



REPORT FOR ACTION

880-890 The Queensway– Zoning By-law Amendment Application – Request for Directions Report

Date: December 14, 2018

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: 03 – Etobicoke - Lakeshore

Planning Application Number: 17 244663 WET 05 OZ

SUMMARY

This application proposes to amend the former City of Etobicoke Zoning Code and Site Specific By-law No. 514-2003 to permit an 8-storey (29 m in height, including the mechanical equipment) mixed-use building containing 651 m² of at-grade non-residential gross floor area and 100 residential units above at 880, 884, 886, 888 and 890 The Queensway. A total of 106 vehicular parking spaces are proposed both at the rear of the site and within a two-level underground garage.

On March 26, 2018, the applicant filed an appeal of the Zoning By-law Amendment application to the Local Planning Appeal Tribunal ("LPAT"), citing City Council's failure to make a decision on the application within the prescribed timelines of the *Planning Act*. A Pre-Hearing Conference was held on September 10, 2018 before the newly established LPAT, and a second Pre-Hearing Conference is scheduled for February 7, 2019.

The proposal is appropriate for the site and is compatible with the surrounding area. The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017).

The proposed building represents appropriate intensification along The Queensway that conforms with the Official Plan and is generally consistent with The Queensway Design Guidelines and Streetscape Improvements.

The purpose of this report is to seek City Council's direction with respect to the position of the City at the LPAT. The report recommends that City Council direct

the City Solicitor, together with appropriate City staff, to support the proposal at the LPAT, subject to a number of conditions.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with Planning staff and other appropriate staff to attend the Local Planning Appeal Tribunal (LPAT) hearing in support of the application to settle the appeal of Zoning By-law Amendment application 17 244663 WET 05 OZ at 880-890 The Queensway, provided all outstanding issues listed below are resolved to the City's satisfaction.

2. In the event that the LPAT allows the appeal in whole or in part, City Council direct the City Solicitor to request the LPAT to withhold its Order on the Zoning By-law Amendment until the City Solicitor confirms that:

a. The owner has submitted a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

b. The owner has submitted a revised Geotechnical and Hydrogeological Report to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

c. The owner has submitted both the Servicing Report Groundwater Summary and the Hydrogeological Review Summary forms to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

d. The owner has made satisfactory arrangements with the Chief Engineer and Executive Director of Engineering and Construction Services for the construction of any improvements to the municipal infrastructure at the sole cost of the applicant, should it be determined that upgrades are required to the infrastructure to support this development, in accordance with the Functional Servicing and Stormwater Management Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.

e. The final form of the Zoning By-law is to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, and includes the following provisions:

i. The minimum vehicular parking ratios are as follows:

Bachelor dwelling units at 0.7 spaces per dwelling unit;

One-bedroom dwelling units at 0.8 spaces per dwelling unit;
Two-bedroom dwelling units at 0.9 spaces per dwelling unit;
Dwelling units with three or more bedrooms at 1.0 space per dwelling unit;
Parking allocated for visitors at 0.15 spaces per dwelling unit; and
Retail uses a minimum of 1.0 space per 100m²

ii. Comply with the parking requirements noted in Condition No. 2(e) (i) above, save and except, a reduction of four residential spaces shall be permitted for the provision of one (1) car-share space.

iii. Include the following definitions in the Site Specific Zoning By-law:

a. Car-share means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometres driven and set membership requirements of the car sharing organization, including the payment of a membership fee that may or may not be refundable; and

b. Car-share parking spaces means a parking space that is reserved and actively used for car-sharing.

iv. Accessible parking spaces shall be provided according to Section 200.15 of Zoning By-law No. 569-2013.

v. Comply with the parking space dimension requirements of Zoning By-law No. 569-2013, save and except the following:

a. A maximum of two parking spaces, which contain an obstruction on one side and can have a minimum width of 2.9 m and are accessed by drive aisles that have a width of 5.5 m; and

vi. The proposed residential building shall provide a Type 'G/B' loading space, which measures 13.0 m in length and 4.0 m in width, with a vertical clearance of 6.1 m.

vii. Vehicular access will be provided from the laneway at the rear of the site.

viii. A maximum of one small car parking space is permitted, with the minimum dimensions of 2.6 m in width and 5.45 m in length.

ix. Provide space within the development for installation of maintenance access holes and sampling ports on the private side, as

close to the property line as possible, for the storm and sanitary service connections, in accordance with the Sewer By-law Chapter 68-10.

