

66 to 80 Dale Avenue – Official Plan Amendment and Zoning Amendment Application – Preliminary Report

Date: June 18, 2018
To: Scarborough Community Council
From: Director, Community Planning, Scarborough District
Wards: Ward 36 – Scarborough Southwest

Planning Application Number: 18 154389 ESC 36 OZ

SUMMARY

This report provides preliminary information and an early opportunity to raise issues for follow-up with regard to the applications. It seeks Community Council's direction on the community consultation process and indicates the expected timing for a Final Report to City Council. The application has been circulated to all appropriate agencies and City divisions for comment and a staff review of the application is underway.

The proposed development is for five new rental apartment buildings on a new private street. Four of the buildings are 4-storey stacked townhouses, with a total of 66 units, while the fifth building is a 27-storey residential apartment building containing 320 units. A combined 2 level underground parking garage is proposed to accommodate parking for 388 vehicles. A total of 438 parking spaces are being provided which includes 30 spaces that are tandem parking spaces and 20 surface parking spaces and 386 bicycle parking spaces. The proposed Floor Space Index (FSI) is 2.0.

The applicants are requesting to amend the Official Plan to re-designate the subject lands from *Neighbourhoods* to *Apartment Neighbourhoods* and the lands at 66 Dale Avenue from *Neighbourhoods* to *Parks and Open Space Areas (Parks)*. (Refer to Attachment 2: Location Map and Attachment 3: Official Plan Land Use Map Plan). The applicant is also seeking to amend the former City of Scarborough By-law No.10010 (Scarborough Village Community) and the City-Wide By-law No. 569-2013 to rezone the 80 Dale Avenue from Highway Commercial (HC) to: i) Apartment Residential (A), Multiple-Family Apartment Residential (M) and Major Open Space (O) in the Scarborough Village Zoning By-law and; ii) Residential Apartment Commercial "RAC" Zone, Residential Multiple Dwelling "RM" and Open Space "O", along with appropriate performance standards regulating, among other standards, minimum and maximum building setback requirements, heights of the building, number of units, gross floor area, setbacks, building step backs, balconies, vehicular and bicycle parking spaces and amenity areas, especially rooftop areas.

The Zoning By-law amendment also includes 66 Dale Avenue to rezone these lands from Single-Family Residential (S) to a Major Open Space (O) Zone in Zoning By-law No. 10010 and Residential Detached (RD) Zone to and Open Space (O) Zone in Zoning By-law No. 569-2013 (Refer to Attachment 4: Existing Zoning Map)

In order to facilitate the proposed development, the applicants are seeking a land exchange of 1202 square metres with the City of Toronto which involves lands known as, 66 Dale Avenue and a small portion of 80 Dale Avenue, in exchange for parkland to allow for a more regular access and driveway design and to create a more contiguous rectangular park shape. The Owner submitted a request for this exchange to the City of Toronto's Parkland Acquisition Unit. The applicant has provided City staff with a draft reference plan and is proposing that Parts 10 and 11, identified on this plan, be exchanged for the Parts 6 and 9 that are owned by the City (Refer to Attachment 15: Proposed Land Exchange). The City's Technical Working Committee considered the proposed land exchange at its meeting on May 4, 2018 and the formal land exchange process is currently being completed through various City Divisions including Parks, Forestry & Recreation, Real Estate Services and City Planning.

A Community Consultation Meeting will be scheduled in consultation with the Ward Councillor in 2018. A Final Report will be submitted for Council's consideration following the community consultation, the resolution of outstanding issues related to this application and the holding of a statutory public meeting under the *Planning Act*. The target timeline for the Final Report and required public meeting is the second quarter of 2019.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 80 Dale Avenue together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the statutory public meeting under the Planning Act be given according to the regulations of the Planning Act.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

City Council on November 27, 28 and 29, 2012 adopted GM18.8 Transfer of Properties to Build Toronto – Fourth Quarter 2012 which recommended that a number of City properties be declared surplus for the purposes of transfer to Build Toronto, including 80 Dale Avenue.

The Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.GM18.8>

At its meeting of June 11, 12 and 13, 2013, City Council considered the Phase 4 Scarborough Transportation Corridor Land Use Study-Final Report adopting staff recommendations that confirmed the existing Official Plan designations and existing zoning provisions for this segment of the corridor, between Markham Road and Kingston Road, are appropriate to regulate land use.

The report identified 11 City owned land parcels between Markham Road and Kingston Road, including the lands subject to this application. The property is part of a land parcel known as 80 Dale Avenue. The lands, which are the subject of this application, forms part of the eastern portion of 80 Dale Avenue while the western portion of 80 Dale Avenue are parkland. A number of concept plans were considered as a part of staff's evaluation of the subject property, known as 80 Dale Avenue, including a highrise building oriented towards Kingston Road and other potential built form options such as townhouses. Staff concluded, at that time, the subject property had development potential.

Link to this report:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.SC24.18>

The City transferred ownership of the eastern portion of 80 Dale Avenue to BuildTO on June 6, 2016. The land transfer of the subject site from CreateTO (formerly BuildTO) to the current owner occurred on December 14, 2017.

Affordable Housing

City Council on December 9 and 10, 2015 adopted EX10.18, Affordable Housing Open Door Program with amendments which detailed land, planning and financial actions aimed at enhancing the City's ability to deliver affordable housing and achieve its approved housing targets. Council adopted actions to better utilize surplus public lands and provide financial contributions for new affordable housing from the City's Development Charges Reserve Fund for Subsidized Housing (XR2116). City Council also increased the City's target for new affordable ownership homes from 200 homes annually to 400, and extended HOAP funding to developers delivering affordable homes on public lands. The report also informed Council of Build Toronto's 80 Dale Avenue, amongst other properties, as upcoming affordable housing opportunities.

The City Council Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EX10.18>

In 2016, City Council approved the Open Door Housing Investment Plan for 2016-2020 that provides funding to assist in achieving the goals of the City's Housing Opportunities Toronto Action Plan 2010-2020 (HOT) to approve 5,000 new affordable rental and 2,000 new affordable ownership homes within this 5 year time line.

In addition, City Council approved the Open Door Affordable Housing Program in 2016 to accelerate the construction of affordable housing by providing City financial contributions including: capital funding, fast tracking planning approvals, accelerating surplus public land for sale, property tax relief and fee relief.

The City Council decisions can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.26>

and

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.50>

Additional information on the City's affordable housing plans can be found here:

<https://www.toronto.ca/community-people/community-partners/affordable-housing-partners/housing-opportunities-toronto-affordable-housing-action-plan-2010-2020/>

On December 5, 2017, City Council, to advance affordable home ownership, authorized funding for up to 12 down payment assistance loans to eligible purchasers of housing to be developed on the 80 Dale Avenue property. The current owner has chosen to pursue affordable rental housing as opposed to affordable home ownership.

City Council's decision on this matter can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX29.16>

An application to the City's 2018 "Open Door" Affordable Rental Housing Program Call for Applications was made on March 22, 2018 to consider this project for affordable housing support. 30% of the proposed units are deemed to be "affordable rental units", which is defined by the City in its Official Plan as, "100% of the Canada Mortgage Housing Corporation City-wide Average Market Rent (AMR) or less", and the balance of the units are proposed as "mid-range market rental units" (150% AMR or less).

The breakdown of the proposed rental units based on affordability is as follows:

	Affordable Units	Affordable Average Size (square metres)	Mid-Range Market Units	Mid-Range Average Size (square metres)	TOTAL
Studio	0	0	63	44	63
One Bedroom	24	54	121	52	*145
Two Bedroom	23	64	85	66	108
Three Bedroom	16	94	1	96	17
Four Bedroom	53	116-137	0	0	*53
TOTAL	116*		270		386

**Note that the unit counts differ from the Open Door Affordable Rental Housing Program application. The development application reflects the addition of a 1-bedroom unit and the removal of a 4-bedroom unit.*

At its meeting on June 25, 2018, the Affordable Housing Committee will be considering a staff report on the results of the Open Door Affordable Housing Rental Housing Program for 2018 Call for Applications. This report recommends Council approval of the Open Door Program support for this development. The decision of the Affordable Housing Committee will be brought forward for consideration by the Executive Committee at its meeting on July 17, 2018 and the decision of the Executive Committee will be considered by City Council at its meeting from July 23, 2018 to July 25, 2018. It should be noted that Council approval of Open Door support for the development does not constitute any form of approval of the development application under review by City Planning staff. The financial incentives and funding being recommended under the Open Door Program are subject to adjustment once any and all applicable planning permissions are secured.

The link to the Affordable Housing Committee's June 25th agenda item and report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.AH10.2>

Information on the City's Open Door Program can be found here:

<https://www.toronto.ca/community-people/community-partners/affordable-housing-partners/open-door-affordable-housing-program/>

The applicant requested a pre-application consultation meeting for assistance in defining the requirements for a complete application submission and to identify any issues on a preliminary basis. Staff held the meeting with the applicant on February 22, 2018. The preliminary issues identified by staff included the appropriateness of the proposed height of the building, density, the proposed land exchange, loading, pedestrian access from the site to the Guildwood GO station, the size and location of outdoor and indoor amenity space, the adequacy of parking, unit mix, site organization/layout, facing distances between all buildings. A number of other issues have since been identified and are outlined in further detail in the, 'Issues to be Resolved' section of this report.

ISSUE BACKGROUND

Application Description

The proposal includes four, 4-storey, stacked townhouse development blocks (Blocks A through D). Blocks 'A and 'B' will contain sixteen stacked townhouse units in each Block. Blocks 'C' and 'D' will contain seventeen stacked townhouse units in each Block for a total of 66 townhouse units of which 13 units will be three-bedroom units and 53 units will be four-bedroom units. All 66 townhouse units will be affordable rental units as defined in the City of Toronto Official Plan.

A 13 metre building separation distance between Blocks 'A' and 'B' as well as between Blocks 'C' is proposed as well as a central, landscaped courtyard between Blocks 'B' and 'C' with a width of 15 metres to maximize access to sunlight and provide openness and maximize access to sunlight. individual at-grade access and a visible "front doors" for all townhouse units.

Each of the stacked townhouse is to have their own grade-related patio space which will be privately screened and separated from the semi-public pedestrian pathways that provide a direct connection from the entry ways to the private street.

Apart from the townhouse blocks, a 27-storey residential apartment building with a 3-storey podium containing a total of 320 residential, rental dwelling units is also proposed and is located along the eastern portion of the site. Of these residential units, 63 units will be studio units, 45 units will be one-bedroom units, 108 units will be two-bedroom units and 4 units will be three-bedroom units.

Common private amenity space for all residents will be located at the base of the apartment building, directly connected to interior amenity space located at the ground floor. At the 4th floor of the 27-storey apartment building, 212 square metres of indoor amenity space is proposed. This indoor amenity space will include fitness area, meeting spaces, indoor lounge and recreational space, and party rooms. An additional 309 square metres of community flex space is proposed and could be used for a variety of

community service uses. The applicant is currently including this community flex space as an indoor amenity space.

