metres of ground floor commercial/retail space. A total of 412 residential units are proposed and a total of 519 vehicular parking spaces are proposed in two-levels of below grade parking.

The proposed application is appropriate as it provides a compact, high-rise residential development and an appropriate level of intensification on the subject lands. The proposal provides additional housing, including family-sized units, in a built form that is compatible with the surrounding context.

The proposed development represents appropriate residential intensification along Lawrence Avenue East that complies with the Official Plan, is consistent with the Provincial Policy Statement (2014) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017).

This report reviews and recommends approval of the application to amend the Zoning By-law, including the requirement for community benefits in return for increased height and density, in keeping with the provisions of Section 37 of the *Planning Act* and the policies of the Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Bendale Community Zoning By-law No. 9350, as amended, for the lands at 2655 Lawrence Avenue East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 9 to this report dated June 5, 2018 from the Director, Community Planning, Scarborough District.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
3. Before introducing the necessary Bills to City Council for enactment, require the Owner to enter into an Agreement pursuant to Section 37 of the *Planning Act*, to the satisfaction of the Chief Planner and Executive Director City Planning Division, and the City Solicitor, such agreement to be registered on title to the lands to secure the following matters:
 - a. Prior to the issuance of the any above-grade building permit, other than a building permit for a temporary sales office/pavilion, the Owner shall make payment of a financial contribution of \$1,030,000.00, to be indexed upwardly in accordance with the Construction Price Index for Toronto, calculated from the date of the registration of the Section 37 Agreement to the date the payment is made, for the provision of the following:
 - i) \$500,000 to Children's Services for improvements to future childcare facilities at 2740 Lawrence Avenue East (former David and Mary Thomson site) and/or 2920 Lawrence Avenue East (expansion of facilities within Bendale Acres Long Term Care Facility);
 - ii) \$380,000 to Parks, Forestry & Recreation for improvements to the splash pad at 929 Kennedy Road (Jack Goodlad Park);
 - iii) \$75,000 to the Toronto Public Library Board for capital enhancements to support early literacy services for children; and/or computer and technology upgrades; and/or improvements to meeting spaces and flexible program spaces to deliver after school programs for children and youth; and
 - iv) \$75,000 to 1021 Birchmount Road Hub for capital improvements/ upgrades, including literacy and early learning program enhancements.
 - b. In the event the cash contributions identified in a. above have not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contributions may be redirected for another purpose in Ward 37, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the lands.
 - c. Prior to the earlier of issuance of any building permit or Site Plan Approval, the Owner shall, to the satisfaction and acceptance of the Chief Engineer and Executive Director of Engineering and Construction Services:
 - i) submit financial securities associated with traffic control signal modifications required at the intersection analyzed in the accepted Traffic Impact Study;

- ii) submit financial securities, as determined by the City, for the installation of the required pavement marking at the intersection of Brockley Drive and Lawrence Avenue East;
 - iii) submit financial securities for the median extension on Lawrence Avenue East at the intersection of Brockley Drive and Lawrence Avenue East;
 - iv) submit a Hydrogeological Report to determine and confirm if any temporary or permanent groundwater discharge is proposed, including the proposed method of discharging groundwater into a City sewer;
 - v) submit updates to the Functional Servicing Report and/or the Storm Water Management Report if required to include the findings from c. iv) above; and
 - vi) enter into a financially secured Development Agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development.
- d. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009 and updated through the adoption of item PG32.3 of the Planning and Growth Management Committee in 2013.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

The Preliminary Report for this application, as originally proposed, was considered by Scarborough Community Council (SCC) at its meeting on July 7, 2008. The Preliminary Report and the decision of SCC can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.SC17.14>

The original 2008 application consisted of three buildings with a total of 425 residential units and 2,025 square metres of commercial/office space:

- Building A was 35 storeys in height (103.47 metres) with a three-storey podium fronting Lawrence Avenue East with 325 residential units;
- Building B was five storeys in height (14.2 metres), located midway into the site on the east side, consisting of 22 apartments and 11 stacked townhouses; and
- Building C was six storeys in height (16.96 metres), located at the rear of the site, consisting of ten stacked townhouses and 57 apartments.

Buildings B and C were proposed to be connected by glass enclosed pedestrian bridges at the third and fifth storeys. A total of 1,853.6 square metres of indoor amenity space

and 1,686 square metres of passive outdoor amenity space were proposed, along with three green roofs with an area of 1821.59 square metres. Two separate site access points were proposed on Lawrence Avenue East, an all-moves private driveway (west site access) and a right-turns only private driveway (east site access). Two levels of underground parking were proposed to be accessed from a ramp located on the west site access driveway. A total of 306 parking spaces were proposed on the first underground level, with the second level to be finalized through the review process, 22 surface parking spaces and 106 bicycle parking spaces were also proposed.

The applicant requested to put their application on hold for several years and in 2014, submitted a revised proposal consisting of two residential buildings. Building A was proposed at 22 storeys and Building B was proposed at 25 storeys. A total of 426 residential units were proposed, including 17 townhouse at the base of Building B. Access was proposed via a private driveway off of Lawrence Avenue East and a total of 596 parking spaces were proposed (573 spaces in two levels of below grade parking and 23 at-grade surface parking).

Following numerous meetings with staff regarding appropriate massing, building heights, scale, transition and built form, the applicant hired a new architect and the proposal was revised to its current form.

ISSUE BACKGROUND

Proposal

The proposed redevelopment consists of two, tall residential buildings on lands municipally known as 2655 Lawrence Avenue East within the Bendale Community.

Building A (north tower) is 18 storeys in height (60.7 metres, including the mechanical penthouse) with a five storey podium fronting Lawrence Avenue East. A total of 1,507 square metres of commercial space is proposed within the podium and 164 residential apartments comprise the residential portion of Building A.

Building B (south tower) is located toward the rear of the site, offset from Building A to provide direct access to Lawrence Avenue East. Building B is 28 storeys in height (89.5 metres, including the mechanical penthouse) with a two storey podium that includes eight, two-storey townhouses on the east side. A total of 102 square metres of ground floor office/commercial space is proposed and a total of 248 residential units.

Unit Breakdown	Building A	Building B	Totals
Studio	12	28	40 (9.7%)
1 Bedroom	12	26	38 (9.2%)
1 Bedroom + Den	49	28	77 (18.7%)
2 Bedroom	24	53	77 (18.7%)
2 Bedroom + Den	44	79	123 (29.9%)
3 Bedroom	23	26	49 (11.9%)
Townhouses	0	8	8 (2%)
Totals	164	248	412

The proposed gross floor area of the application is 41,744 square metres, resulting in a density of 3.65 times the area of the lot.

The sixth floor of Building A is comprised entirely of amenity space for the proposed development with a combination of 818.5 square metres of indoor amenity space, consisting of a pool, fitness area, multipurpose room and a kitchen that is connected to a 678 square metre outdoor amenity space fronting Lawrence Avenue East. There are green roofs proposed on the 3rd floor, 6th floor and the roof of Building A, totalling 786 square metres. A total of 141 square metres of indoor amenity space is proposed on the ground floor of Building B and is connected to a 1,056 square metre passive outdoor amenity area. Green roofs are proposed on the 2nd floor over the garage ramp, on the 4th floor and roof of Building B, totalling 696 square metres. Additional active and passive outdoor amenity areas are proposed at-grade between the towers and behind Building A along the east side of the site. Overall, the proposed development contains a total of 958.5 square metres of indoor amenity space and 2,791 square metres of outdoor amenity space.

The proposal contemplates a total of 519 vehicular parking spaces (423 residential, 71 visitor and 25 commercial, with 10 of the commercial spaces located at-grade along the west and south sides of Building A). Site access is proposed from Lawrence Avenue East along the western edge of the site via a 7.2 metre wide private driveway. Access to the two-level below grade parking garage is incorporated into Building B along the western edge of the site. A garbage pickup area and associated Type B and G loading spaces are proposed at the rear of Building A. A total of 455 bicycle parking spaces are proposed, of which 407 are long-term spaces and 48 are short-term spaces. For additional details, refer to Attachment 1: Application Data Sheet, Attachment 5: Site Plan and Attachments 6-8: Elevations.

Site and Surrounding Area

The site is located on the south side of Lawrence Avenue East, roughly 100 metres east of Midland Avenue and within walking distance to the Scarborough RT Lawrence East Station. The site is 1.1 hectares in area, rectangular in shape with a slightly irregular rear lot line abutting the hydro corridor. The lands slope downwards from north to south from Lawrence Avenue. The site has 73 metres of frontage on Lawrence Avenue and is approximately 160 metres deep.

The site is currently developed with one structure, formerly a car dealership (Alex Irvine), which is presently being used as a flea market.

Abutting uses are as follows:

North: Directly north is Midland Lawrence Plaza with commercial, office and retail uses, and the Price Chopper being the main tenant. A one-storey office building (TD Bank) was recently approved for the northeast corner of Midland and Lawrence Avenues. On the northwest corner of Lawrence Avenue and Brockley is a mid-rise mixed use building, further east along Lawrence Avenue is a seven-storey apartment building and David and Mary Thompson Collegiate Institute.

South: Abutting the site to the south is a 130 metre wide Hydro Corridor (part of the future Meadoway urban linear park) and the rear of an apartment site that fronts onto Midland Avenue. Further south, beyond the Hydro Corridor are low scale detached dwellings.

East: Abutting the site to the east is the recently constructed Abu Bakr Islamic Mosque and school. Further east of the site are one and two-storey retail and commercial uses, including a McDonald's restaurant.

West: Abutting the site to the west is Maple Plaza with commercial, office and retail uses, an Esso service station and two 13 storey apartment buildings.

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

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

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

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

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

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

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official

plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

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

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

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

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

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

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or

before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Official Plan

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

Chapter 2 - Shaping the City

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

The Official Plan states that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Growth areas in the City are locations where good transit access can be provided along bus and rapid transit routes. Areas that can best accommodate this growth are shown on Map 2 – Urban Structure of the Official Plan.

The lands immediately north and south of Lawrence Avenue East are identified as an Avenue on Map 2, including the subject site.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

Chapter 2 of the Official Plan sets out a policy framework and strategy for managing Toronto's growth and includes policies respecting *Avenues*. An *Avenue* is an important corridor along a major street where reurbanization 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. Section 2.2.3 states that the framework for new development on an *Avenue* will be established through an *Avenue* (segment) Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. Development may be permitted on the *Avenue* prior to an *Avenue* Study and will be considered on the basis of all the policies of the Plan.