3. City Council require a 1.2 m to 5.8 m wide lane widening at the rear of the property to be conveyed through the Site Plan Control review process to the satisfaction of the General Manager of Transportation Services and the City Solicitor.

4. Prior to Site Plan approval, the owner shall provide a Construction Management Plan to the satisfaction of the Chief Planner and Executive Director, City Planning.

FINANCIAL IMPACT

The Recommendations in this report have no financial impact.

DECISION HISTORY

In 2002, the City undertook an Avenues Study for The Queensway between Kipling Avenue and Mimico Creek. The purpose of the study was to identify a vision and development implementation strategies to achieve the revitalization of The Queensway as an Avenue consistent with the objectives of the Official Plan to re-urbanize corridors along major streets in the City. In June 2003, City Council adopted The Queensway Avenue Zoning By-law No. 514-2003 to implement The Queensway Avenue Study vision. Generally, the Avenues Zoning By-law permits a mix of uses at a maximum density of 3.0 times the lot area and building heights of 6 and 8 storeys.

On January 16, 2018, Etobicoke York Community Council adopted a Preliminary Report dated December 11, 2017, from the Director, Community Planning, Etobicoke York District, identifying a number of deficiencies with the proposal, including: the lack of transition in scale to the *Neighbourhoods* lands to the north including setbacks, stepbacks and angular planes; the need for an extension of the existing public lane that terminates at the rear of the site; and the overall proposed building height and massing. The Preliminary Report can be found at: <https://www.toronto.ca/legaldocs/mmis/2018/ey/bqrd/backgroundfile-109990.pdf>.

ISSUE BACKGROUND

Proposal

The applicant's proposal has evolved since the original submission in October, 2017. In the initial submission, the subject site consisted of the properties municipally known as 880 and 884 The Queensway, which comprised a lot area of 1,553 m². The applicant subsequently acquired three additional properties to the immediate west, municipally known as 886, 888 and 890 The Queensway. With the newly consolidated site, the revised development proposal would encompass the remainder of the block.

The applicant is proposing an 8-storey mixed-use building with 651m² of non-residential gross floor area at-grade and 100 residential units above. The overall building height would be 29m, including the mechanical equipment. The proposed total gross floor area would be 8,044 m² representing an overall density of 3.5 times the area of the lot including the portions of the site that would be conveyed to the City and a density of 4.28 times the area of the lot based on site area of 1,880 m², which excludes the lands that would be conveyed to the City. A two-level underground parking garage is proposed, accessible by way of a conveyed public lane at the rear of the site, which would be secured through the concurrent Site Plan Control application. One Type 'G/B' loading space is proposed and accessed from the rear public lane. A summary of the proposed revisions to the proposal are listed below:

- The site area has increased by approximately 715 m²;
- Building height in storeys has decreased from 9 to 8-storeys;
- Building setback above the 6th storey on the west side has increased from 5.7 to 6.5 m;
- Additional building setbacks have been introduced along the south and east elevations above the 6th storey of 3 m and 4 m, respectively;
- The overall building massing has been revised to accommodate a 45-degree angular plane in accordance with the requirements of Zoning By-law No. 514-2003;
- The mechanical penthouse has been reduced in area to be more in keeping with the required 45-degree angular plane;
- A 5m right-of-way rounding at the northwest corner of The Queensway and Chartwell Road has been included for better visibility;