Along the southeastern portion of the property is an existing 12 metre wide easement, in favour of the City. An at-grade linear dog-run is proposed within this area. This dog run will remain accessible to the City at any time should the City require maintenance of the existing municipal services located underground.

A new 8.0 metre wide private street having access from Dale Avenue is proposed for vehicular circulation to and within the site. The private street includes a 2.1 metre, publicly-accessible sidewalk on the east and north side of this street, tree installation and lighting along with 20 spaces of on-street visitor parking. The private street will have a pavement width of 8 metres to accommodate a two-way directional movement and parallel visitor spaces on one side. 2.1 metre publicly accessible walkways are also to be provided throughout the development. Two lay-bys are proposed on the south side of the private street adjacent to the sidewalk for temporary loading/unloading operations. The underground ramp entrance and enclosed loading space entrances are located at the northeast edge of the site. The private street terminates in a cul-de-sac design to allow for the forward movement of vehicles which also serves as a drop-off to the proposed 27-storey apartment building. The centre of the cul-de-sac is to be landscaped.

A total of 438 parking spaces are being provided which includes 30 spaces that are tandem parking spaces and 20 surface parking spaces and 386 bicycle parking spaces. The underground garage is proposed as one and a half storeys; one full parking level (P1) and one half parking level (P2). Along with all resident parking and some additional visitor parking, bicycle parking spaces, unit lockers, mechanical spaces and a large stormwater reservoir area also are located in the underground garage.

Two refuse/recycling collector areas are to be located in the underground parking garage. One is for the townhouse units with chutes that are located at-grade. The other is for the 27-storey, apartment building. Refuse/recycling operations is to be coordinated and carried out by on-site management staff. Waste and recycling materials are to be transferred from the garage townhouse refuse areas and the main underground refuse room to the fully-enclosed loading area which is located at-grade. This will be completed via an integrated garbage lift. Refuse/recycling materials will then be transferred, within the garbage/loading enclosure, by a Type "G" sized garbage truck and the materials removed off-site. This area is to also be used for moving/deliveries purposes since it is directly connected to the proposed elevators.

There are existing informal pedestrian connections from the subject site and from the residential areas that are located east and north of the site to the existing Guildwood GO Train Station. The applicant is proposing that this connection be formalized by way of a 2.1m wide pedestrian pathway, including lighting. The pathway may be designed similar to the existing pedestrian connection at Main Street and Danforth Road with a pedestrian path that travels under Main Street to the Danforth GO Train Station. The final design of the pathway is to be determined and will require approval from not only the City of Toronto, but also from Metrolinx.

Refer to Attachment 1: Application Data Sheet and Attachment: 5 to Attachment 14 (all inclusive).

Site and Surrounding Area

The subject property is located on the east side of Dale Avenue and north of Kingston Road and is in the Scarborough Village Community. The subject lands include 80 Dale Avenue and 66 Dale Avenue. 80 Dale Avenue is comprised of a City-owned land parcel for public park uses (western portion of 80 Dale Avenue), as well as the lands proposed to be developed (eastern portion of 80 Dale Avenue).

The subject lands have an approximate land area of 1.4 hectares, are irregular with a length of approximately 300 metres and a width of approximately 80 metres.

The proposed frontage on Dale Avenue is approximately 10 metres. Dale Avenue is a two-way, east-west local road with a right-of-way width of 20 metres. Dale Avenue is accessed from Kingston Road, south of the site to Scarborough Golf Club Road west of the site. On-street parking is prohibited in close proximity to the proposed access for the private street. The frontage on Kingston Road is approximately 84 metres.

The lands are currently vacant with interspersed vegetation and trees particularly along the edge of the property boundaries. A twelve metre wide sewer trunk utility easement, in favour of the City of Toronto is located along the eastern boundary of the subject site.

North: Immediately adjacent to the property is the Metrolinx Lakeshore East Railway Corridor. North of this railway right-of-way is the Scarborough Golf and Country Club. Just northeast of the property are detached dwellings and townhouses.

South: At 90 Dale Avenue, immediately south of the site is an existing 17-storey residential condominium building as well as detached dwellings along Dale Avenue, Cromwell Road and Saunders Road. To the southwest of the site are additional detached dwellings. South of Kingston Road, between Guildwood Parkway and Westlake Road are 3 residential buildings with heights between 12-storeys and 15-storeys.

East: East and south of the site is Kingston Road which is elevated as it transitions as an overpass over the Metrolinx Lakeshore East Railway Corridor. Guildwood GO station is located approximately 300 metres from the subject site and located south of Kingston Road. Along this segment of Kingston Road are a mix of tall residential buildings, low-rise residential and institutional uses (e.g. Guildwood Junior Public School and St. Ursula Separate School).

West: Immediately west of the site are vacant lands owned by the City of Toronto for the purposes of parkland. Further west, on the north and south side of Dale Avenue and along are detached dwellings. There are also detached

dwelling west of Scarborough Golf Club Road. Off Cromwell Road along Guildwood Parkway are semi-detached dwellings and townhouse dwellings.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) and geographically specific Provincial Plans (2017), along with municipal Official Plans, provide a policy framework for planning and development in the Province. This planning application will be tested for consistency with the PPS and conformity with the Growth Plan.

In the submission forms for development approval, the applicant has indicated that the application is consistent with the PPS and conforms to the applicable Provincial Plans. Staff will be evaluating this planning application against the PPS (2014) and the applicable Provincial Plans (2017) noted above as part of the City's development approval process.

Toronto Official Plan, Official Plan Policies and Planning Studies

Chapter One – Making Choices

The Official Plan provides direction to ensure that Toronto is a City with: vibrant neighbourhoods that are part of complete communities; affordable housing choices that meet the needs of everyone throughout their life; attractive, tree-lined streets with shops and housing that are made for walking; a comprehensive and high quality affordable transit system that lets people move around the City quickly and conveniently; a strong and competitive economy with a vital downtown that creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all Torontonians; clean air, land and water; green spaces of all sizes and public squares that bring people together; a wealth of recreational opportunities that promote health and wellness; a spectacular waterfront that is healthy, diverse, public and beautiful; cultural facilities that celebrate the best of city living; and beautiful architecture and excellent urban design that astonish and inspire.

Chapter Two – Shaping the City

Both 66 and 80 Dale Avenue are designated *Neighbourhoods*, and are located in close proximity to Neighbourhoods designated lands located along Dale Avenue in the Official Plan (Refer to Attachment 3: Official Plan Land Use Plan Map). Section 2.3.1 Healthy *Neighbourhoods* of the Official Plan includes Policy 2.3.1.2 identifying that intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that *Neighbourhoods* are protected from negative impact.

The site is located along Kingston Road which is identified as an "Avenue" on Map 2- Urban Structure of the Official Plan. Avenues are important corridors along major streets where reurbanization can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Map 4 – Higher Order Transit Corridors – identifies Kingston Road as Transit Corridor for potential transit service expansions and Map 5 –

Surface Transit Priority Network – identifies Kingston Road to be “Transit Priority Segments” which indicates that the segment of Kingston Road is a priority for future transit improvements.

A small portion 80 Dale Avenue is designated, *Parks and Open Space Areas (Parks)*. Section 2.3.2, recognizes the importance of protecting, improving and added to the City's Green Space System. These are areas having significant natural heritage or recreational value. The Official Plan recognizes the importance of the City's green spaces in supporting quality of life, social well-being by providing direction on enhancing and expanding the City's parks and open space network. The need to expand this system is supported by parkland acquisition strategies.

Policy 4, in the Toronto's Green Space System and Waterfront section of the City of Toronto Official Plan states, "The sale or disposal of publicly owned lands in the Green Space System will be discouraged. No City-owned land in the Green Space System will be sold or disposed of. However, City-owned land in the Green Space System may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility."

Chapter 3 – Building A Successful City

Built Form & Public Realm

Section 3.1.1 of the Official Plan addresses the public realm, recognizing how important good design is in creating a great city, and great cities are identified by the quality and aesthetics of their public spaces, public streets and the buildings which frame and define them. The policies in this section provide direction on the manner in which new developments are to enhance the quality of the public realm and City streets.

The Built Form policies in Section 3.1.2 of the Official Plan ensures that new development in the City can fit harmoniously within the existing and/or planned context of the neighbourhood. This includes locating and organizing new development to frame and support adjacent streets, parks and open spaces; locating and organizing vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and surrounding properties; massing new development and its exterior façade to fit into the existing and/or planned context; massing new development to define the edges of streets, parks and open spaces at good proportion; and providing for amenity for adjacent streets and open spaces.

The application proposes a new tall building on the subject site. Policy 3.1.3 states that tall buildings come with larger civic responsibilities than buildings of a smaller scale. In addition to specific built form characteristics, the policy states that such proposals must demonstrate how the tall building(s) relate to the existing and planned context, take into account their relationship with the topography and other tall buildings in the area and how the building meets the objectives of the Official Plan.

Housing

Section 3.2.1 of the Plan includes housing policies that encourage the provision of a full range of housing, in terms of form, tenure and affordability both across the City and within neighbourhoods.

Section 3.2.1 of the Official Plan defines 'affordable rental housing and affordable rents' as:

"Affordable rental housing and affordable rents means housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation (CMHC)."

There are a total of 386 residential units proposed, which include a mixture of studios, 1- bedroom, 2-bedroom, 3-bedroom and 4-bedroom units. Within those units, affordable rental units are distributed throughout the site with many being family sized units as discussed earlier in the report.

Community Services & Facilities

Section 3.2.2 of the Official Plan includes policies on the provision of adequate access to community services and facilities and local institutions.

Chapter 4 – Land Use Designations

As previously noted, both 66 Dale Avenue and 80 Dale Avenue are designated, *Neighbourhoods* in the Official Plan with a small portion 80 Dale Avenue designated as, *Parks and Open Space Areas (Parks)* on Map 23 – Land Use Plan.

Refer to Attachment 3: Official Plan Land Use Plan Map

Neighbourhoods are physically stable areas made up of residential uses in lower scale buildings such as detached homes semi-detached houses, duplexes, triplexes and townhouses. Policies and development criteria aim to ensure that physical changes to established neighbourhoods are sensitive, gradual and generally "fit" the existing physical character.

Section 4.1.9 *Neighbourhoods* provides policies for infill development for properties that vary from the local pattern in terms of lot size, configuration and/or orientation and requires that development will:

- have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
- provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;

- front onto existing or newly created public streets wherever possible, with no gates limiting public access; and,
- locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

In terms of the small land area designated as *Parks and Open Space Areas (Parks)*, *Parks* are primarily used to provide public parks and recreation, however other uses including cultural and recreation facilities, public transit and public works and compatible other uses, may be permitted.