Development applications and lands designated *Mixed Use Areas* and located along an *Avenue*, which proceed in advance of an *Avenue* Study, have the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the *Mixed Use Areas* policies, proponents of such proposals are also required to address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue* Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.

Policy 2.2.3.3 c) states that in addition to satisfying all other policies of the Plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an Avenue Study will:

- i. Support and promote the use of transit;
- ii. Contribute to the creation of a range of housing options in the community;
- iii. Contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- iv. Provide universal physical access to all publicly accessible spaces and building;
- v. Conserve heritage properties;
- vi. Be served by adequate parks, community services, water and sewers, and transportation facilities;
- vii. Be encouraged to incorporate environmentally sustainable building design and construction practices that:
 - 1) Reduce stormwater flows;
 - 2) Reduce the use of water;
 - 3) Reduce waste and promote recycling;
 - 4) Use renewable energy systems and energy efficient technologies; and
 - 5) Create innovative green spaces such as green roofs and designs that reduce the urban heat island effect

Chapter 3 - Building a Successful City

Section 3.1.1 The Public Realm

The Plan recognizes the importance of good design in the creation of a great city. The policies contained in this section emphasize the need for new development to improve the public realm and recognize the essential role the City's streets, open spaces, parks, ravines, natural areas and other key public assets play in creating a great city. The policies are designed to ensure that a high standard is achieved through urban design, landscaping and architecture for both public and private development and works to ensure that the public realm is functional, beautiful, comfortable, safe and accessible.

Section 3.1.2 Built Form

The Built Form policies in Section 3.1.2 of the Official Plan require that new development be located and organized to fit within its existing and/or planned context and to frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces. Further, Policy 3.1.2.6 requires that every new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development.

Section 3.1.3 Built Form – Tall Buildings

This section notes that the City's taller buildings come larger civic responsibilities and obligations than other buildings. This section of the Plan provides direction respecting Tall Buildings, addressing key urban design considerations, including:

- Meeting the built form principles of the Official Plan;
- Demonstrating how the proposed buildings and site designs will contribute to and reinforce the overall City structure;

- Demonstrating how the proposed buildings and site designs relate to the existing and/or planned context;
- Taking into account the relationship of the topography and other tall buildings; and
- Providing high quality, comfortable and usable publically accessible open space areas.

Section 3.2.1 Housing

The Housing policies in Section 3.2.1 of the Official Plan support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods to meet the current and future needs of residents. The existing housing stock is to be maintained and replenished, and new housing supply is encouraged through intensification and infill that is consistent with the Official Plan. Large residential developments such as proposed by this rezoning application may provide an opportunity to enhance the mix of housing types and unit sizes within the community.

Section 3.2.2 Community Services and Facilities

The Community Services and Facilities policies state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change, and will be informed through the preparation of a community services strategy. The inclusion of community service facilities are encouraged in all significant private sector development.

Chapter 4- Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map 20 of the Official Plan (refer to Attachment 3: Official Plan Land Use Map). The *Mixed Use Areas* designation provides for a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks, open spaces and utilities. Section 4.5.2 includes development criteria in *Mixed Use Areas*, which direct that new development:

- a) Create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- b) Provide for new jobs and homes for Toronto's growing population, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities;
- c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale by providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- d) Locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*;
- e) Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and opens spaces;
- f) Provide an attractive, comfortable and safe pedestrian environment;
- g) Take advantage of nearby transit services;
- h) Provide good site access and circulation and an adequate supply of parking for residents and visitors;

- i) Locate and screen service areas, ramps and garbage areas to minimize the impact on adjacent streets and residences; and
- j) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 5- Implementation: Making Things Happen

Section 5.1.1 of the Official Plan contains provisions pertaining to public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 may be used to secure community benefits, provided the proposal represents good planning and is recommended for approval.

Section 5.3.1.4 states that in consideration of development proposals, the City will ensure that the intensity and scale of proposed development can be accommodated by the various components of the City's infrastructure.

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

Zoning

The site is zoned Highway Commercial (HC) under the Bendale Community Zoning By-law, as amended, of the former City of Scarborough. Generally, Highway Commercial uses are those commercial uses that rely on arterial road frontage and sufficient off-street parking. Permitted uses include, but are not limited to: automobile service stations, public garages, funeral homes, hotels and motels, office uses and recreational uses. Residential uses are not a permitted use within the zone.

The lands are not subject to the City-wide Zoning By-law No. 569-2013, as amended.

Refer to Attachment 4: Existing Zoning By-law Map.

Design Guidelines

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the

guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Its decision is here:

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

Site Plan Control

The property is subject to site plan control. An application has not yet been submitted.

Reasons for Application

The applicable zoning for the subject property does not permit residential development. An amendment to the Bendale Community Zoning By-law 9350, as amended for the former City of Scarborough is required to permit the proposed development and to establish appropriate development standards including: use, building height, massing, stepbacks and setbacks; density of development; and vehicular and bicycle parking amongst other standards.

Application Submission

Current planning information for the application is available at the Application Information Centre (AIC):

<http://app.toronto.ca/DevelopmentApplications/associatedApplicationsList.do?action=init&folderRsn=2106521&isCofASearch=false&isTlabSearch=false>

Agency Circulation

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

Community Consultation

With respect to the original 2008 submission, two community consultation meetings were held by City Planning, in consultation with the Ward Councillor, on September 11, 2008 and October 16, 2008. As directed by Scarborough Community Council, staff gave notice of the community consultation meeting to all landowners and residents within 240 metres of the subject property. Approximately 35 members of the public

attended both meetings. At each meeting, Planning staff presented the policy framework, an overview of the application and reasons for the application. The applicant then presented a more detailed description of the proposal. Following the presentations, City staff facilitated a question and answer period.

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

- concerns were raised over the proposed heights and density; many felt the proposed buildings were too tall;
- impact of proposed development on existing community services in area, including schools, parks, libraries, etc.;
- the ability of existing streets to handle increased traffic generated by the proposed development; already high volumes of traffic and safety concerns; potential traffic infiltration;
- concerns about adequacy of proposed parking spaces to accommodate proposed development;
- concerns about adequacy of public transit; will additional buses be added on Lawrence routes;
- adequacy of the existing local servicing infrastructure to manage the increased demand from the development, including utilities and sewers; stormwater management; and waste management;
- concerns over light and spillover effects to the community on the other side of the Hydro corridor;
- concerns about how construction is managed; and
- concerns about safety and the potential for increased crime in the area; there is already lots of crime in the area and not enough police presence;

As a result of the community consultation meetings, the local councillor suggested a working group be formed and a series of meetings be held to further discuss planning issues raised at the community consultation meetings. The first meeting was held on November 17, 2008 with the focus on providing a policy framework; developing a 'strengths, weaknesses and opportunities' list; and setting a schedule for future meetings. A second working group meeting was scheduled for December 15, 2008, however, the applicant advised the local councillor and staff that due to economic events they were re-evaluating the project and putting their application on hold.

In 2011 the applicant advised they were hiring a new architect. A number of proposals were informally submitted, with a formal revised submission being made in March 2014. A third community consultation meeting was subsequently held on June 23, 2014. Approximately 10 members of the public attended the meeting. The issues and concerns expressed at this meeting were very similar to those expressed at the previous two meetings.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

Policy 1.1.3.2 of the PPS (2014) directs that land use patterns shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use infrastructure which are planned or available; are transit supportive and support active transportation. Furthermore, Policy 1.1.3.3 states that planning authorities identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public services facilities required to accommodate projected needs. Policy 1.6.7.4 of the PPS (2014) promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposal is consistent with the PPS in this regard. The proposed development represents appropriate intensification on land identified as an Avenue, making use of an underutilized parcel of land and existing infrastructure. The proposed land use and density provides a compact built form that supports an efficient use of land and existing transit infrastructure.

Policy 1.4.3 of the PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit. The proposal is consistent with the PPS in this regard and has included a broad mix of residential units, including units suitable for families with children.

Policy 1.6.6.1 of the PPS (2014) directs that expected growth or development shall be accommodated in a manner that promotes the efficient use and optimization of existing infrastructure. The proposal is consistent with the PPS in this regard.

The Growth Plan contains policies about how land is developed, resources are managed and protected and public dollars are invested. It directs municipalities to support the creation of complete communities that provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; to develop mixed-use, transit-supportive, pedestrian-friendly urban environments; and to plan for more resilient, low-carbon communities (Sections 1.2.1 and 2.2.1). The proposal conforms to the Growth Plan by directing growth to appropriate settlement areas, and making efficient use of land and existing services and infrastructure, including proximity to public and active

transportation. In addition, the subject site is located just over 500 metres from the future Lawrence-Kennedy SmartTrack Station.

In planning to achieve the minimum intensification and density targets in the Growth Plan, municipalities are directed by Policy 5.2.5.6 to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form. The proposal supports the achievement of complete communities through a more compact built form, with mix of residential units, including units suitable for families with children, that are high quality, attractive and contribute to the vitality and character of the neighbourhood. The City has implemented these objectives through the implementing policies of the Official Plan, including Public Realm policies in Section 3.1.1 and Built Form policies in Section 3.1.2.

Land Use

This application has been reviewed against the official plan policies described in the Issue Background Section of the Report as well as the policies of the Toronto Official Plan as a whole. The subject site is located along an *Avenue* and is designated *Mixed Use Areas*.

The *Mixed Use Areas* achieve a multitude of planning objectives and allow for residents to live, work and shop in the same area or even in the same building, reduce car dependency, and create districts along transit routes that are animated, attractive and safe. The designation is made up of a broad range of commercial, residential and institutional uses in a single use or mixed use building, as well as parks, open spaces and utilities. The proposed development will be primarily residential, with some commercial uses at-grade in two buildings. The proposed development is located within an existing and planned context intended for intensification and future transit improvements. Given the proposed land use, planning staff are of the opinion that the proposed redevelopment is an appropriate use of the lands.

Policy 2.2.3.3 b) and c) state that development on lands designated *Mixed Use Areas* and located along an *Avenue*, which proceed in advance of an *Avenue Study*, have the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the *Mixed Use Areas* policies, proponents of such proposals are also required to address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue Study* unless the review demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.