- The proposed gross floor area has increased from 6,595 m² to 8,044 m²;
- The number of proposed residential units has increased from 92 to 100 units;
- The number of proposed 3-bedroom units has increased from 0 to 10 units;
- The proposed indoor amenity space has increased from 123 m² (1.33m²/unit) to 200 m² (2 m²/ unit);
- The proposed outdoor amenity space has decreased from 270 m² (2.93 m²/ unit) to 207 m² (2.07 m²/ unit);
- The number of vehicular parking spaces has increased to 106 spaces, of which 87 would be residential spaces, 4 would be car-share spaces and 15 would be visitor/retail spaces;
- The number of proposed bicycle parking spaces has increased to 100 spaces, of which 90 would be long term spaces and 10 would be short term spaces;
- The proposed lay-by parking along Chartwell Road has been eliminated; and
- The rear 1.21 m to 5.78 m of the site is proposed to be conveyed to the City to allow for the existing public lane that terminates at the rear of the site to be extended through the site to Chartwell Road.

The application is also proposing the following building setbacks and stepbacks:

The Queensway (south property line):

- After the 1.89 m required road widening conveyance, the building would be setback 0.2 m from the property line, resulting in a varying boulevard width of approximately 7.5 m to 4 m. The variation in the boulevard width is due to an existing lay-by parking along The Queensway; and
- Above the 6th storey, the building would stepback 3 m establishing a primary streetwall of 6-storeys for The Queensway.

Chartwell Road (east property line):

- The building would be setback 1 m from the Chartwell Road property line, resulting in a boulevard width of 6.2 m; and
- Above the 6th storey the building would stepback 4 m.

Rear of the site (north property line):

- The building would be setback 8m from the northern limit of the property, including the laneway conveyance of 1.21 m to 5.78 m; and

- The rear of the building would provide a series of setbacks as it adheres to a 45-degree angular plane taken from the Residential Zone property line.

Interior of the site (west property line):

- The building would be setback 0 m from the 1st to 6th floor; and
- Above the 6th storey, the building would setback 6.5 m.

Site and Surrounding Area

The site, municipally known as 880-890 The Queensway, is located at the northwest corner of The Queensway and Chartwell Road. The site has a total area of 2,268 m² and is rectangular in shape with a varying depth of approximately 32 m to 36 m and a frontage of 62.2 m along The Queensway. A portion of the site abuts a public lane to the north, though the laneway does not extend the full length of the rear of the site. The right-of-way width for The Queensway in this location is 30 m. The site is currently occupied by a vacant 3-storey medical office building and four 2-storey mixed-use buildings.

Surrounding land uses include:

North: Residential area with 1-2 storey detached dwellings.

West: Adjacent to a 6-storey mixed-use building located at the northeast corner of The Queensway and Lady Bank Road.

East: On the east side of Chartwell Road fronting on The Queensway are 2-storey mixed-use buildings, to the northeast are detached dwellings.

South: On the south side of The Queensway there are two 1-storey buildings, one of which is tenanted by the condominium sales centre for a proposed 14-storey development that has been appealed to the LPAT for the property at 859 The Queensway (Application # 17 237625 WET 05 OZ). At the southwest corner of Canmotor Avenue and The Queensway is the other 1-storey building occupied by The Queensway Carwash.

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 City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

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 City Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform with the Growth Plan.

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

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

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 this report.

Toronto Official Plan

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

The subject site is located on an *Avenues* on Map 2 of the Official Plan. *Avenues* are important corridors along major streets where urbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit services for community residents. Development along the *Avenues* will generally be at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*.

A framework for new development on each *Avenue* will be established through an *Avenues Study*, resulting in appropriate zoning and design guidelines created in consultation with the local community. Each *Avenue Study* contains a vision and implementation plan. Policy 2.2.3.2(b) states that to facilitate and shape growth, each *Avenue Study* will set out:

"Contextually appropriate as-of-right zoning and other regulations designed to achieve high quality development along the *Avenues* which establishes:

- i. Permitted uses and maximum density and height limits:
- ii. Appropriate massing, scale, siting and organization of buildings; and
- iii. Appropriate scale transition to adjacent areas."