The low-rise residential properties along Dale Avenue are designated *Neighbourhoods* and the lands containing the existing 17-storey residential building immediately adjacent the site is designated *Apartment Neighbourhoods*.

Apartment Neighbourhoods are made up of apartment buildings, parks, local institutions, cultural and recreation facilities, small scale retail service and office uses. *Apartment Neighbourhoods* are stable areas of the City and are generally not intended for significant growth. Compatible infill, however, is contemplated on sites containing existing apartment buildings with underutilized land. New and infill development will improve the quality of life for both new and existing residents. New and infill development in *Apartment Neighbourhoods* will contribute to the quality of life by massing new buildings to provide a transition between areas of different development intensity and scale. In particular, *Neighbourhoods* will be protected through setbacks and/or stepping down of heights. New and infill development will also frame the edges of streets and parks, screen service areas, limit shadow and mitigate wind on parks and open spaces as well as *Neighbourhoods*. It will also enhance the safety, amenity and animation of adjacent streets and open spaces.

The Official Plan sets out development criteria in Section 4.2.2 to evaluate development in *Apartment Neighbourhoods* including:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and

- providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Policy 4.2.3 of the Official Plan states that significant growth is generally not intended within developed *Apartment Neighbourhoods*. However, compatible infill development may be permitted on a site containing an existing apartment building that has sufficient underutilized space to accommodate one or more new buildings while providing good quality of life for both new and existing residents. Infill development that may be permitted on a site containing an existing apartment building will:

- meet the development criteria set out in Section 4.2.2 for apartments;
- maintain an appropriate level of residential amenity on the site;
- provide existing residents with access to the community benefits where additional height and/or density is permitted and community benefits are provided pursuant to Section 5.1.1 of this Plan;
- maintain adequate sunlight, privacy and areas of landscaped open space for both new and existing residents;
- organize development on the site to frame streets, parks and open spaces in good proportion, provide adequate sky views from the public realm, and create safe and comfortable open spaces;
- front onto and provide pedestrian entrances from an adjacent public street wherever possible;
- provide adequate on-site, below grade, shared vehicular parking for both new and existing development, with any surface parking appropriately screened;
- consolidate loading, servicing and delivery facilities; and
- preserve or provide adequate alternative on-site recreational space for residents.

Chapter 5 – Implementation: Making Things Happen

Section 37

Section 5.1.1 allows the City to approve height and/or density increases greater than permitted by the zoning by-law pursuant to Section 37 of the *Planning Act* for developments which exceed 10,000 square metres and increase the permitted density by at least 1500 square metres and/or significantly increase the permitted height.

Section 5.1.1 policies respecting Height and/or Density Incentives under Section 37 of the Planning Act permit the enactment of zoning by-laws that would allow additional height and/or density for a use than is otherwise permitted in return for the provision of community benefits. Section 37 benefits may be sought where this additional height and density is deemed to be good planning, consistent with the objectives of the official plan, and compliant with built form and neighbourhood protection policies.

This application will be reviewed against the official plan policies and/or planning studies described above as well as the policies of the Toronto Official Plan as a whole.

The Toronto Official Plan is available on the City's website at:
http://www.toronto.ca/planning/official_plan/introduction.htm

Official Plan Amendment 320

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

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016 which decision has been appealed in part. The Ontario Municipal Board (OMB), now known as the Local Planning Appeal Tribunal (LPAT), commenced the hearing of appeals of OPA 320 in May 2017 and it remains ongoing.

On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas* that are adjacent and close to *Neighbourhoods*. The new criteria address components in new development such as amenity and service areas, lighting and parking.

Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect.

More information regarding OPA 320 can be found at the following link:
<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

Zoning By-laws

Scarborough Village Community Zoning By-law No. 10010

The lands at 80 Dale Avenue are zoned Highway Commercial (HC) in By-law No. 10010, as amended, which does not permit residential uses.

Permitted uses include: Day Nurseries and Highway Commercial Uses. Highway Commercial uses are defined in the By-law as:

(i) Those which necessitate their location adjacent to a major traffic artery and may require channelization of off-street parking, and do not require large areas for sustained off-street parking, or (ii) Those which are not suited to locations in shopping centres, or (iii) Those which perform a specialized commercial function and may require limited processing of a product but are not essentially industrial in character, and shall include such uses as the following: automobile sales, service and maintenance uses excluding auto body repair and/or auto-wrecking yards.

Highway Commercial uses also permit: funeral homes, fraternal organizations, hotels and motels, place(s) of worship, professional and business offices, recreational uses and specialized commercial uses.

66 Dale Avenue is zoned, Single-Family Residential (S) which permits single-family dwellings, correctional group homes and group homes. Ancillary uses such as private home day cares and domestic or household arts are also permitted. Supplementary regulations prohibits the operation of rooming and/or boarding houses.

City of Toronto Zoning By-law No. 569-2013

80 Dale Avenue is not subject to this Zoning By-law. The property at 66 Dale Avenue is zoned, Residential Detached (RD) which permits a dwelling unit in a detached house. This zone category also permits conditional uses such as an ambulance depot, cogeneration energy, community centre, day nursery, fire hall, group home, home occupation, library, municipal shelter, place of worship, police station, private home daycare, public utility, renewable energy, secondary suite, seniors community house and transpiration use.

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

Design Guidelines

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building, in the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan.

City-Wide Tall Building Design Guidelines

In May 2013, 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/bqrd/backgroundfile-57177.pdf>

In considering whether to permit a tall building on a site-by-site basis, many other planning issues must first be taken into account, including, but not limited to, the site context and availability of adequate infrastructure, public transit, parks, community and cultural services and facilities, schools, and child care facilities.

Townhouse and Low-rise Apartment Guidelines

The Townhouse and Low-Rise Apartment Guidelines were adopted by City Council with amendments in March 2018. City Council directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and identifies strategies to enhance the quality of

these developments, provide examples of best practices, and improve clarity on various development scenarios.

The link to the Guidelines can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>

Growing Up Draft Urban Design Guidelines

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

The Growing Up Draft Urban Design Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-103920.pdf>

Affordable Housing Office (AHO) Affordable Rental Housing Design Guidelines

If the application for the Open Door program is approved, the development will address the Affordable Housing Office (AHO) Design Guidelines. The Guidelines inform matters such as aging in place and the needs of persons with disabilities, as well as, requirements for unit size, unit mix, site circulation, unit distribution location, accessibility, adaptability and landscaping.

These guidelines can be found here:

https://www.toronto.ca/wp-content/uploads/2017/11/8fea-AFFORDABLE-HOUSING-DESIGN-GUIDELINES.FINAL_.07.06.2017.pdf

Site Plan Control

The City's Site Plan Control By-law No. 774-2012, as amended, applies to the lands and proposed development. The owner is required to submit a site plan control application.

Toronto Green Roof By-law

On May 26, 2009, City Council adopted the Green Roof By-law (By-law No. 583-2009) which created Chapter 492 of the Municipal Code. The By-law requires new buildings to provide a green roof if a new residential development has a gross floor area of 2000 square metres or greater and a height of greater than 6 storeys. The Green Roof By-law applies to the proposed development.

By-law No. 583-2009, as amended, can be found here:

<http://www.toronto.ca/legdocs/bylaws/2009/law0583.pdf>

Metrolinx - Regional Express Rail

Expansions to the GO Train network are underway by Metrolinx with a vision to provide more consistent, more frequent rail service throughout the GTA through an initiative called Regional Express Rail (RER). The network-wide project is to:

- Add four times the number of trips outside of weekday rush-hour periods, including evenings and weekends
- Double the number of trips during weekday rush-hour periods
- Electrify trains running every 15 minutes or better, all day in both directions, within the most heavily travelled sections of our network

Guildwood GO Station is approximately 492 metres from the subject site. In order to provide these service improvements, Metrolinx is undertaking 200 infrastructure projects which includes upgrades to the Guildwood GO Station which is currently under reconstruction. Construction work along the service line includes track upgrades and enhancements between Guildwood GO Station and Pickering GO Station. An Environmental Assessment to add a third track on this section of the corridor was approved on January 11, 2017 through the Transit Project Assessment Process. A second track expansion to support RER on the Lakeshore East line is proposed between Union Station and Scarborough GO Station, to add a fourth track which will also support the proposed SmartTrack system. This expansion was approved on November 20, 2017. There are currently no proposals for rail expansions adjacent to subject lands.

Additional information can be found here:

<http://www.metrolinx.com/en/regionalplanning/rer/>

and

http://www.metrolinx.com/en/regionalplanning/rer/rer_work.aspx

Eglinton East Light Rapid Transit

The Eglinton East LRT (EELRT) concept is based on the Scarborough-Malvern LRT, which was approved under Ontario's Environmental Assessment Act in 2009. Refinement of the EELRT concept includes integration with Line 5 (Eglinton Crosstown) currently under construction and the potential extension to Malvern. The site has frontage along Kingston Road, where the EELRT is projected to provide a future connection to the subway system at Kennedy Road with the EELRT line located along Eglinton Avenue East to Kingston Road, from Kingston Road east to Morningside Avenue and from Morningside Avenue north to the University of Toronto Scarborough Campus.

On May 22, 2018, City Council directed staff, in consultation with the Toronto Transit Commission and Metrolinx, to include, as part of the EELRT line, an extension to Malvern via Sheppard Avenue East and Neilson Road including a terminus stop in the vicinity of the Malvern Town Centre.

Additional information on City Council's decision and staff report can be found here:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX34.1>

Additional information on the EELRT can be found here:
<https://eqlintoneastlrt.ca/>

COMMENTS

Reasons for the Application

An amendment to the Official Plan is required to re-designate the subject lands from *Neighbourhoods to Apartment Neighbourhoods* and 66 Dale Avenue from *Neighbourhoods to Parks and Open Space Areas (Parks)*.

The applicant is also seeking to amend the former City of Scarborough By-law No. 10010 (Scarborough Village) and the City-Wide By-law 569-2013 to rezone the 80 Dale Avenue from Highway Commercial (HC) to:

- i) Apartment Residential (A), Multiple-Family Apartment Residential (M) and Major Open Space (O) in the Scarborough Village Zoning By-law; and
- ii) Residential Apartment Commercial "RAC" Zone, Residential Multiple Dwelling "RM" and Open Space "O", along with appropriate performance standards regulating, among other standards, minimum and maximum building setback requirements, heights of the building, number of units, gross floor area, setbacks, building step backs, balconies, vehicular and bicycle parking spaces and amenity areas, especially rooftop areas.

The Zoning By-law amendment also includes 66 Dale Avenue. The applicant is seeking to rezone these lands from Single-Family Residential (S) to Major Open Space (O) Zone in the former City of Scarborough (Scarborough Village Community) By-law No. 10010 and Residential Detached (RD) Zone to and Open Space (O) Zone in the City-Wide Zoning By-law No. 569-2013.