The applicant has submitted a Revised Avenue Segment Review, dated June 2017, jointly prepared by Project Planning Global Inc., Scott Shields Architects Inc., Morrison Hershfield, Lea Consulting Ltd. and Corban and Goode-Landscape Architecture and Urbanism in support of the application. The revised Avenue Segment Review incorporates changes to the height, massing and building placement of the current proposal and undertook an assessment of the impacts of incremental development on the segment at a similar form, scale and intensity. The review concludes that similar

built form and massing on identified 'soft sites' can be supported in the larger context. The review further states that the current proposal and potential future concepts support and promote the use of transit; contribute to the creation of a range of housing options; contribute to an attractive, safe and comfortable pedestrian environment; and that proposed architectural solutions connect to and strengthen the public realm.

Planning staff are satisfied that the development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review. It should be noted that the conclusions of the segment study with respect to building heights and massing are not to be construed as being conclusive or providing prescriptive direction insofar as the evaluation of future development applications that the City may receive.

Density, Height, Massing

This application has been reviewed against the official plan policies and design guidelines described in the Issue Background Section of the Report. Of note, this application pre-dates the adoption of both the City-wide Tall Buildings Guidelines and the Avenues and Mid-rise Buildings Study and Performance Standards, however regard for these documents was taken into consideration during the review process.

The subject property is designated *Mixed Use Areas* and located along an *Avenue*. *Avenues* are areas where reurbanization 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 proposal is for two tall buildings, Building A is proposed at 18-storeys and Building B is proposed at 28-storeys, which is compatible with the existing tall building context. Building A, the lower of the two buildings is located along Lawrence Avenue East and incorporates a large 27 metre tower setback along Lawrence Avenue East, thereby ensuring that the building is entirely located under the front angular plane to limit the shadow impacts on the north side of the street and to provide a more pedestrian friendly scale, similar to what a typical mid-rise building would achieve. For this reason, staff are supportive of a taller building along the *Avenue* at this location. Building B, at 28-storeys is located at the rear of the site with minimal impacts on the public realm as it is adjacent to the Hydro corridor.

Building placement was a key issue on this narrow, deep site. Building A fronts onto Lawrence Avenue East with its primary building entrance on the public street; and Building B, located at the rear of the site, is offset from Building A so direct views of the public street are maintained. In addition, a direct pedestrian connection is provided from the public street via a private sidewalk to Building B and the main entrance is well-defined, clearly visible and accessible from the public street, meeting the intent of the Tall building guidelines.

To further ensure the proposed development fits within the existing and planned context, and to provide appropriate transition in scale to surrounding streets and adjacent buildings, good street proportion, overall massing, generous tower setbacks and separation distances are critical. Building A has a base building height of five-storeys (16.5 metres), which is considered an appropriate base building height as it is

adjacent to Lawrence Avenue East that has a large 36 metre right-of-way. At five-storeys, the base of the building defines the edge of the public street at a good proportion maintaining access to sunlight. Approximately 1250 square metres of retail space is proposed on the first floor of Building A, along Lawrence Avenue East. By dedicating the majority of the street frontage to active retail uses, an animated and safe public realm is achieved. To assist with establishing a clear presence for retail, and to increase visibility and utility of the ground floor a minimum floor-to-floor height of 4.5 metres is provided, thus meeting the policies in Section 3.1 of the Tall buildings guidelines.

Building B has a two-storey (7.7 metres) base building with the townhouses acting as the base of the tower and appropriately framing and supporting the outdoor amenity space on the east side of the site.

The size and shape of the tower floor plate work in tandem with the height and placement of the tower to ensure the overall massing and visual impact is appropriate. The Tall Building Design Guidelines recommend a 750 square metre tower floor plate; the proposed tower floor plates are larger at 810 square metres each. The proposed separation distance between the two towers is 44 metres, substantially larger than the 25 metres recommended in the Tall Building Design Guidelines. In addition, the tower portion of Building A is setback a minimum of 12.5 metres on both sides and over 27 metres along Lawrence Avenue East, thus ensuring the building is under the front angular plane. The tower portion of Building B is setback 31 metres on the east side and 11.8 metres on the west side, which is acceptable as there is an existing 13-storey apartment building adjacent to the site at this location substantially setback from the property line and additional tall buildings are not anticipated on the rear of the apartment site.

Appropriate tower stepbacks have also been incorporated into the proposed development, which help mitigate uncomfortable wind conditions and enhance the base building. The tower element for Building A incorporates stepbacks at the fifth storey of 24 metres along Lawrence, 8.4 metres to the east and 5.6 metres to the west. The tower element for Building B incorporates stepbacks at the second storey of 3.0 metre to the north, 11.8 metres to the west, 1.5 to the east and the two-storey townhouses at the rear act as a stepback at the rear.

The proposed density is 3.65 times the area of the lot. The existing mixed use, high rise development at the northwest corner of Midland Avenue and Lawrence Avenue east is developed with a 21 and 23-storey buildings and has a site density of 3.5 times the area of the lot.

Planning staff are of the opinion that the proposed development is compatible with the existing and planned built form context and that the density, height and massing proposed by the applicant is appropriate and supportable.

Sun, Shadow, Wind

The Built Form policies in section 3.1.2 and the *Mixed Use Areas* policies in section 4.5.2 of the Official Plan speak to adequately mitigating or limiting shadow impacts on neighbouring streets, properties and open spaces and that new development in *Mixed*

Use Areas will contribute to the quality of life by locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions. The Avenues and Mid Rise Guidelines contain a set of performance standards to assist in achieving Official Plan objectives. The applicant has submitted a Shadow Study dated June 2017, which illustrate the incremental shadow impacts during March 21st and September 21st (Spring and Fall Equinoxes), June 21st (Summer Solstice) and December 21st.

Planning staff have assessed the proposed development in terms of the incremental shadow impacts resulting from the proposed development and find they are acceptable given the existing and the planned context for the subject property and the surrounding area.

The applicant submitted a Pedestrian Level Wind Study, dated October 20, 2017, prepared by Gradient Wind Engineering Inc. The study indicated that the wind conditions at grade of the building would be suitable for the intended pedestrian uses on a seasonal basis. The study recommended that the landscape plan, which will be further reviewed at the site plan stage, include the following:

- a) clusters of coniferous plantings be included in the landscape plan for the outdoor plaza amenity area between the two buildings to mitigate westerly winds channelling between the two buildings;
- b) the inclusion of vertical wind barriers in the landscape plan along the west side of the BBQ-picnic area at the rear of the site; and
- c) for building A Level 6 – the outdoor amenity area-include a wind barrier along the north and west perimeters of the terrace, as well as internal landscape elements to ensure that wind conditions are acceptable for sitting during the warmer months.

Planning staff are satisfied with the wind conditions that would result from the proposed development, subject to further assessment during the Site Plan Control process for potential mitigation strategies.

Unit Mix

The Housing policies in Section 3.2.1 of the Official Plan support a full range of housing in terms of form, tenure and affordability to meet the current and future needs of residents. The Growing UP Draft Urban Design Guidelines encourage a broad mix of residential units, including units suitable for families with children.

The applicant is proposing 412 dwelling units of which 77 (19%) are 2-bedroom units, 123 (30%) are 2-bedroom plus den units and 49 (12%) are 3-bedroom units. Staff are satisfied the number of larger units proposed provide a greater mix of dwelling units in the building, including many suitable for families with children, and are consistent with the housing objectives of the Official Plan and the meet the intent of the Growing UP Draft Urban Design Guidelines.

Community Services Assessment

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies,

boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

As part of the Pre-Avenue Segment Study and Addendum submitted in support of this application, an analysis of the existing community services and facilities was undertaken. The analysis concluded that there exists adequate capacity to serve the initial population growth anticipated. The analysis did recognize that daycare facilities are lacking capacity in the immediate area. As part of the Section 37 agreement, monies are being directed to Children's Services for improvements to future childcare facilities at 2740 Lawrence Avenue East (former David and Mary Thomson site) and/or 2920 Lawrence Avenue East (expansion of facilities within Bendale Acres Long Term Care Facility). The analysis also noted that while some local schools are at capacity, others have capacity to accept new students. As such, as development proceeds in the study area, the enrolment status of the schools and the need for additional space for pupils will need to be further evaluated.

Traffic Impact, Access, Parking

The Official Plan provides direction regarding vehicle parking, access and service areas in Policies 3.1.2.2, 4.5.2 i) and j). To address these policies, a traffic impact study and addendum were submitted with the development proposal. The study and addendum identified the need to extend the median on Lawrence Avenue East at the intersection of Lawrence Avenue East and Brockely Drive, modify the pavement markings at the intersection of Lawrence Avenue East and Brockely Drive, and should it be deemed necessary, traffic control signal modifications required at the intersections analyzed in the study. Transportation Services staff have determined that the projected volume of vehicle traffic generated by the proposed development can be accommodated on the existing road network and no significant impacts on local traffic are anticipated.

With respect to parking, the applicant proposes to provide a total of 519 vehicular parking spaces, ten of which are proposed at-grade and the remainder in a two level below-grade parking garage accessed from the private driveway along the west side of the property. Of the 519 parking spaces: 423 are resident parking spaces; 71 are visitor parking spaces; and 23 serve the commercial component. Enclosed and located at the rear of Building A are one G-type and one B-type loading spaces.

Transportation Services staff have reviewed the proposal and advise that the proposed site access, parking and traffic impacts of this proposal would be acceptable.

Of the 455 bicycle parking spaces proposed, 404 are 'long term'/resident spaces and 42 are 'short term'/resident spaces, with the remaining nine bicycle parking spaces

provided for the commercial component of the development. Of note, all bicycle parking spaces are either at-grade or on the P1 level of the garage.

Staff are satisfied that all traffic impact, site access and vehicle and bicycle parking matters have been adequately addressed.

Servicing

The applicant has submitted a Site Servicing Report, a Site Servicing Plan, a Sediment and Erosion Control Plan and a Stormwater Management Report in support of the application, along with additional supplementary materials, which have been reviewed by Engineering and Construction Services (ECS) staff. While the reports generally conclude that the site can be adequately serviced in accordance with City standards, as part of the Site Plan Approval process, ECS staff have requested the submission of a Hydrogeological Report to determine and confirm if any temporary or permanent groundwater discharge is proposed, including the proposed method of discharging groundwater into a City sewer; and if required updates to the Functional Servicing Report and/or the Storm Water Management Report. The applicant will be required to pay for and construct any improvements to the municipal infrastructure, should it be determined that improvements to such infrastructure is required to support this development.