The site is in The Queensway Avenue Study Area where an *Avenue Study* was completed and adopted by City Council in 2003. The Queensway Avenue Study was implemented through Zoning By-law No. 514-2003.

The subject site is designated *Mixed Use Areas* on Map-15 Land Use Plan (see Attachment No. 3: Official Plan Land Use Map) and is directly adjacent to lands designated *Neighbourhoods* in the Official Plan.

The *Mixed Use Areas* designation provides for a range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan states that "*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing."

However, not all *Mixed Use Areas* will experience the same scale of intensity of development.

Policy 4.5 of the Official Plan includes a criterion that directs the form and quality of development in this land use designation. It is the intent that development in *Mixed Use Areas* will:

- a. Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b. Provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown*, the *Central Waterfront*, *Centres*, *Avenues* and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment.
- c. Locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- d. Locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes; and
- i. Provide good site access and circulation and an adequate supply of parking for residents and visitors.

The Healthy Neighbourhoods policies of the Official Plan, Policy 2.3.1.2, provide guidance for development in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods*. Policy 2.3.1.2 states that development within *Mixed Use Areas* that are adjacent to *Neighbourhoods* will:

- a. Be compatible with those *Neighbourhoods*;
- b. Provide gradual transition in scale and density, as necessary to achieve the objectives of the Plan through stepping down of buildings towards and setback from those *Neighbourhoods*; and
- c. Attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Within the Healthy Neighbourhoods section of the Official Plan it states:

"At the boundary points between the neighbourhoods and the growth areas, development in the *Mixed Use Areas* will have to demonstrate a transition in height, scale and intensity as necessary to ensure that the stability and general amenity of the adjacent residential area are not adversely affected."

In Section 3.1.2, Built Form, the Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transition in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Section 3.1.2, Built Form, further states that most of the City's future development will be infill and redevelopment sites and, as such, will need to fit in, respect and improve the character of the surrounding area. It also states that development must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its façade fits within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Official Plan.

Policy 3.1.2.2 states that new development will locate and organize vehicular parking, vehicular access, service areas and utilities to minimize their impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- a. Using shared service areas where possible within development block(s) including public and private lanes, driveways and service curbs;
- b. Consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c. Integrating services and utility functions within buildings where possible; and
- d. Providing underground parking where appropriate.

Built Form Policy 3.1.2.3, directs new development to be massed and its exterior façade to be designed to fit harmoniously into its existing and/or planned context, and to limit its impacts on neighbouring streets, parks and open spaces and properties by:

- a. Massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportions;
- b. Incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- c. Create appropriate transition in scale to neighbouring existing and/ or planned buildings for the purpose of achieving the objective of the Plan;
- d. Providing for adequate light and privacy; and
- e. Adequately limiting any resulting shadowing of and uncomfortable wind conditions on, neighbouring streets, properties and open space, having regard for the varied nature of such areas.

Section 3.1.2.5 directs new development to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- a. Improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground covers, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycles parking facilities;
- b. Co-ordinate landscape improvements in setbacks to create attractive transition from the private to public realm;
- c. Weather protection such as canopies and awnings;
- d. Landscaped open space within the development site;
- e. Landscaped edges of surface parking lots along streets, parks and open spaces to define the street edge and visually screen the parked autos;
- f. Safe pedestrian routes and tree planting within surface parking lots; and
- g. Public art, where the developer agrees to provide this, to make the building and its open space more attractive and interesting.

Public Realm Policy 3.1.1 promotes quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm. The Public Realm policies of the Official Plan recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that the public realm is beautiful, comfortable, safe and accessible.