Complete Application Submission

The following reports/studies have been submitted with the application:

- Planning Justification Report including:
 - Draft Zoning By-law Amendment Text
 - Draft Official Plan Amendment Text
 - Public Consultation Plan
 - Housing Issues Summary
- Community Services & Facilities Report
- Arborist Report, Tree Inventory & Preservation Plan
- Functional Servicing & SWM Report
- Transportation Impact Study, including:
 - Loading Study
 - Parking Study
 - Transportation Demand Management Plan
- Noise and Vibration Feasibility Study

- Railway Corridor Study
- Stage 1 Archaeological Assessment
- Confirmation of the Stage 1 Archaeological Assessment from the Ministry of Tourism, Culture and Sport
- Hydrogeological Investigation
- Hydrological Review Summary Form
- Geotechnical Investigation
- Phase 1 Environmental Site Assessment (80 Dale)
- Phase 2 Environmental Site Assessment (80 Dale)
- Phase 1 Environmental Site Assessment (66 Dale)
- Phase 2 Environmental Site Assessment (66 Dale)
- Record of Site Condition (80 Dale) dated May 24, 2017
- Preliminary Wind Study
- Energy Strategy
- Toronto Green Standards Checklist Version 3.0 (Low-Rise)
- Toronto Green Standards Checklist Version 3.0 (High-Rise)
- Sun/Shadow Study

The development application to amend the Official Plan and to amend the By-laws was filed on May 7, 2018. Although all of the required reports/studies were submitted with the application, a notice of incomplete application was issued on June 4, 2018 for the following reason: The City's Real Estate Services consent in support of the land exchange, referenced previously in the report, had not yet been determined and formally finalized. City staff are currently working towards providing Real Estate Services with the necessary documentation to enable Real Estate Services to finalize their position on the matter.

The links to these reports/studies and related planning information is available through the Application Information Centre (AIC) at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Community Consultation

Toronto Official Plan Policy 5.1.c) requires that at least one community meeting be held in the area affected by the application, in addition to the minimum statutory meeting requirements of the Planning Act, for proposed Official Plan and Zoning By-law amendments prior to approval. This meeting is organized by City Planning staff and attended by the Ward Councillor. Community consultation helps to inform Council in respect of the exercise of its authority to make a decision with regard to the planning application. This Report seeks Community Council's direction on the community consultation process.

A public consultation and community outreach overview plan forms part of the Planning Rationale. The community consultation strategy proposed includes:

- Developing and distributing a project brochure to area residents and interested stakeholders at the outset of the project and making it available throughout the entire length of the project design and approvals

- Maintaining a Project Website through the length of the project design and approvals detailing timing and plans for the project
- Distribution of information and meeting with local Councillor(s)
- Identifying active community leaders through discussion with local councillors and planning staff
- Hosting voluntary one-on-one key stakeholder meetings with community leaders
- Hosting a Community Information Meeting in order to gather public feedback on the redesigned proposed development after the first submission and initial City feedback
- Attending and presenting at the Statutory Public Meeting hosted by the City of Toronto, including providing a brief presentation outlining how community concerns have been addressed by the development proposal
- Providing input at the Community Council Statutory Public Meeting and Council Meeting

The community consultation strategy is under review by City staff.

ISSUES TO BE RESOLVED

Provincial Policies and Plans Consistency/Conformity Exercise Issue:

- Evaluating this planning application against the PPS (2014) and the applicable Provincial Plans (2017) to establish the application's consistency with the PPS (2014) and conformity with the Growth Plan (2017)

Official Plan Conformity Exercise Issue:

- Determining conformity with the Official Plan
- The appropriateness of re-designating the lands from *Neighbourhoods* to *Apartment Neighbourhoods* under the Official Plan
- The appropriateness of rezoning the lands to allow for the proposed development

Tree Preservation Issue:

- The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law)
- The applicant has submitted an Arborist Report/Tree Preservation Plan and is currently under review by City staff

Housing Issue:

- Evaluating the rental component of the proposal, including the proposed unit sizes and unit design and associated amenities
- An evaluation of the proposed affordable rental tenure in the 27-storey building and mechanisms to secure affordable rental and mid-range rental housing
- An evaluation of the need to provide larger residential dwelling units suitable for a broad range of households, including families with children
- The applicant has submitted a Planning Rationale containing a Housing Issues discussion which is currently under review by City staff

Community Services Assessment Issue:

- Evaluating the impact of the proposed development and local development activity on community services and facilities, including assessment of existing capacity to support proposed future population
- Reviewing the context of the report since the site is adjacent to a Neighbourhood Improvement Area (Scarborough Village)
- Reviewing the CS&F Study that was submitted with the application and to determine whether any capital improvements or expansion of facilities opportunities were identified by the applicant or by staff and follow up any study deficiencies that need to be addressed

Built Form Impacts Issue:

- Assessing the suitability of the proposed building types, building heights, density and massing, setbacks, private street based on Provincial policies and plans, the City's Official Plan policies and appropriate design guidelines
- Assessing transition impacts to adjacent areas including the detached dwellings along Dale Avenue, the existing tall building immediately south of the property, the park and the park
- Assessing organization of the site and the relationship of the buildings to public streets, open spaces and private street, separation distances and view corridors
- Assessing the location of proposed indoor and outdoor amenity spaces
- Reviewing the background studies submitted with the application such as the Sun/Shadow Studies, Pedestrian Level Wind Studies, etc.

Infrastructure/Servicing Capacity to Support Application Issue:

- A review of the application to determine if there is sufficient infrastructure (roads, transit, water, sewage, hydro, community services and facilities, etc.) capacity to accommodate the proposed development
- Identify any new infrastructure and upgrades to existing infrastructure necessary to provide for adequate servicing to the proposed change in land use or development;
- A review and assessment of the stormwater management, servicing and hydrogeology for the development

Transportation Impacts Issue:

- Location and design of servicing, overland flow route, garbage/refuse recycling operations, loading operations
- Vehicle ingress and egress from Dale Avenue and review of the Transportation Impact Study
- Design of the private road, loading and access to underground garage
- The number of parking spaces and the design of the parking area
- The amount of indoor and outdoor amenity space located on site and the need for shared amenity space

- A review of the Transportation Impact Study submitted by the applicant, the purpose of which is to evaluate the effects of the development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development

Incorporation of City Owned Lands into the Development Site Issue:

- Identifying any issues associated with the proposed incorporation of City-owned lands within the application site and land exchange

Archaeological Assessment Issue:

- The subject site has been identified as having archaeological resource potential
- A Phase 1 Archaeological Assessment and the Ministry of Culture, Tourism and Sport letter of confirmation was submitted and is currently under review

Toronto Green Standard Issue:

- Reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 2 performance measures
- Applications submitted on or after May 1, 2018 are subject to the updated TGS Version 3.0 document
- Information on the TGS can be found here:
<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/tier-1-planning-application-requirements/>
- Two TGS Checklists have been submitted and are under review by staff:
 - i. Low-Rise Checklist for the townhouse blocks
 - ii. High-Rise Checklist for the 27-storey building

Other Matters:

In addition to the above-noted issues, the following additional issues have been identified on a preliminary basis:

- Outcome of the existing Open Door Affordable Rental Housing Program application
- Evaluation of the proposal with respect impacts on future potential developments in the area
- Adjacency of the development to the Metrolinx right-of-way
- Noise and vibration impacts and proposed mitigation measures
- Review of the railway corridor study and peer review process
- Review of noise and vibration study and peer review process
- Potential cash-in-lieu of parkland dedication
- Section 37 of the *Planning Act* to secure appropriate community benefits should the application be recommended for approval

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

Katrien Darling, Senior Planner
Tel. No. (416) 396-7721
Fax No. (416) 396-4265
E-mail: Katrien.Darling@toronto.ca

SIGNATURE

Paul Zuliani, RPP, MBA
Director, Community Planning, Scarborough District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Plan Map
- Attachment 4: Existing Zoning By-law Map

Applicant Submitted Drawings

- Attachment 5: Perspective 1 - (South View from North Side of Metrolinx Right-of-Way)
- Attachment 6: Perspective 2 – (East View from West on Dale Avenue)
- Attachment 7: Proposed Site Plan (Including 66 Dale Avenue)
- Attachment 8: Proposed Site Plan (Excluding 66 Dale Avenue)
- Attachment 9: Typical Townhouse Block Elevation (Block Length)
- Attachment 10: Typical Townhouse Block Elevation (Block Wide)
- Attachment 11: Tall Building (North Elevation)
- Attachment 12: Tall Building (South Elevation)
- Attachment 13: Tall Building (East Elevation)
- Attachment 14: Tall Building (West Elevation)
- Attachment 15: Proposed Land Exchange

Attachment 1: Application Data Sheet

Municipal Address: 80 DALE AVENUE **Date Received:** May 7, 2018

Application Number: 18 154389 ESC 36 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Development comprising of one 27 storey residential apartment building and four stacked townhouse residential apartment buildings with a total of 386 residential rental units.

Applicant	Agent	Architect	Owner
PODIUM DEVELOPMENTS			80 DALE AVE LTD

EXISTING PLANNING CONTROLS

Official Plan Designation: Neighbourhoods & Other Open Space Areas **Site Specific Provision:**

Zoning: HC 29-51-75-86 & O **Heritage Designation:**

Height Limit (m): **Site Plan Control Area:** Y

PROJECT INFORMATION

Site Area (sq m): 14,236 **Frontage (m):** 18 **Depth (m):** 80

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			3,747	3,747
Residential GFA (sq m):			28,421	28,421
Non-Residential GFA (sq m):				
Total GFA (sq m):			28,421	28,421
Height - Storeys:			27	27
Height - Metres:			81	81

Lot Coverage Ratio (%): 26.32 **Floor Space Index:** 2

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	28,421	
Retail GFA:	Not Applicable	
Office GFA:	Not Applicable	
Industrial GFA:	Not Applicable	
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	386	386
Freehold:	0	0		
Condominium:	0	0		
Other:	0	0		
Total Units:	0	0	386	386

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		63	145	108	70
Total Units:		63	145	108	70