Residential Amenity Space

The Official Plan requires that new development provide adequate indoor and outdoor recreational space for residents. The Commercial-Residential Zone in the City-wide Zoning By-law No. 569-2013 establishes a standard minimum amenity space rate of 4 square metres for each dwelling unit (minimum 2 square metres indoor and minimum 2 square metres outdoors). The applicant is proposing 412 dwelling units, which equates to a minimum requirement of 1,648 square metres of amenity space. The applicant is proposing 3,750 square metres of amenity space (958.5 square metres indoor and 2,791 square metres outdoor), which exceeds the minimum amenity space requirements.

Details of amenity space design will be further refined during the site plan approval process.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The applicant is proposing to construct 412 residential units with 1,609 square metres of commercial space within a site area of 11,440 square metres. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the residential component is subject to a 15% parkland dedication.

The parkland dedication for the subject site is too small to be functional; therefore the applicant is required to satisfy the parkland dedication through a cash-in-lieu payment. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above or below grade building permit.

Archaeological Assessment

The subject site has archaeological resource potential, however, Heritage staff have determined that the probability of encountering intact archaeological deposits is low and an archaeological assessment is not required. Appropriate warning clauses will be included as part of the future site plan control application in the event that either deeply buried archaeological remains or human remains are encountered during construction.

School Capacity

The Toronto District School Board (TDSB) advises that a significant impact on local schools is not anticipated. At the present time, there is sufficient space at the local schools to accommodate students from the proposed development.

No comments were received from the other circulated school boards.

Electromagnetic Field Study (EMF)

When applications are received for Official Plan and/or Zoning Amendments or Plan of Subdivision for residential, school or day nursery uses on properties that abut a hydro corridor, applicants are required to undertake an EMF Management Plan to outline low or no-cost measures to minimize the increase in yearly average exposure to EMF for young children.

The Gatineau Hydro Corridor abuts the subject site to the south; as such the applicant submitted an EMF Management Plan dated February 2014, prepared by W&W Environmental and Radiological Consultants. The report recommended:

- a) Locate Electrical conductors away from High Occupancy Areas;
- b) Locate Electrical equipment away from children's living space; and
- c) Locate children's play areas away from sources of Magnetic fields.

Since that time, a revised proposal has been submitted that included moving residential uses further away from the Hydro corridor; moving children's play areas further away from the Hydro corridor; and relocating electrical equipment within the development. A review of the original EMF Management Plan, dated June 15, 2017, was prepared by Agnew Consulting Services, and submitted for review by the Healthy Environments Technical and Support Team in Toronto Public Health. Based on the submitted data, Toronto Public Health is satisfied that the revised plans will keep future resident children's average annual exposure to EMF to less than 4 mG; and the magnetic fields at the subject site would not be considered sufficiently high enough to increase risk of childhood leukemia to unacceptable levels; and that no changes to the recommendations and conclusions of the 2014 report are required.

Community Concerns

In other sections of this report, staff have addressed the issues raised by the community including concerns related to height and density, shadows, traffic impacts and the adequacy of existing local servicing infrastructure to manage the increased demand from the development. Planning staff are of the opinion that the issues raised by the community have been adequately addressed.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure performance measures for the following Tier 1 development features including: landscaped open space and cycling infrastructure. Other applicable TGS performance measures such as tree species, soil volumes, bird friendly glazing and stormwater management will be secured through the Site Plan Approval process.

Tenure

The development is proposed as a condominium development as there are a number of common elements including the underground parking garage and amenity areas and walkways through the site. An application for standard condominium will be required.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

In consultation with the local Councillor, the community benefits recommended to be secured in the Section 37 Agreement are as follows (matters under section c. and d. are secured as a legal convenience to support the development):

- a. Prior to the issuance of the any above-grade building permit, other than a building permit for a temporary sales office/pavilion the Owner shall make payment of a financial contribution of \$1,030,000.00, to be indexed upwardly in accordance with the Construction Price Index for Toronto, calculated from the date of the registration of the Section 37 Agreement to the date the payment is made, for the provision of the following:
 - i) \$500,000 to Children's Services for improvements to future childcare facilities at 2740 Lawrence Avenue East (former David and Mary Thomson site) and/or 2920 Lawrence Avenue East (expansion of facilities within Bendale Acres Long Term Care Facility);

- ii) \$380,000 to Parks, Forestry & Recreation for improvements to the splash pad at 929 Kennedy Road (Jack Goodlad Park);
 - iii) \$75,000 to the Toronto Public Library Board for capital enhancements to support early literacy services for children; and/or computer and technology upgrades; and/or improvements to meeting spaces and flexible program spaces to deliver after school programs for children and youth; and
 - iv) \$75,000 to 1021 Birchmount Road Hub for capital improvements/upgrades, including literacy and early learning program enhancements.
- b. In the event the cash contributions identified in a. above have not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contributions may be redirected for another purpose in Ward 37, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the lands.
- c. Prior to the earlier of issuance of any building permit or Site Plan Approval, the Owner shall, to the satisfaction and acceptance of the Chief Engineer and Executive Director of Engineering and Construction Services:
 - i) submit financial securities associated with traffic control signal modifications required at the intersection analyzed in the accepted Traffic Impact Study;
 - ii) submit financial securities, as determined by the City, for the installation of the required pavement marking at the intersection of Brockley Drive and Lawrence Avenue East;
 - iii) submit financial securities for the median extension on Lawrence Avenue East at the intersection of Brockley Drive and Lawrence Avenue East;
 - iv) submit a Hydrogeological Report to determine and confirm if any temporary or permanent groundwater discharge is proposed, including the proposed method of discharging groundwater into a City sewer;
 - v) submit updates to the Functional Servicing Report and/or the Storm Water Management Report if required to include the findings from c. iv) above; and
 - vi) enter into a financially secured Development Agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development.
- d. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009 and updated through the adoption of item PG32.3 of the Planning and Growth Management Committee in 2013.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017) and the Toronto Official Plan. Staff are of the opinion that the proposal would be in conformity and would be consistent with the Provincial and City policies, including the PPS (2014), the Growth Plan (2017) and the City's Official Plan.

The proposed rezoning application is appropriate as it provides a compact, high-rise residential development and an appropriate level of intensification on the subject lands. The proposal provides additional housing, including family-sized units, in a built form that is compatible with the existing and planned context for the area.

Staff recommend that Council support approval of the application.

CONTACT

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E-mail: Kelly.Dynes@toronto.ca

SIGNATURE

Paul Zuliani, Director
Community Planning, Scarborough District

ATTACHMENTS

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Site Plan
- Attachment 6: Elevations – East and West
- Attachment 7: Elevations – North and South
- Attachment 8: Elevation from Lawrence Avenue East
- Attachment 9: Draft Zoning By-law Amendment to the Bendale Community Zoning

Attachment 1: Application Data Sheet

Application Type	Rezoning	Application Number:	08 153889 ESC 37 OZ
Details	Rezoning, Standard	Application Date:	May 1, 2008

Municipal Address: 2655 LAWRENCE AVE E

Location Description: CON D PT LT26 **GRID E3709

Project Description: Proposal for a mixed use development in two towers (total gfa 41,744 m² / fsi of 3.65): 18 storey tower including a 5 storey podium; 28 storey tower including a 2 storey podium and 8 two-storey townhouses. Total of 412 residential units. Access provided from two-way private driveway from Lawrence Avenue East on west side of site. Parking: 2 levels of underground parking (508 spaces) and surface parking (11 spaces). Amenity Space: 958 m² indoor and 2791.13 m² outdoor. Retail/Commercial: 1,609 m².

Applicant:	Agent:	Architect:	Owner:
SUSHRAT MEHAN		Scott Shields Architects	PROPERTY FORCE (CANADA) INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	No
Zoning:	HC-Highway Commercial	Historical Status:	No
Height Limit (m):	n/a	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	11,440.35	Height:	Storeys:	28
Frontage (m):	73		Metres:	86.65 (92.65 m with mph)
Depth (m):	160			
Total Ground Floor Area (sq. m):	3,037			Total
Total Residential GFA (sq. m):	39,966		Parking Spaces:	519
Total Non-Residential GFA (sq. m):	1,609		Loading Docks	2
Total GFA (sq. m):	41,744			
Lot Coverage Ratio (%):	27			
Floor Space Index:	3.65			

DWELLING UNITS

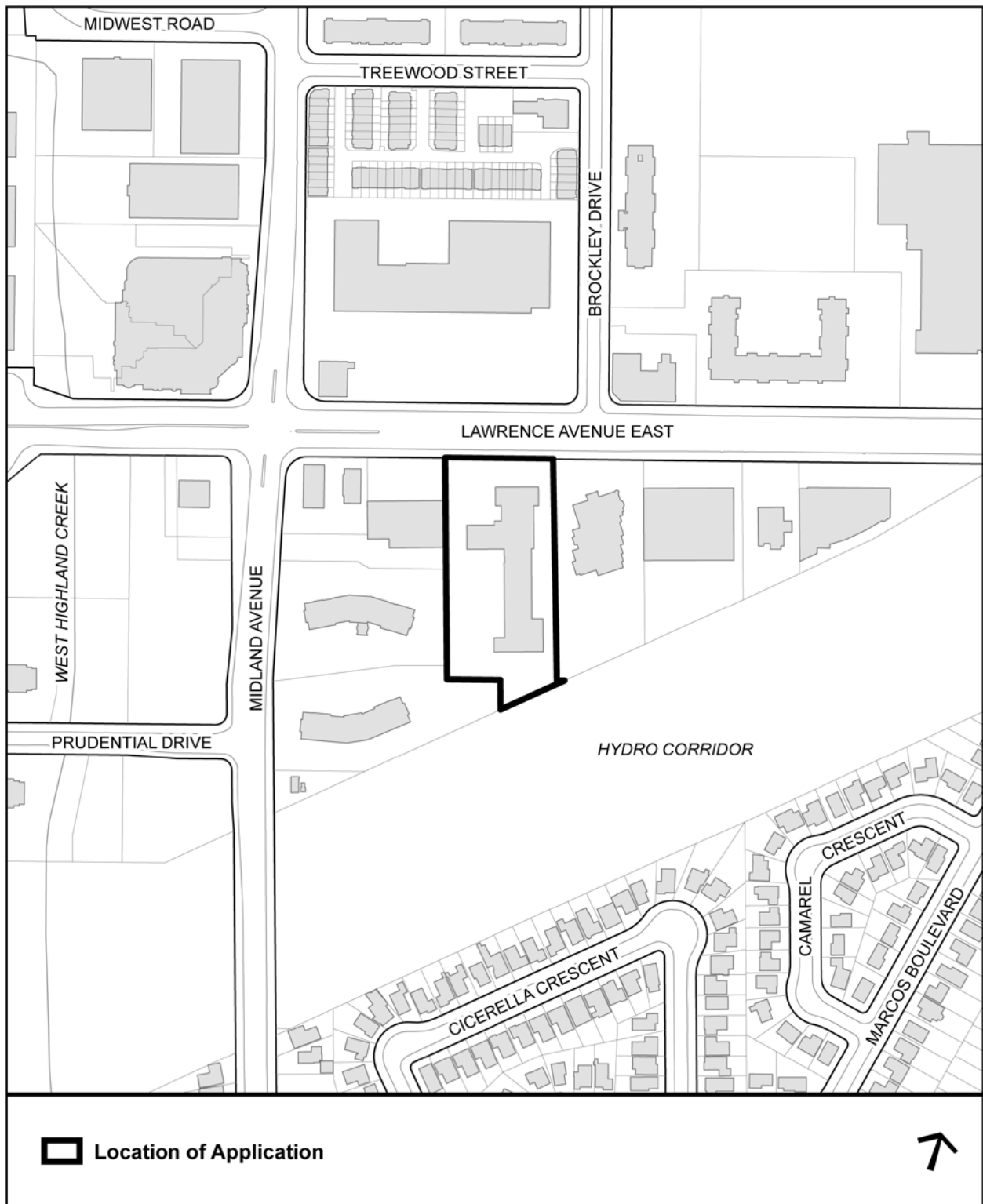
Tenure Type:	Condo
Rooms:	0
Bachelor:	40
1 and 1+ Bedroom:	115
2 and 2+ Bedroom:	200
3 + Bedroom and Townhouse:	57
Total Units:	412