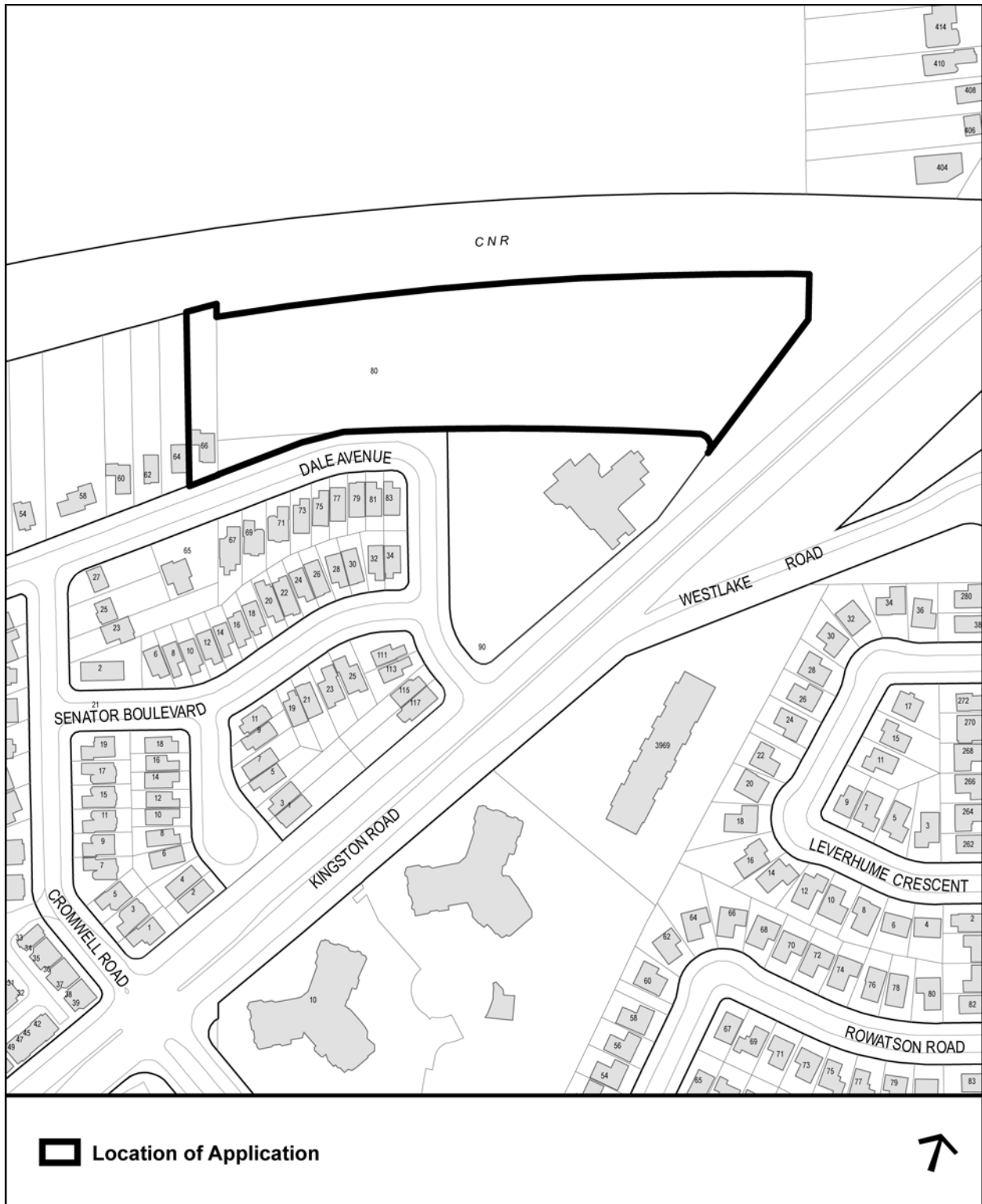
Parking and Loading

Parking Spaces: 408 Bicycle Parking Spaces: Loading Docks: 1

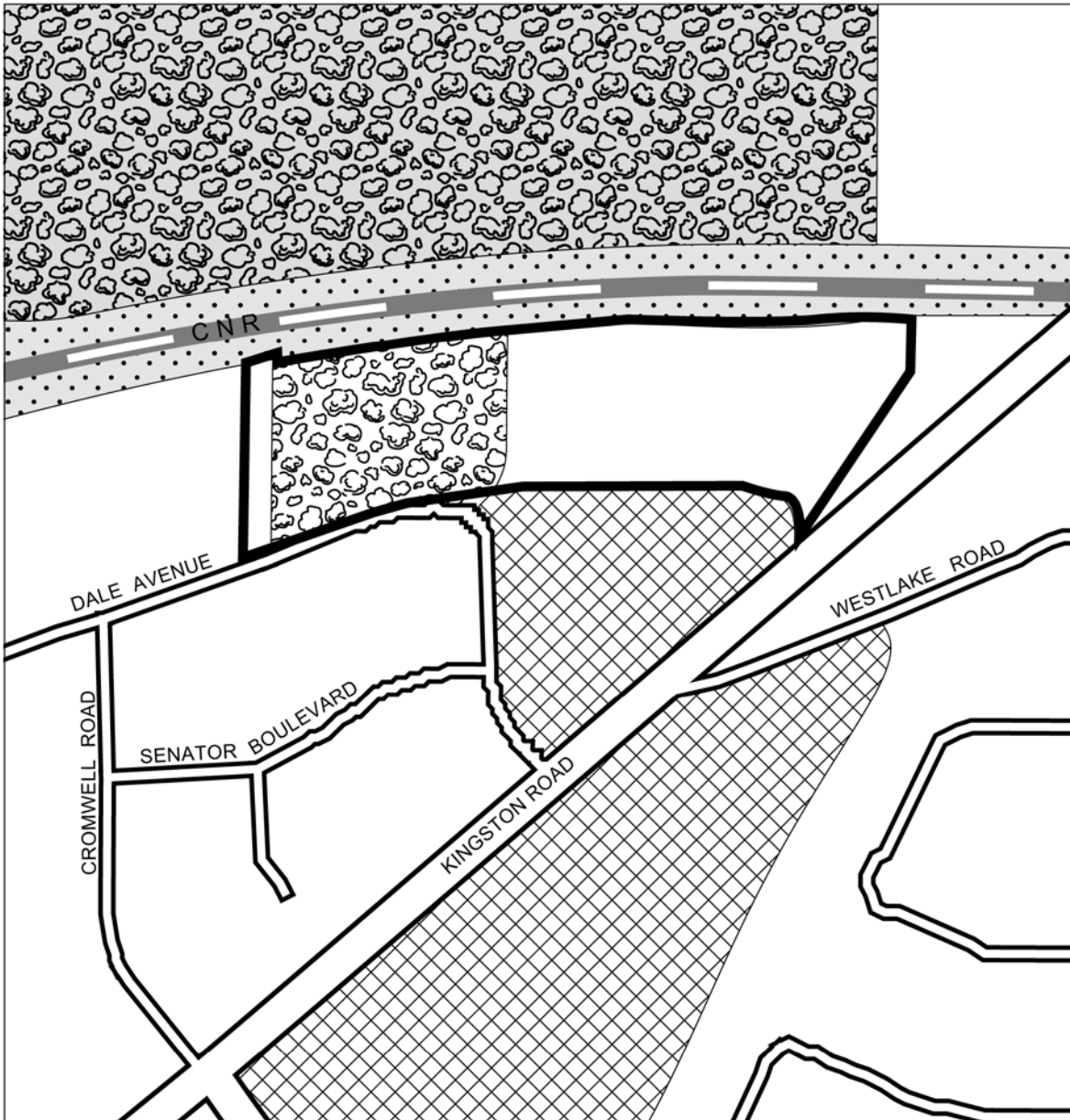
CONTACT:

Katrien Darling, Senior Planner
 (416) 396-7721
 Katrien.Darling@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #23

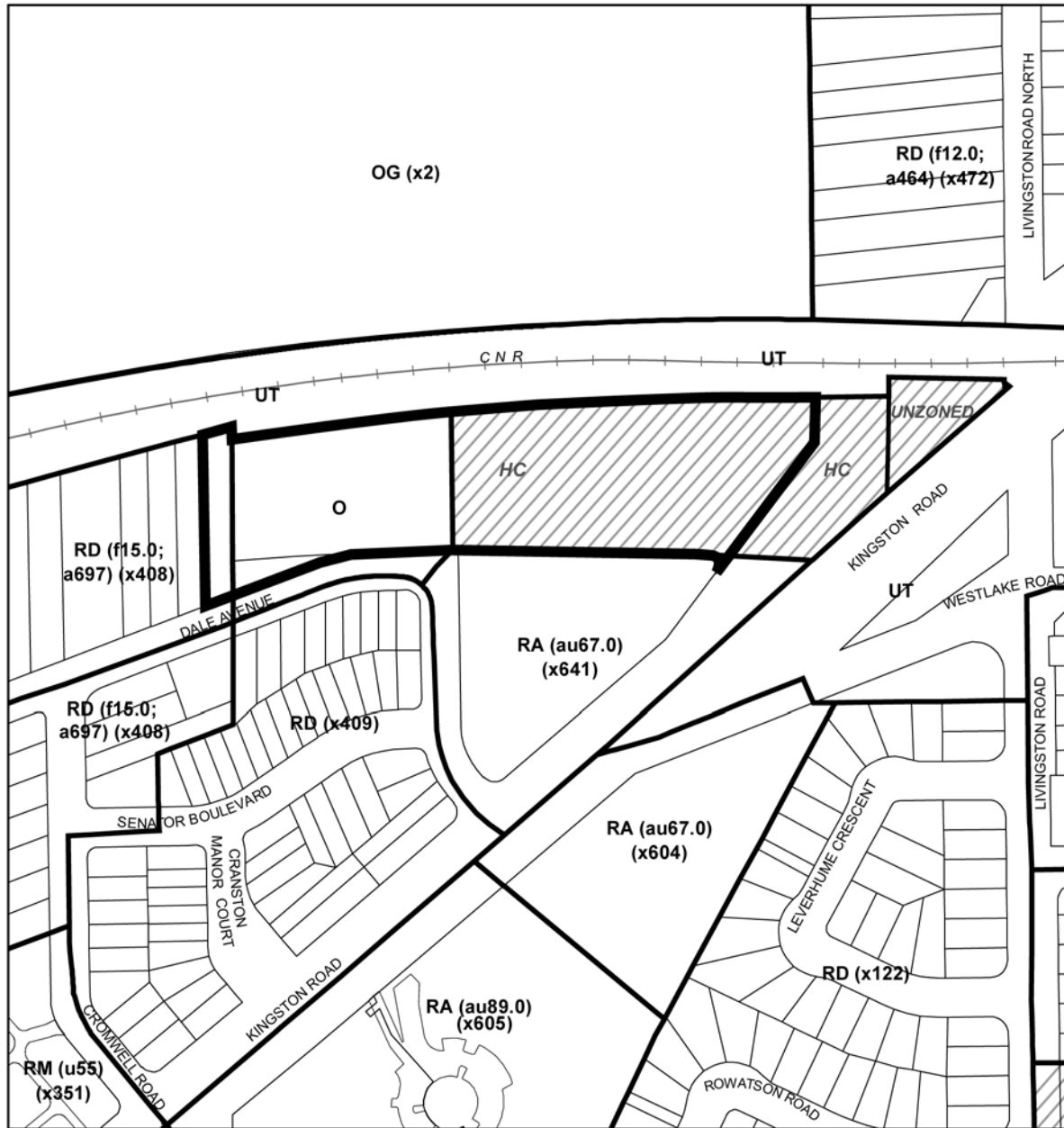
66-80 Dale Avenue

File # 18 154389 ESC 36 0Z

	Location of Application		Parks & Open Space Areas
	Neighbourhoods		Parks
	Apartment Neighbourhoods		Other Open Space Areas
			Utility Corridors

↑
Not to Scale
05/22/2018

Attachment 4: Existing Zoning Map



Zoning By-law 569-2013

66-80 Dale Avenue

File # 18 154389 ESC 36 0Z

Location of Application

- RD Residential Detached
- RM Residential Multiple
- RA Residential Apartment
- O Open Space
- OG Open Space Golf Course
- UT Utility and Transportation

See Former City of Scarborough
Scarborough Village Community By-Law No. 10010

- HC Highway Commercial
- UNZONED Unzoned



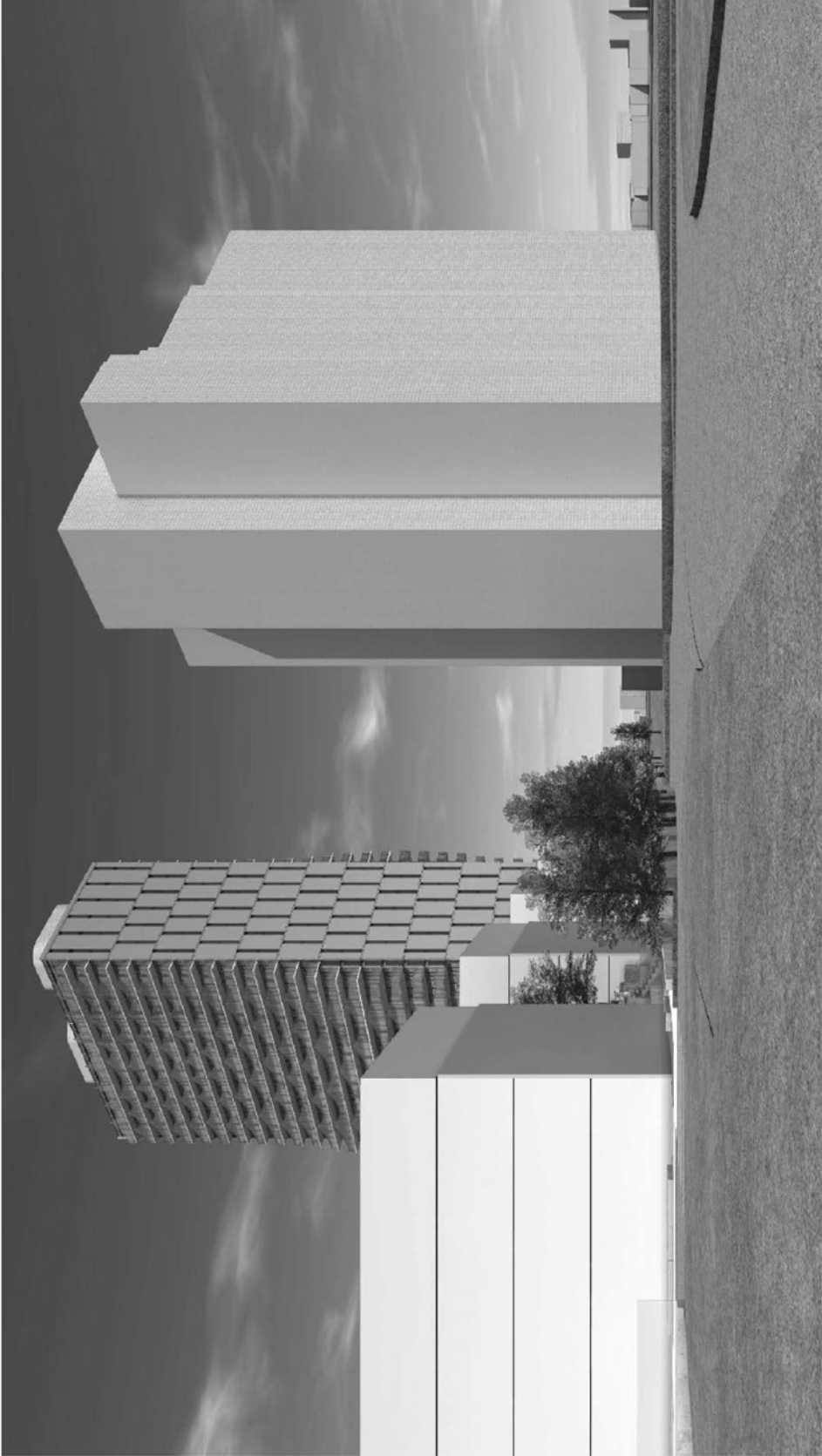
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Extracted: 05/22/2018

Attachment 5: Perspective 1 (South View from North Side of Metrolinx Right-of-Way)



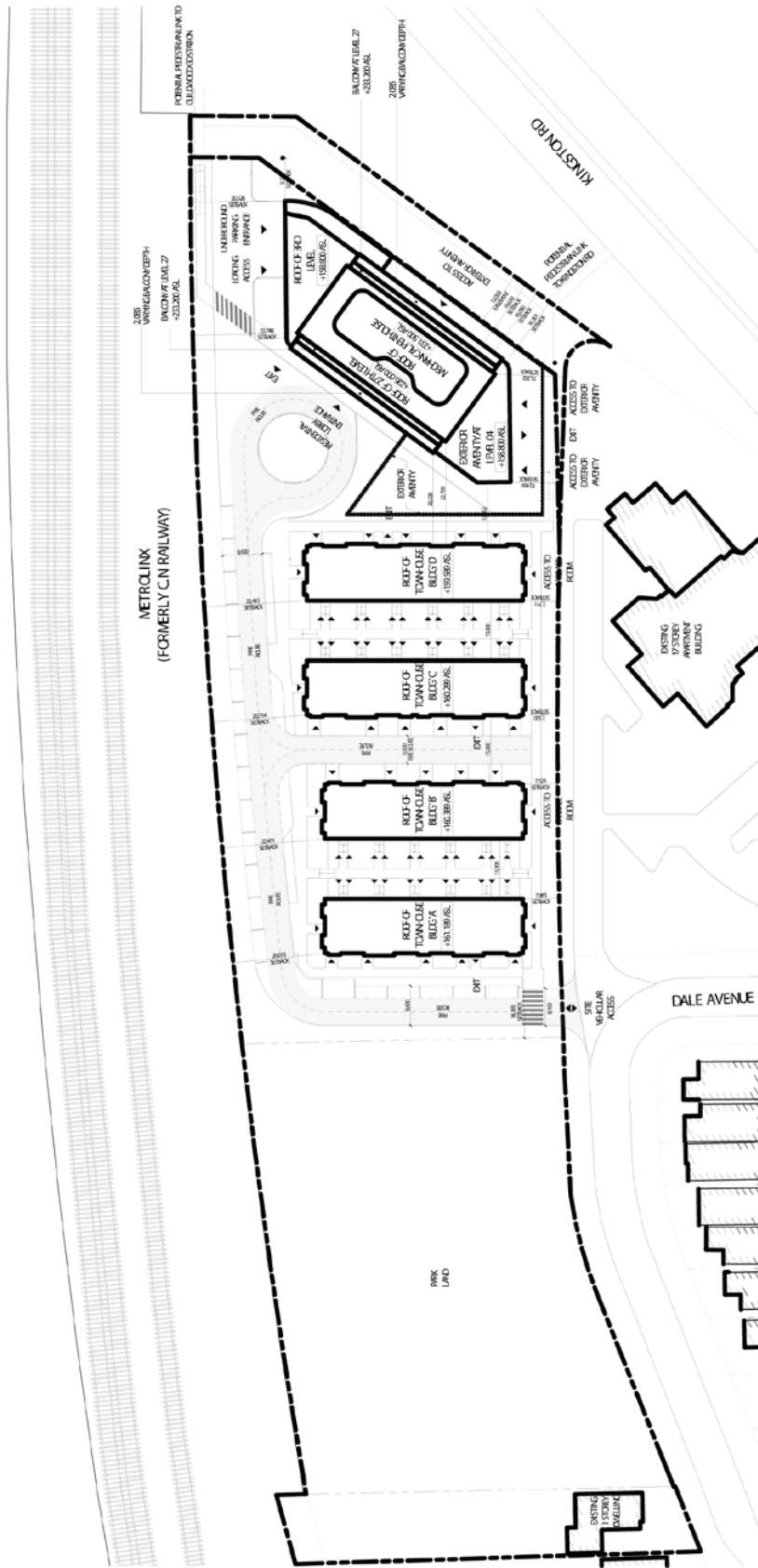
Perspective 1

Attachment 6: Perspective 2 (East View from West on Dale Avenue)