FLOOR AREA BREAKDOWN (upon project completion)

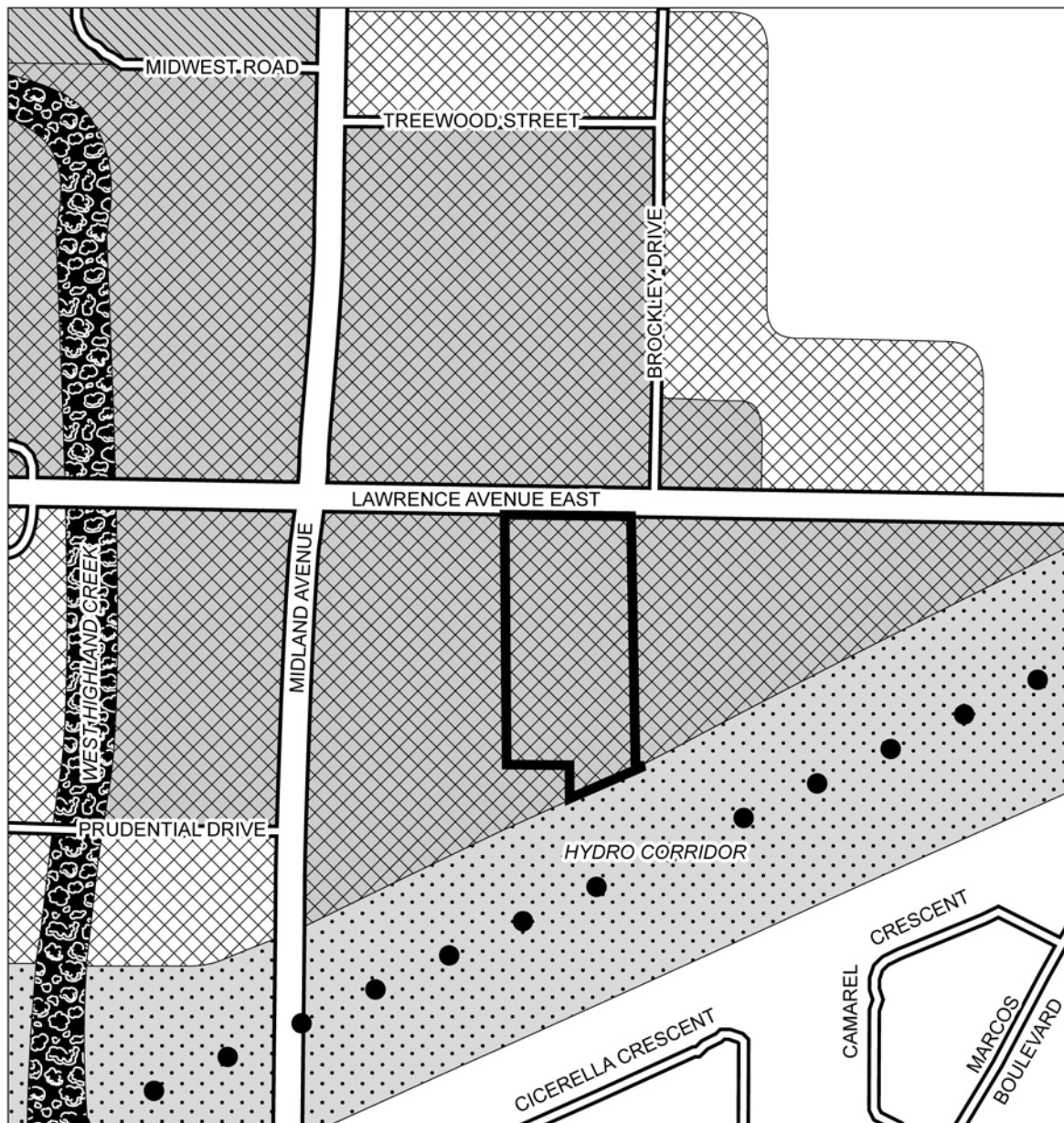
	Above Grade	Below Grade
Residential GFA (sq. m):	39,966	0
Commercial GFA (sq. m):	1,609	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT:	PLANNER NAME:	Kelly Dynes, Senior Planner
	TELEPHONE:	416-396-4250

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



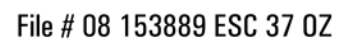
Official Plan Land Use Map #20

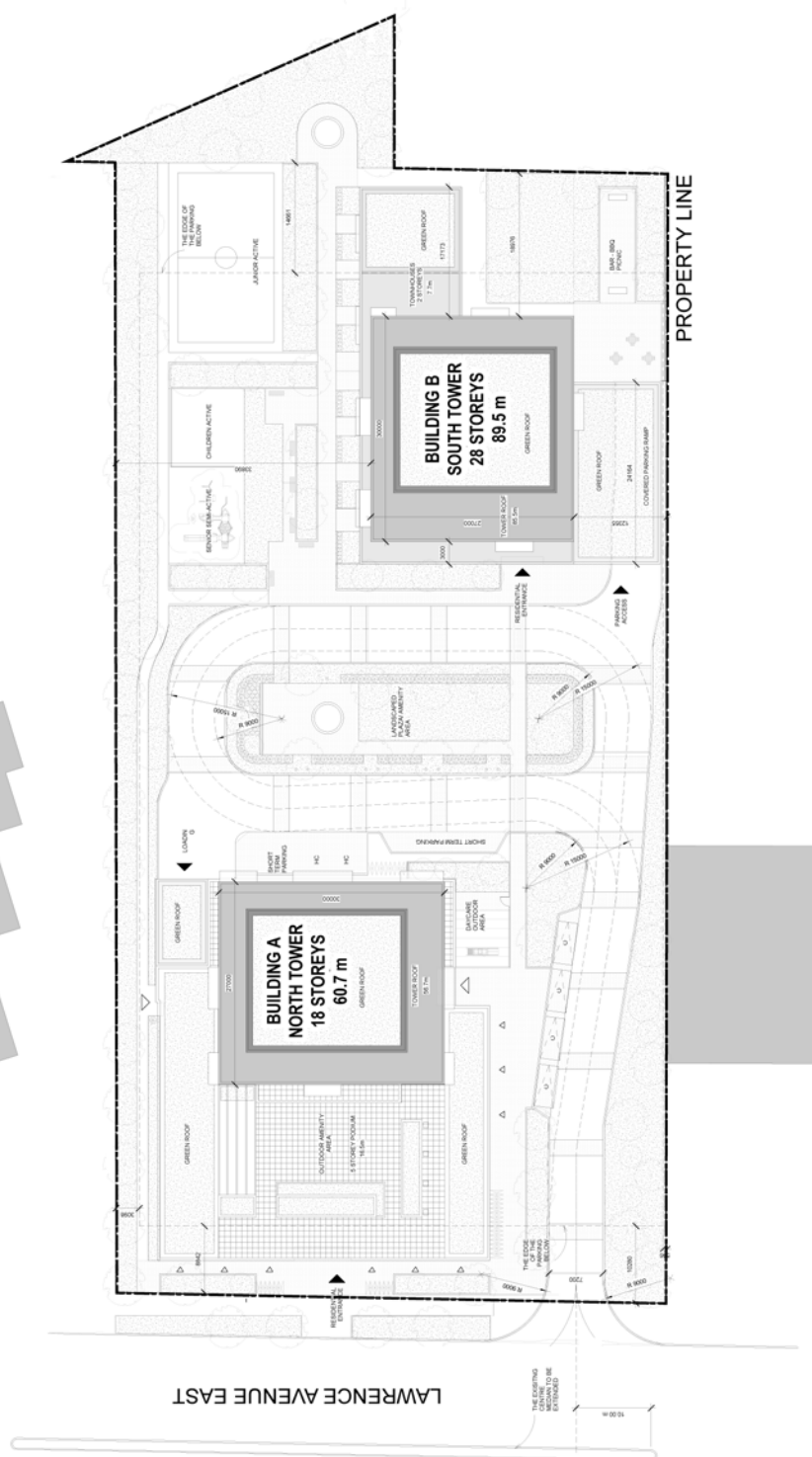
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File # 08 153889 ESC 37 0Z