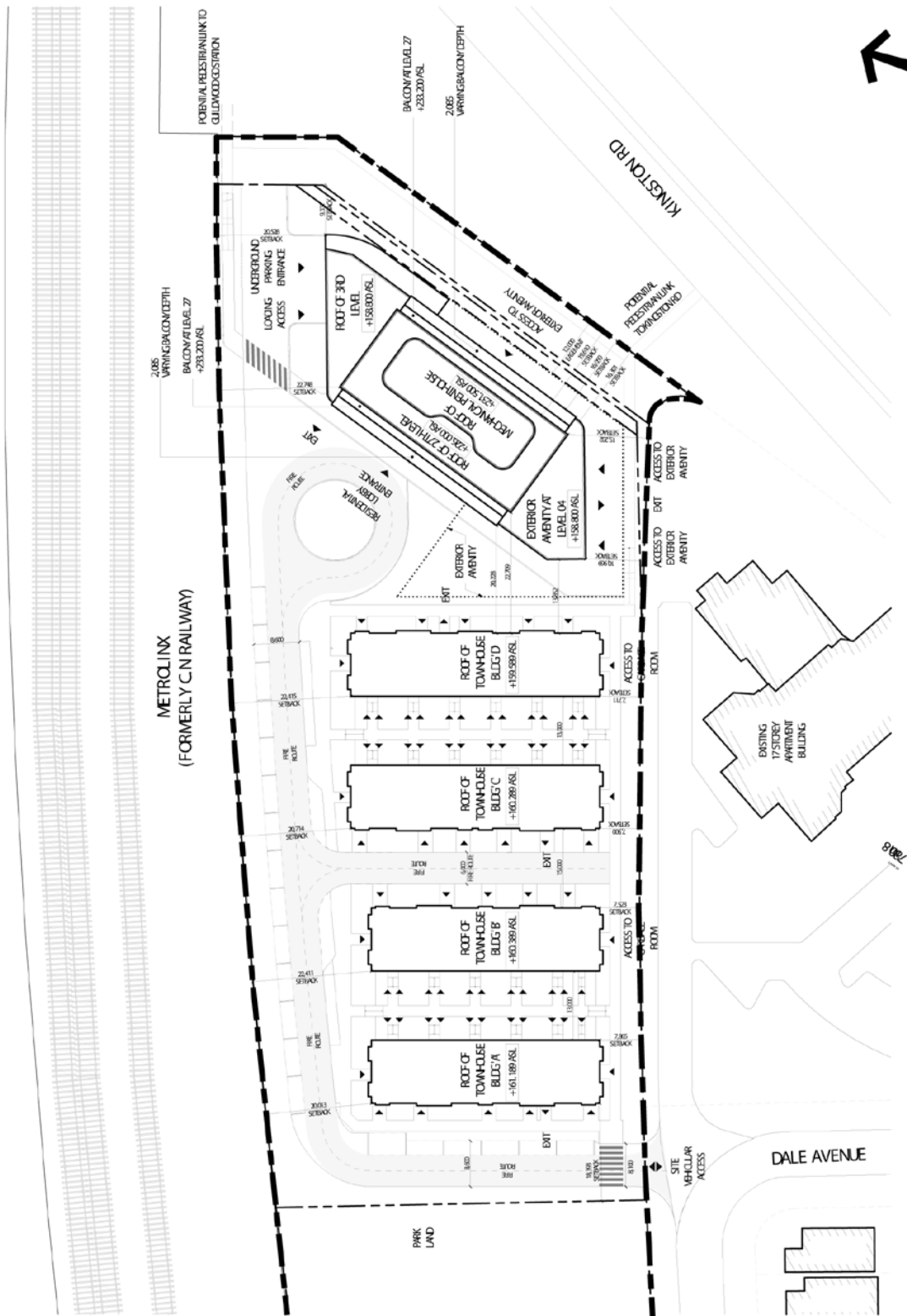


Perspective 2

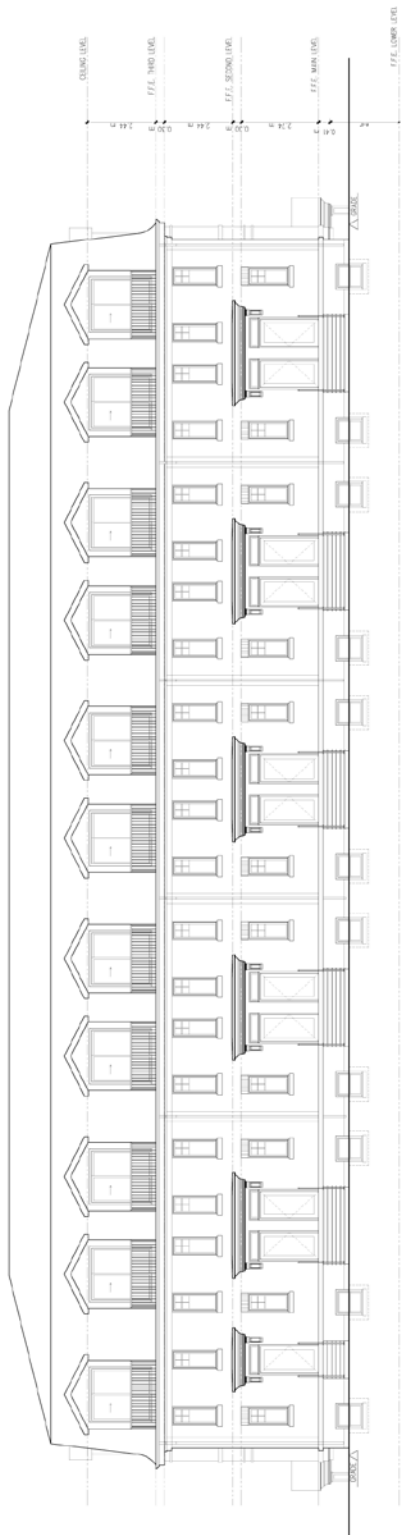
Attachment 7: Site Plan (Including 60 Dale Avenue)



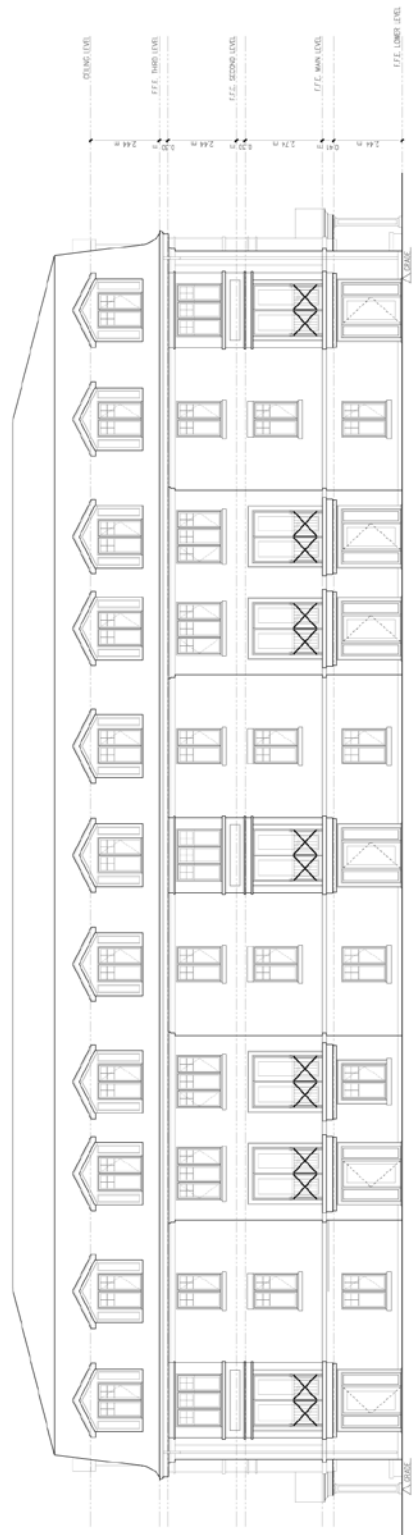
Attachment 8: Site Plan (Excluding 60 Dale Avenue)



Attachment 9: Typical Townhouse Block Elevation (Block Length)



Block A East Elevation



Block A West Elevation

Attachment 10: Typical Townhouse Block Elevation (Block Width)