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05/14/2018

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Site Plan

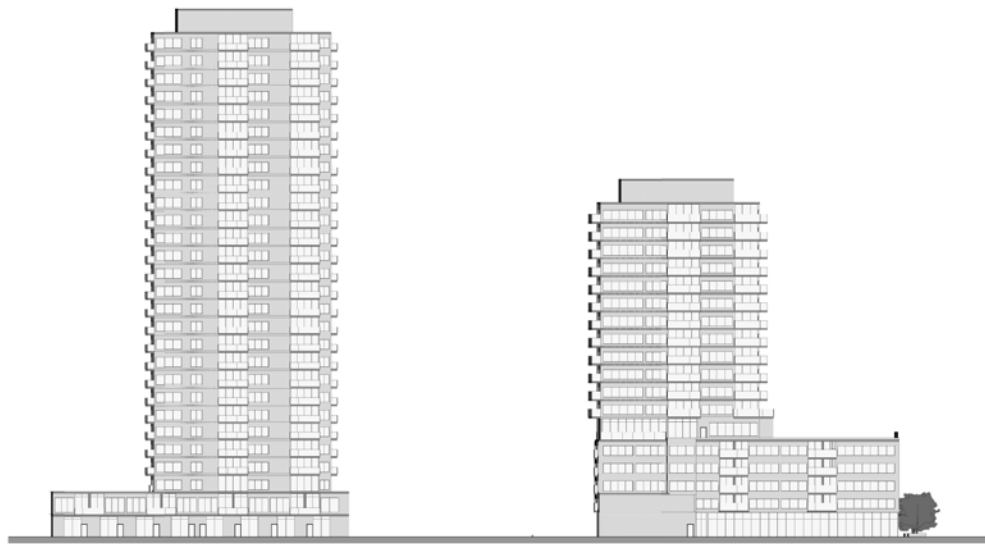
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Applicant's Submitted Drawing

Not to Scale
05/17/2018

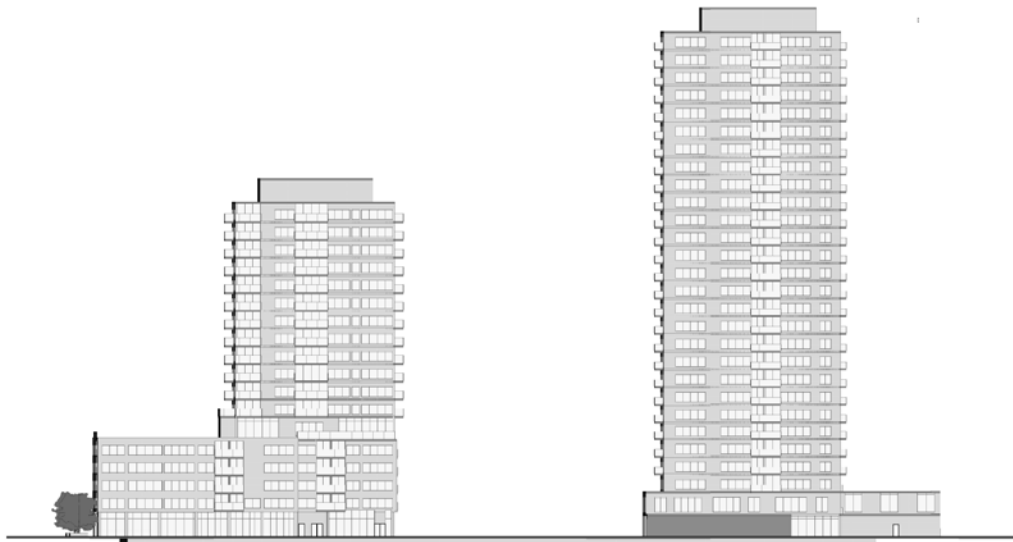
File # 08 153889 ESC 37 0Z

Attachment 6: Elevations – East and West



Building B: East Elevation

Building A: East Elevation



Building A: West Elevation

Building B: West Elevation

East and West Elevations

Applicant's Submitted Drawing

Not to Scale
05/17/2018

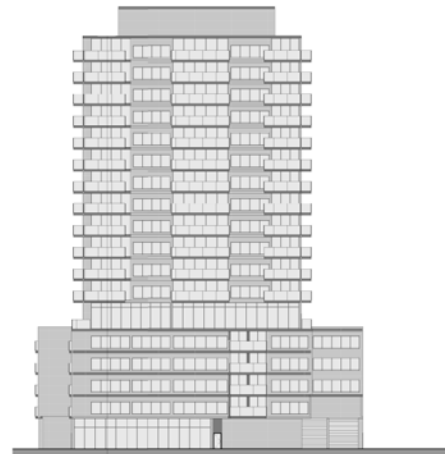
2655 Lawrence Avenue East

File # 08 153889 ESC 37 02

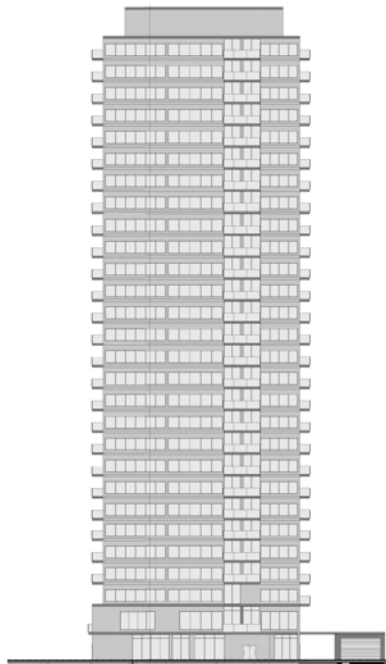
Attachment 7: Elevations – North and South



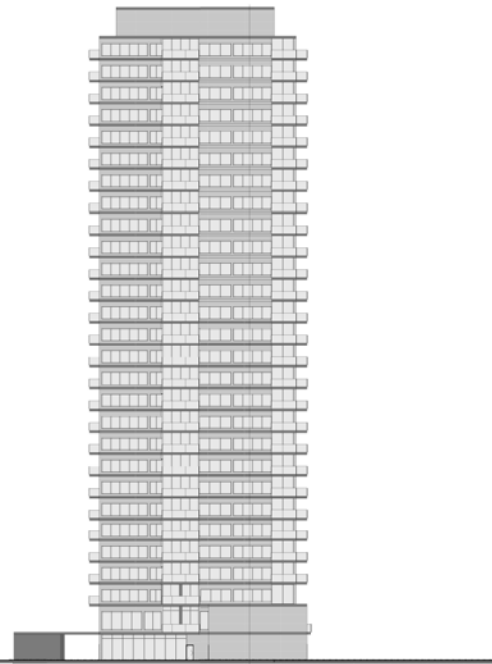
Building A: North Elevation



Building A: South Elevation



Building B: North Elevation



Building B: South Elevation

North and South Elevations

Applicant's Submitted Drawing

Not to Scale
05/17/2018

2655 Lawrence Avenue East

File # 08 153889 ESC 37 02

Attachment 8: Elevation from Lawrence Avenue East



Elevation from Lawrence Avenue East

2655 Lawrence Avenue East

Applicant's Submitted Drawing

Not to Scale
05/17/2018

File # 08 153889 ESC 37 02

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To amend former City of Scarborough Bendale Community Zoning By-law No. 9350, as amended, with respect to the lands municipally known as 2655 Lawrence Avenue East

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

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

WHEREAS the Official Plan for the city of Toronto contains provisions relating to the authorization of increases in height and density of development; and

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

WHEREAS Subsection 37 (3) of the *Planning Act*, provides that, where an owner of land elects to provide facilities, services or matters in return for an increase in height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services or matters; and

WHEREAS the owner of the land hereinafter referred to has elected to provide the facilities, services and matters, as hereinafter set forth; and

WHEREAS the increases in the height or density permitted hereunder, beyond those otherwise permitted in the aforesaid lands by By-law No. 9350, as amended, are to be permitted in return for the provision of the facilities, services and matters set out in this By-law and are to be secured by one or more agreements between the owner of such lands and the City of Toronto (hereinafter referred to as the "City"); and

WHEREAS Council has required the owner of the aforesaid lands to enter into one or more agreements dealing with certain facilities, services and matters in return for the increases in height and density in connection with the aforesaid lands as permitted in this By-law; and

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

- 1. CLAUSE IV – ZONES** is amended by adding the Commercial-Residential (CR) Zone.

2. **CLAUSE V – INTERPRETATION (f) Definitions** is amended by adding the following definitions:

Amenity Space

shall mean indoor or outdoor space on a lot that is communal and available for use by the occupants of a building on the lot for **recreational use** or social activities.

Angular Plane

shall mean an imaginary flat surface projecting over a lot, at an inclined angle measured up from the horizontal.

Automated Banking Machine

shall mean a device at which customers can complete self-serve financial transactions.

Bicycle Parking Space

shall mean an area used for parking or storing a bicycle.

Building

shall mean a wholly or partially enclosed **structure** with a roof supported by walls, columns, piers or other structural systems. A **vehicle** is not a **building**.

Building Setback

shall mean a horizontal distance measured at a right angle from any lot line to the nearest part of the main wall of a building or structure.

Eating Establishment

shall mean premises where food or beverages are prepared and offered for sale to patrons for immediate consumption on the premises while they are seated, and which may include an incidental take-out service.

Financial Institution

shall mean premises used to provide financial services to the public, other than exclusively through an **automated banking machine**.

Green Roof

shall mean an extension to a building's roof that allows vegetation to grow in a growing medium and which is designed, constructed and maintained in compliance with the Toronto Green Roof Construction Standard set out in Chapter 492 of the City of Toronto Municipal Code.

Landscaping

shall mean trees, shrubs, grass, flowers, vegetables, decorative stonework, walkways, screening or other horticultural or landscape-architectural elements, or any combination of these; but does not include **driveways**, loading or **parking spaces**, and directly associated elements such as curbs or retaining walls.

Landscaping, soft

shall mean the landscaping in a yard excluding hard-surfaced areas such as, but not limited to, decorative stonework, walkways, screening, or other landscape-architectural elements.

Loading Space

shall mean an area used for the loading or unloading of goods or commodities from a **vehicle**.

Lot Line

shall mean the boundary of a lot.

Mixed Use Building

shall mean a building with a **dwelling unit** and a non-residential use. A residential building is not a **mixed-use building**.

Outdoor Patio

shall mean an outdoor patron area ancillary to a non-residential use.

Personal Service Shop

shall mean premises used to provide personal grooming services or for the cleaning or care of apparel.

Retail Service

shall mean premises in which photocopying, printing, postal, or courier services are sold or provided.

Retail Store

shall mean premises in which goods or commodities are sold, rented or leased.

Service Shop

Shall mean premises used for servicing, repairing or refurbishing goods, other than **vehicles**. A **personal service shop** is not a **service shop**.

Structure

shall mean anything that is erected, built or constructed of one or more parts joined together. A **vehicle** is not a **structure**.

3. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-clause 8, **Games Arcades and Games Machines Incidental to Commercial Operations** is amended by:

- (a) Adding ", Commercial-Residential (CR)," to sub-section iii) after the words "City Centre Commercial (CCC).

4. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-clause 12, **Non-Accessory Signs**, sub-section 12.3 is amended by adding the words and symbol "Commercial-Residential (CR)," before the words "District Commercial (DC)".

5. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 14, **Lands Not Covered by Buildings** is amended by adding the following paragraph to the end of this Sub-Clause:

In areas designated on Schedule 'A' as "CR", the lands not covered by permitted buildings, structures, **parking spaces, driveways**, curbs and ramps shall be used only for **landscaping**, 50% of which shall be **soft landscaping**. **Outdoor patio** areas ancillary to a permitted **Eating Establishment** in the "CR" Zone shall not be considered **landscaping** and shall be permitted."

6. **CLAUSE VIII – ZONE PROVISIONS** is amended by adding the following:

16. **Commercial-Residential (CR) Zone**

(a) Permitted Uses

- **Apartment Building**
- **Day Nurseries**
- **Dwelling Units**
- **Eating Establishments**
- Educational and Training Facility Uses
- **Financial Institutions**
- Fraternal Organizations
- Hotels
- Medical Centres
- **Mixed Use Building**
- Municipally owned and operated Parking Lots
- Nursing Homes
- Offices
- **Personal Service Shops**
- **Place of Entertainment**
- **Private Home Day Care**
- **Recreational Uses**
- **Retail Services**
- **Retail Stores**
- Retirement Home
- **Service Shops**

(b) Prohibited Uses

- Automobile Sales, including Auto Sales Rooms
- Automobile Service, Repair and Maintenance Uses, including auto body repair and/or painting

- Automobile Service Stations
- Mechanical or Automatic Car Washes
- **Single-Family Dwellings**
- **Two-Family Dwellings**
- Duplex
- **Split Level Dwelling**

7. **Schedule "A"** of the Bendale Community Zoning By-law No. 9350 is amended by deleting the current zoning and replacing it with the following zoning as shown on Schedule '1'.

CR – 137 – 138 – 139 – 140 – 141 – 142 – 143 – 144 – 145 – 146 – 147 – 148 – 149 – 162 – 163 – 164 – 165 – 166 – 208 – 209 – 210 – 211 – 212 – 213

8. **Schedule "B" PERFORMANCE STANDARD CHART** is amended by adding the following Performance Standard Nos. 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 162, 163, 164, 165, 166, 208, 209, 210, 211, 212 and 213 as follows:

INTENSITY OF USE

162. Maximum 412 **dwelling unit**.
163. The **gross floor area** of all uses permitted in the **Commercial-Residential Zone (CR)** shall not exceed 41,750 m².
164. A minimum **gross floor area** of 1,600 m² shall be provided as non-residential uses.
165. A minimum of 11% of the total number of **dwelling units** will contain a minimum of three bedrooms.
166. A minimum of 48% of the total number of **dwelling units** will contain a minimum of two bedrooms.

MISCELLANEOUS

137. The **setbacks** and stepbacks from the **lot line(s)** to the **main wall(s)** of any **building(s)** and additional stepbacks from the **main wall(s)** of any **building(s)** to the **main wall(s)** of any **building(s)** shall be the minimum distance in metres specified by the number on Schedule '3' of [Clerks to supply By-law ##].
138. Notwithstanding performance standard 137 and **CLAUSE V – INTERPRETATION (f) Definitions, Main Wall**, the following **building elements** and **structures** may encroach into a required minimum **building setback** from the **main wall** as follows:

- a. Lighting fixtures, cornices, sills, eaves, awnings, parapets, guardrails, balustrades, railings, planters, patios, porches, stoops, pillars, pergolas, trellises, screens, ventilation shafts, stairs and stair enclosures, wheelchair ramps, window washing equipment, underground garage ramps and associated structures, **day nursery** facilities, public art features, landscape features, architectural features and ornamental elements: a maximum of 0.750 m; and
 - b. Balconies: a maximum projection of 1.8 m;
 - c. **Canopies**: a maximum projection of 1.5 m.
139. Notwithstanding the definition of **Height** in **CLAUSE V – INTERPRETATION, SECTION (f), Definitions**, the **height** of any **building** or **structure** is measured from the Canadian Geodetic Datum elevation of 160.16 metres, and shall not exceed the **height** in metres and/or in **storeys** specified by the numbers following the symbol H on Schedule '3' of [Clerks to supply By-law ##].
140. Notwithstanding performance standard 139, the following may extend above the permitted **heights** for that building as shown on Schedule '3' of [Clerks to supply By-law ##]:
- a. a maximum vertical distance of 3 m: eaves, cornices, lighting fixtures, ornamental features, architectural elements, parapets, trellises, fences, railings, screens, rooftop outdoor amenity landscape features, public art features, window washing equipment, lightning rods, stairs, roof drainage, **green roof** elements, **structures** and elements associated with green energy and renewable energy facilities, vents, stacks, flues, chimneys, **day nursery** facilities,
 - b. a maximum vertical distance of 2 m: unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, if the **structures** are no closer than 2 m from the interior face of any **main wall**.
141. The minimum floor to floor **height** of the first **storey** shall be 4.5 m for Building A as shown on Schedule '3' of [Clerks to supply By-law ##].
142. The **building** may not penetrate a 45 degrees **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.
143. **Amenity space** for each building with 20 or more **dwelling units** shall be provided at a minimum rate of 4 m² for each **dwelling unit**, of which:

- a. A minimum of 2 m² for each **dwelling unit** is indoor **amenity space**; and
 - b. A minimum of 2 m² for each **dwelling unit** is outdoor **amenity space**;
- 144. All waste and recyclable material must be stored in a wholly enclosed building.
- 145. The total area of all equipment, **structures**, or parts of a building may cover no more than 55% of the area of the roof that it occupies.
- 146. A minimum of one type "G" loading space shall be provided and shall have the following minimum dimensions:
 - a. length of 13.0 m;
 - b. width of 4.0 m; and
 - c. vertical clearance of 6.1 m.
- 147. A minimum of one type "B" loading space shall be provided and shall have the following minimum dimensions:
 - a. length of 11.0 m;
 - b. width of 3.5 m; and
 - c. vertical clearance of 4.0 m.
- 148. No person shall use any land or erect or use any building or structure unless the following municipal services are provided to the **lot line** and the following provisions are complied with:
 - a. all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - b. all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.
- 149. Notwithstanding the definition of **Gross floor area** in **CLAUSE V – INTERPRETATION, SECTION (f), Definitions**, the **gross floor area** shall mean the sum of the total area of each floor level of a **building**, above and below the ground, measured from the exterior of the **main wall** of each floor level, except that parking, loading and bicycle parking below-ground, required **loading spaces** at the ground level and required **bicycle parking spaces** at or above-ground; storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the **basement**, **amenity space** required by the By-law, elevator shafts, garbage shafts, mechanical penthouse and exit stairwells in the **building** shall not be included.

PARKING

208. Notwithstanding **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES, Sub-Clause 1. General Parking Requirements**, Section 1.1 Table of Required Parking Rates, parking shall be provided in accordance with the following:
- a. A minimum of 0.8 spaces per bachelor **dwelling unit** for residents;
 - b. A minimum of 0.9 spaces per 1 bedroom **dwelling unit** for residents;
 - c. A minimum of 1.0 spaces per 2 bedroom **dwelling unit** for residents;
 - d. A minimum of 1.2 spaces per 3 bedroom **dwelling unit** for residents;
 - e. A minimum of 0.2 space per **dwelling unit** for visitors; and
 - f. A minimum of 1.5 spaces per 100 m² of **gross floor area** shall be provided ancillary offices, **retail stores, retail services, financial institutions, personal service shops, service shops and eating establishments.**
209. Notwithstanding **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES, Sub-Clause 1. General Parking Requirements**, Section 1.5 Parking Structures, 1.5.2 Yards, all parking structures above and below grade shall be setback as follows:
- a. North property line: a minimum of 7.0 m;
 - b. South property line: a minimum of 12.0 m;
 - c. West property line: 0 m; and
 - d. East property line: a minimum of 2.0 m
210. **Bicycle parking spaces** shall be provided in accordance with the following:
- a. A minimum of 1.0 **bicycle parking spaces** per **dwelling unit**, allocated as:
 - i. 0.9 "long-term" **bicycle parking spaces** per **dwelling unit** for use by the occupants or tenants of a **building** and are located in a **building**; and
 - ii. 0.1 "short-term" **bicycle parking spaces** per **dwelling unit** for use by visitors to a **building**.

- b. Minimum **bicycle parking space** requirements for non-residential uses:
 - i. Minimum 0.137 "long-term" **bicycle parking spaces** per 100 m² for use by the occupants or tenants of a **building** and are located in a **building**; and
 - ii. Minimum "short-term" **bicycle parking spaces** for use by visitors to a **building**: 3 **bicycle parking spaces** plus 0.25 **bicycle parking spaces** per 100m².
 - c. **Bicycle parking spaces** shall not be provided within a **dwelling unit** or on a balcony associated therewith, or in a storage locker.
211. A **bicycle parking spaces** shall have the following dimensions:
- a. If located in a horizontal position:
 - (i) minimum length of 1.8 m;
 - (ii) minimum width of 0.6 m; and
 - (iii) minimum vertical clearance from the ground of 1.9 m; and
 - b. If located in a vertical position:
 - (i) minimum length or vertical clearance of 1.9 m;
 - (ii) minimum width of 0.6 m; and
 - (iii) minimum horizontal clearance from the wall of 1.2 m.
212. If a **building** has uses, other than **dwelling units**, for which a "long-term" **bicycle parking space** is required, shower and change facilities must be provided for each gender at the following rate:
- a. None if less than 5 required "long-term" **bicycle parking spaces**;
 - b. 1 for 5 to 60 required "long-term" **bicycle parking spaces**;
 - c. 2 for 61 to 120 required "long-term" **bicycle parking spaces**;
 - d. 3 for 121 to 180 required "long-term" **bicycle parking spaces**; and
 - e. 4 for more than 180 required "long-term" **bicycle parking spaces**;
213. A required **bicycle parking space** may be located:
- a. on the first **storey** of the **building**; and
 - b. on levels of the building below-ground commencing with the first level below-ground and moving down, in one level increments when at least 50% of the area of that level is occupied by **bicycle parking spaces**, until all required **bicycle parking spaces** have been provided.