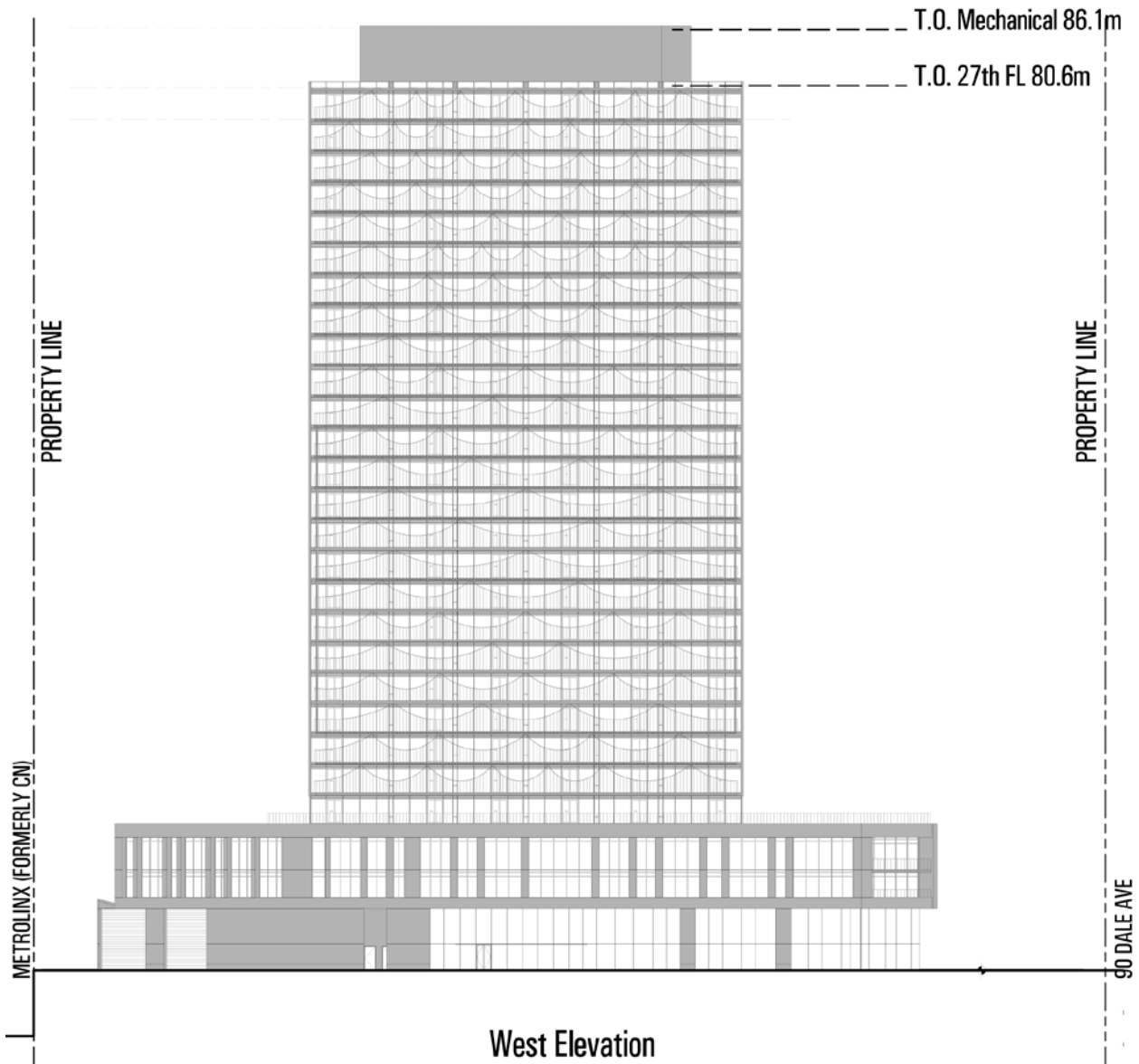


Block A South Elevation

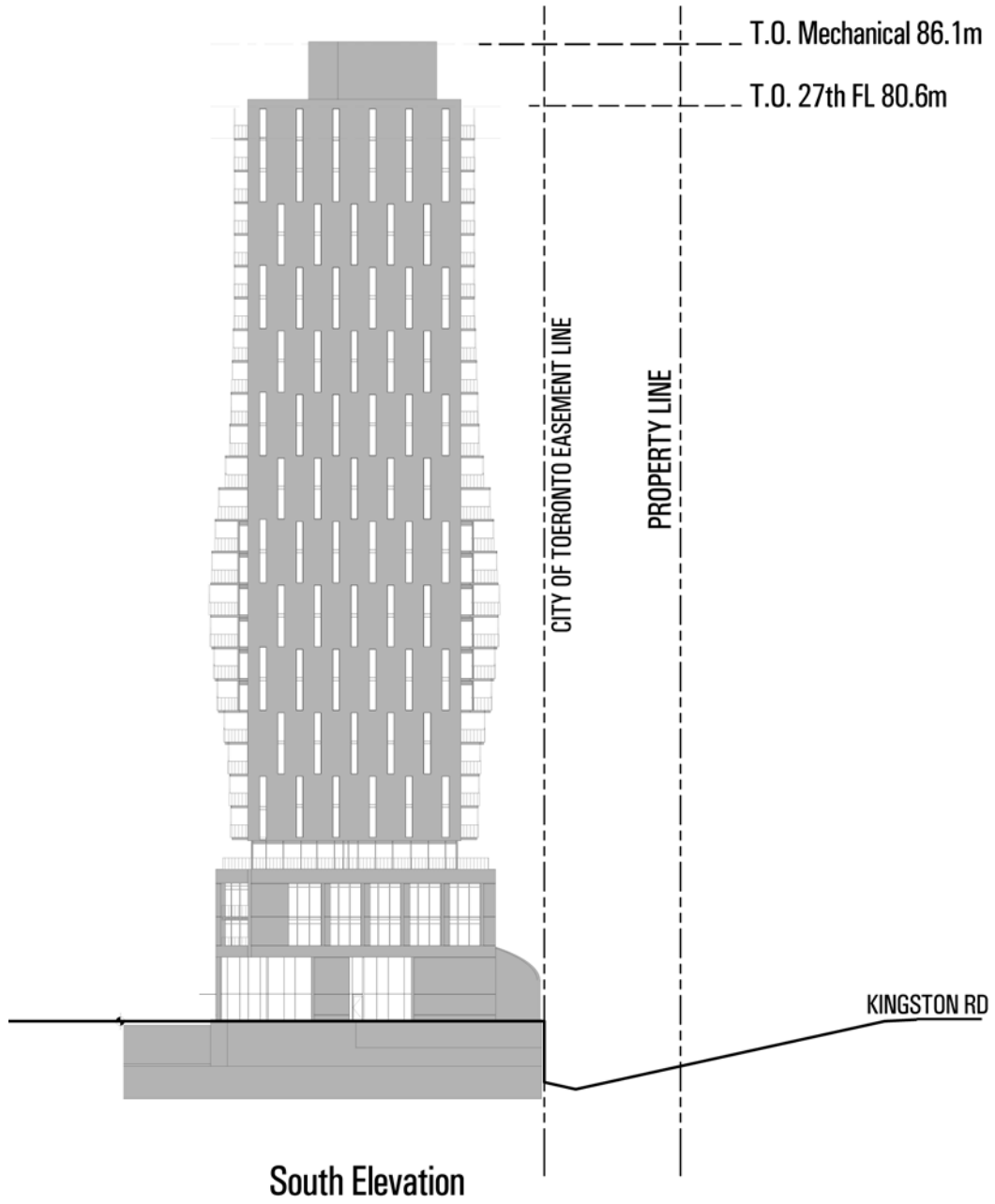


Block A North Elevation

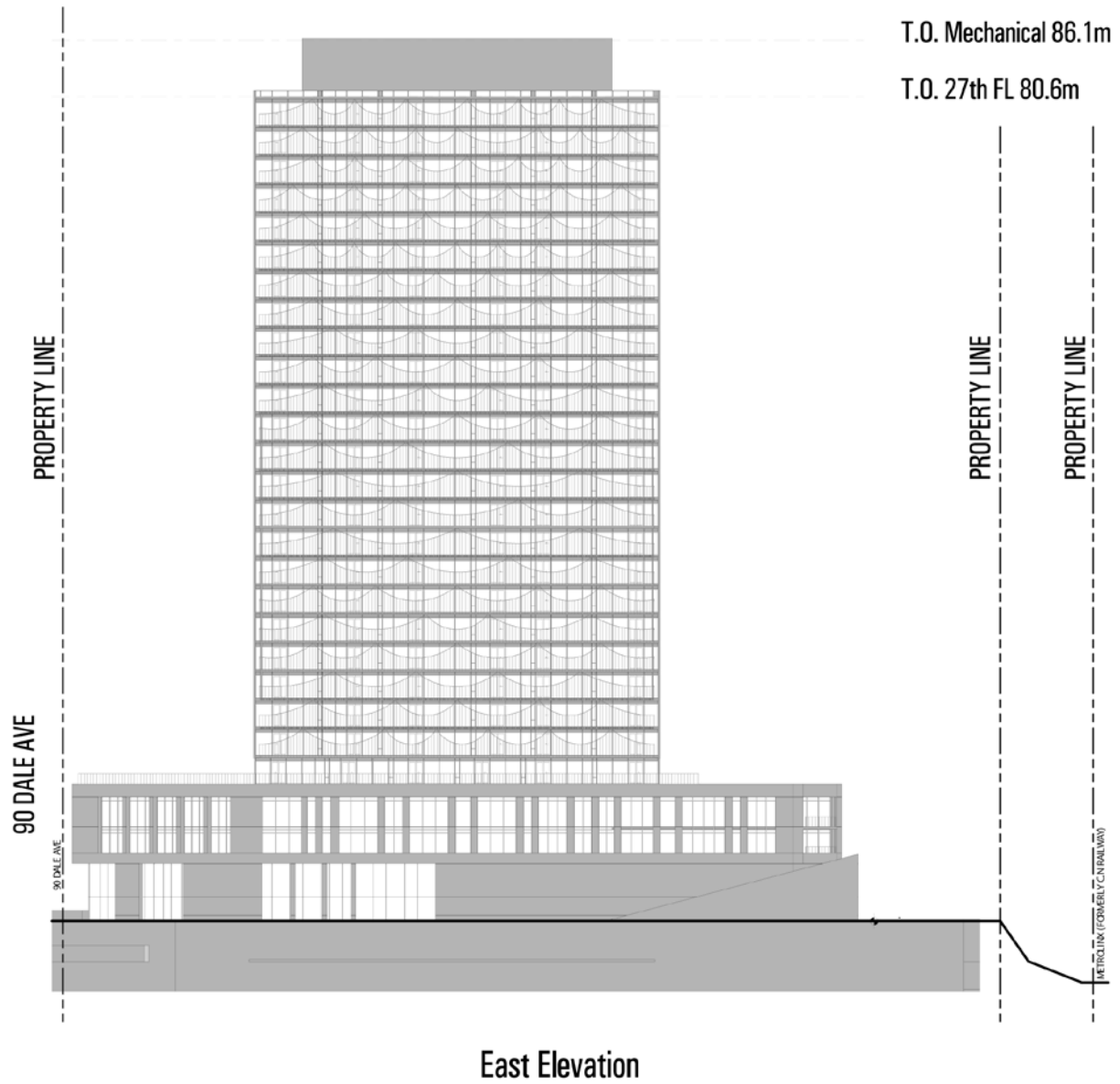
Attachment 11: Tall Building North Elevation



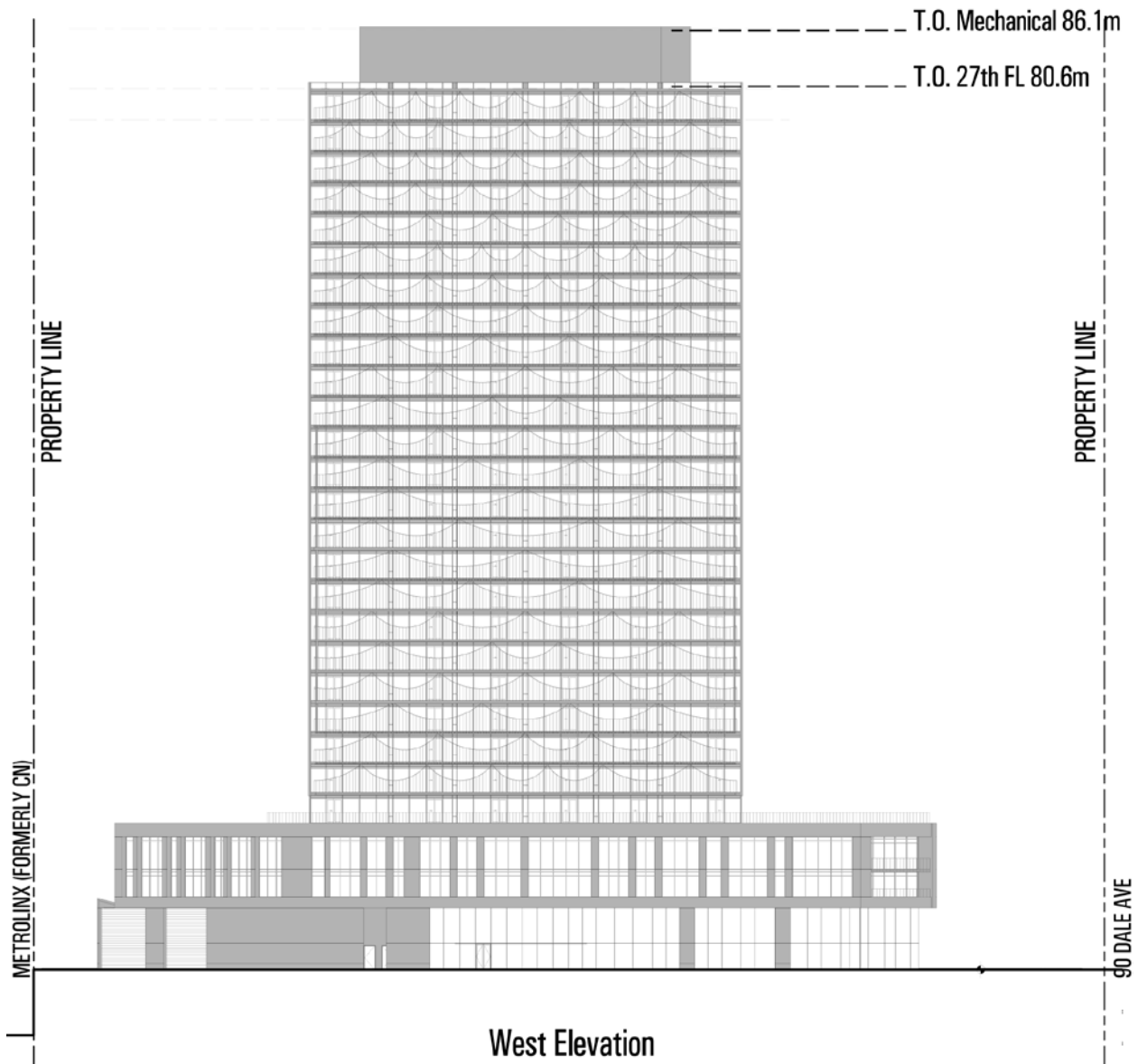
Attachment 12: Tall Building South Elevation



Attachment 13: Tall Building East Elevation



Attachment 14: Tall Building West Elevation



Attachment 15: Proposed Land Exchange