9. **Schedule "C"** of the Bendale Community Zoning By-law No. 9350, **EXCEPTIONS LIST AND MAP**, is amended by adding Exception No. 13 and Exception No. 14 to the lands outlined on the attached Schedule '2', so that it reads as follows:

13. On those lands identified as Exception No. 13 on the accompanying Schedule "C" map the following provisions shall apply:
- (i) Pursuant to Section 37 of the *Planning Act*, and subject to compliance with this By-law, the increase in height and/or density of development is permitted beyond that otherwise permitted on the lands zoned **Commercial-Residential (CR)** and shown on the accompanying **Schedule "C"** map in return for the provision by the owner, at the owner's expense of the facilities, services and matters which are secured by one or more agreements pursuant to Section 37(3) of the *Planning Act* that are in a form and registered on title, to the satisfaction of the City Solicitor:
 - a. Prior to the issuance of the any above-grade building permit, other than a building permit for a temporary sales office/pavilion the Owner shall make payment of a financial contribution of \$1,030,000.00, to be indexed upwardly in accordance with the Construction Price Index for Toronto, calculated from the date of the registration of the Section 37 Agreement to the date the payment is made, for the provision of the following:
 - i) \$500,000 to Children's Services for improvements to future childcare facilities at 2740 Lawrence Avenue East (former David and Mary Thomson site) and/or 2920 Lawrence Avenue East (expansion of facilities within Bendale Acres Long Term Care Facility);
 - ii) \$380,000 to Parks, Forestry & Recreation for improvements to the Splash Pad at 929 Kennedy Road (Jack Goodlad Park);
 - iii) \$75,000 to the Toronto Public Library Board for capital enhancements to support early literacy services for children; and/or computer and technology upgrades; and/or improvements to meeting spaces and flexible program spaces to deliver after school programs for children and youth; and
 - iv) \$75,000 to 1021 Birchmount Road Hub for capital improvements/ upgrades, including literacy and early learning program enhancements.

- b. In the event the cash contributions identified in a. above have not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contributions may be redirected for another purpose in Ward 37, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the lands.
- c. Prior to the earlier of issuance of any building permit or Site Plan Approval, the Owner shall, to the satisfaction and acceptance of the Chief Engineer and Executive Director of Engineering and Construction Services:
 - i) Submit financial securities associated with traffic control signal modifications required at the intersection analyzed in the accepted Traffic Impact Study;
 - ii) Submit financial securities, as determined by the City, for the installation of the required pavement marking at the intersection of Brockley Drive and Lawrence Avenue East;
 - iii) Submit financial securities for the median extension on Lawrence Avenue East at the intersection of Brockley Drive and Lawrence Avenue East;
 - iv) Submit a Hydrogeological Report to determine and confirm if any temporary or permanent groundwater discharge is proposed, including the proposed method of discharging groundwater into a City sewer;
 - v) Submit updates to the Functional Servicing Report and/or the Storm Water Management Report if required to include the findings from c. (iv) above; and
 - vi) Enter into a financially secured Development Agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development.
- d. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009 and updated through the adoption of item PG32.3 of the Planning and Growth Management Committee in 2013.

14. On those lands identified as Exception No. 14 on the accompanying Schedule "C" map the following provisions shall apply:

(a) Additional Permitted Uses

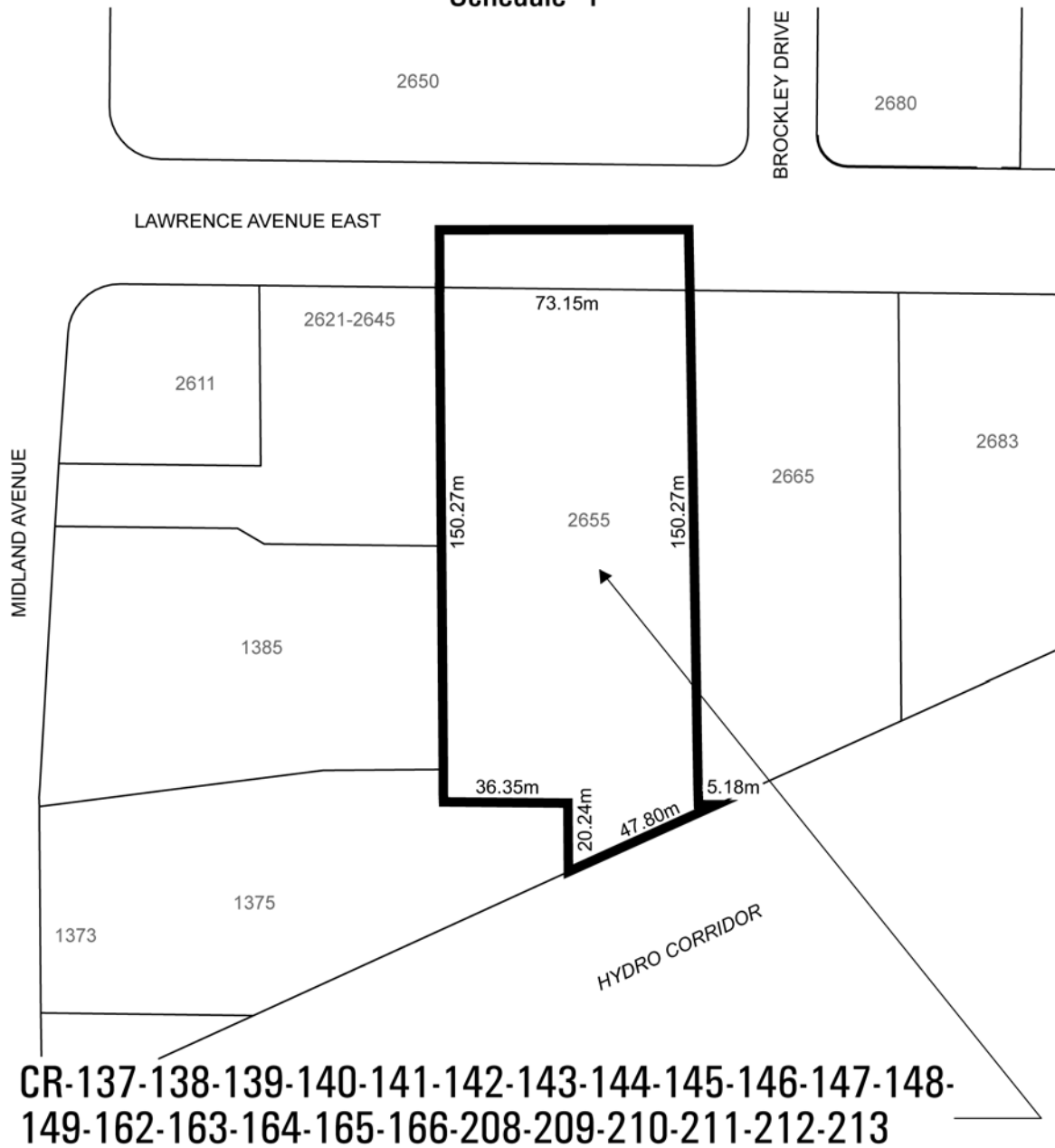
- A temporary sales office for the sale of residential **dwelling units** on the property.

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

JOHN TORY,
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk

Schedule '1'



Zoning By-law Amendment

2655 Lawrence Avenue East

File # 08 153889 ESC37 0Z



Area Affected By This By-law

Bendale Community By-law
Not to Scale
6/18/2018



Schedule '2'



Zoning By-law Amendment

2655 Lawrence Avenue East

File # 08 153889 ESC37 0Z

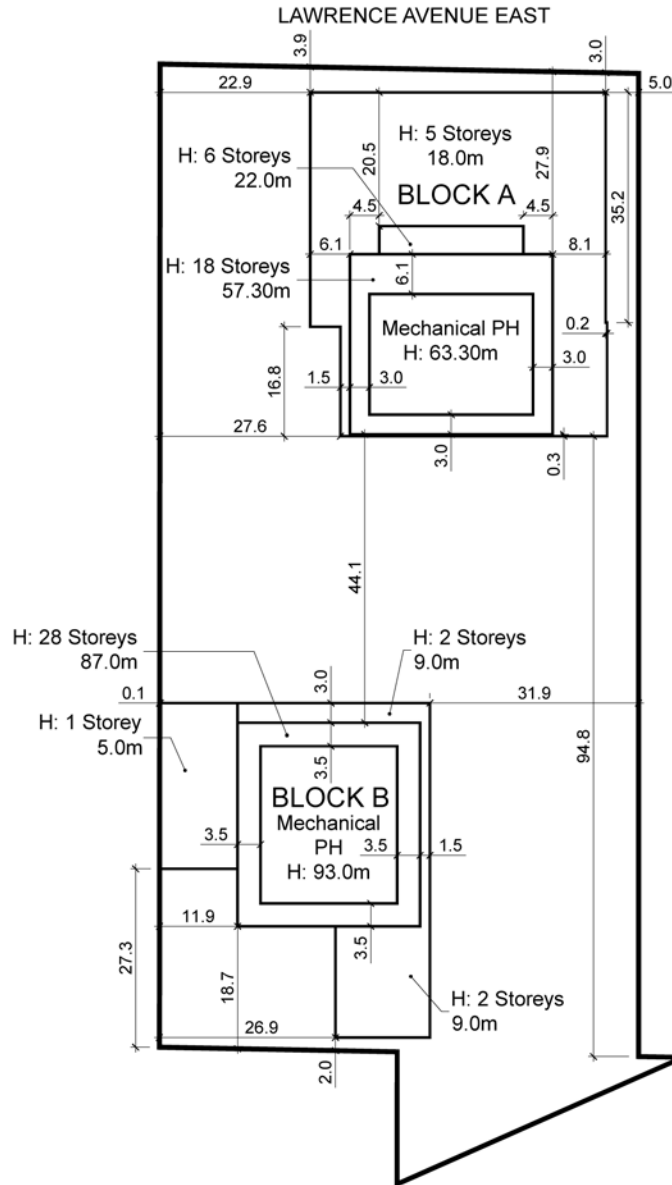


Area Affected By This By-law

Bendale Community By-law
Not to Scale
6/12/2018



Schedule '3'



Zoning By-law Amendment

2655 Lawrence Avenue East

File # 08 153889 ESC37 02



Area Affected By This By-law

Bendale Community By-law
Not to Scale
6/15/2018