The Housing policies in Section 3.2.1 of the Official Plan encourage 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 City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Official Plan Amendment 320

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support City Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhoods* sites and implement the City's Tower Renewal Program.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016, and this decision has been appealed in part. On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found here: www.toronto.ca/OPreview/neighbourhoods.ca

OPA 320 adds new criteria to existing Healthy Neighbourhood Policy 2.3.1.3 in order to improve the compatibility of new developments located adjacent and close to *Neighbourhoods* and *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas*. The new criteria address aspects of new development such as amenity and service areas, lighting and parking. The revised Policy requires that development within *Mixed Use Areas* that is adjacent or close to *Neighbourhoods* will:

- a. Be compatible with those *Neighbourhoods*;
- b. Provide a gradual transition of scale and density, as necessary to achieve the objectives of the Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;

- c. Maintain adequate light and privacy for residents in those *Neighbourhoods*;
- d. Orient and screen lighting and amenity areas so as to minimize impacts on adjacent properties in those *Neighbourhoods*;
- e. Locate and screen service areas and access to underground parking, locate any surface parking so as to minimize impacts on adjacent properties in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual and noise impacts upon adjacent properties in those *Neighbourhoods*; and
- f. Attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Zoning

The subject site is zoned Limited Commercial - Avenues Zone (AV) (see Attachment 4: Existing Zoning By-law Map). The site is subject to the former City of Etobicoke Zoning Code as amended by Site Specific By-law No. 514-2003.

The AV zoning permits retail, office, apartments and townhouses. The existing development standards for the site include a maximum height of 21m (6-storeys) and a maximum permitted Floor Space Index of 3.0 times the lot area, a 45-degree angular plane from any adjacent residential properties, building setbacks above the 2nd-storey, vehicular access from either the flanking streets or laneway, and directly accessible main building entrances from the public street.

On May 9, 2013 Toronto City Council enacted City-Wide Zoning By-law No. 569-2013, currently under appeal to the Ontario Municipal Board. Zoning By-law No. 569-2013 does not apply to this site as site specific zoning was established through the Avenue Study.

Design Guidelines

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 step backs, 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/.ca>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum in 2016, 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. Council's 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>.

The site was excluded from the Mid-Rise Guidelines as shown on the Avenues and Mid-Rise Buildings Study – Map 1, revised in July 2010. The Mid-Rise Guidelines, in Section 2.1 "Where the Recommendations Apply" sets out in Map 1 where certain lands are excluded from the applicability of the Mid-Rise Guidelines. Reasons why certain sites were excluded include: portions of Avenues where an Avenues Study is completed or underway; portions of an Avenue within a Secondary Plan Area; and portions of an Avenue that have been subject to other City-led studies that have resulted in an Official Plan Amendment and/or new Zoning By-law.

When a mid-rise development is proposed along a portion of an *Avenue* where an Avenue Study is completed, the Site-Specific Avenues By-law standards prevail. The Performance Standards may be applied as a useful planning tool when the Site-Specific By-law supports mid-rise development, but does not regulate built form or does not fully address aspects of mid-rise site and building design. The Performance Standards are not intended to be used to challenge Council-approved Area-Specific policies, by-laws or guidelines, particularly with respect to building heights and matters of transition.

The planned context for The Queensway was established through The Queensway Avenues Study and Zoning By-law No. 514-2003 and calls for 6 and 8 storey buildings. The Queensway Avenues Zoning By-law provides direction on the envisioned built form along The Queensway and is the prevailing policy document. However, the Mid-Rise Building Performance Standards continue to represent good principles of urban design and can be used to augment local guidelines, particularly to address aspects of new development that were not addressed in previously developed local guidelines.

The Queensway Design Guidelines and Streetscape Improvements

As part of The Queensway Avenues Study, Design Guidelines were developed and apply to lands on both sides of The Queensway between Kipling Avenue and the Mimico Creek Valley. These Design Guidelines were created to promote a co-ordinated approach to development of The Queensway Avenue. The intent of the Guidelines is to foster the creation of a high quality, safe urban environment with attractive streetscapes, pedestrian friendly public and semi-public open spaces, and a consistent, vibrant street frontage. The following are key guidelines for development along The Queensway Avenue:

- Buildings will provide a uniform street edge by complying with minimum and maximum building heights, frontage lengths and setbacks;
- New development will respect adjacent single-family development through extensive buffering and the concentration of building mass along The Queensway frontage;
- New development will be subject to the application of a 45-degree angular plane from the adjacent residential lot line;
- Buildings will not create adverse shadows on adjacent public and private outdoor spaces, and will maximize the sunlight penetration of sidewalks;
- Mixed-use buildings along The Queensway will be occupied at-grade with retail and/or commercial businesses or office uses;
- Street trees will be required along The Queensway as part of all developments;
- Building facades at-grade along The Queensway will be extensively glazed; and
- Parking areas will be located underground or at the rear of buildings and all loading areas will be screened to minimize their impact on The Queensway streetscape.

Growing Up: Planning for Children in New Vertical Communities

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the 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 for developments to deliver tangible outcomes to increase the liveability of larger households, including families with children at the neighbourhood, building and unit scale. These Guidelines were considered in the review of this proposal.

Site Plan Control

An associated Site Plan Control application has been submitted and is being reviewed concurrently with this application. On August 17, 2018, the applicant appealed the Site Plan Control application to the LPAT.

Reasons for Application

Amendments to the former City of Etobicoke Zoning Code and Site Specific Zoning By-law No. 514-2003 are required as the proposal does not comply with the existing performance standards with respect to: building height; total density;

required angular plane from the adjacent residential properties to the north; building stepbacks; and number of vehicular parking spaces. An amendment is also required to establish appropriate development standards for the proposal.

Application Submission

The following reports/studies were submitted in support of the application:

- Planning Rationale;
- Architectural Plans;
- Civil and Utilities Plan;
- Energy Efficiency Report;
- Geotechnical/Hydrogeological Report;
- Landscape and Lighting Plan;
- Pedestrian Wind Assessment;
- Shadow Studies;
- Transportation Impact Study;
- Toronto Green Standard Checklist;
- Public Consultation Strategy;
- Functional Servicing and Stormwater Management Report; and
- Survey.

The information for the current proposal is available for review at the Application Information Centre (AIC) website: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Agency Circulation

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

Community Consultation

Planning staff with the Ward Councillor held a community consultation meeting on February 28, 2018 at St. Louis Catholic School. Approximately 18 area residents were in attendance, as well as the applicant's consulting team. Planning staff presented the policy framework and an overview of the application review process.

Comments and issues raised by the residents in attendance at the meeting, as well as comments received by Planning staff subsequent to the meeting, are summarized as follows:

- Potential traffic impacts on The Queensway and the surrounding residential streets;
- Potential congestion at the intersection of The Queensway and Chartwell Road;
- Insufficient proposed residential, commercial and visitor vehicular parking spaces;
- The lack of transition to the adjacent *Neighbourhoods* lands to the north;
- Impacts on the adjacent detached dwellings, especially in terms of privacy and shadowing of rear yards;
- Concerns with the proposed height and massing of the building; and
- Concerns with the success of the proposed at-grade retail space.

COMMENTS

In response to City staff and community concerns, the applicant revised the proposal and acquired the properties to the west. As a result, the height and massing of the building was redeployed to better fit within the streetscape of The Queensway and within the surrounding context. Through design changes, the applicant has addressed substantive issues that were previously raised with regard to the relationship, separation and transitions to the adjacent low-scale residential properties to the north.

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the *Planning Act*, PPS (2014) and the Growth Plan (2017).

Section 2 of the *Planning Act* requires municipalities to have regard for matters of provincial interest, including:

- j. The adequate provision of a full range of housing;
- p. The appropriate location of growth and development;
- q. The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- r. The promotion of built form that is well-designed.

The redesigned development has regard for the above-noted policies of the *Planning Act* as it would result in a well-designed built form, which at a height of 8-storeys (29m, including mechanical penthouse) and provision of 3 m setback from The Queensway above the 6th-storey and the provision of the rear transition to the abutting *Neighbourhoods* to the north would address the existing and planned built form context of the *Avenue*.

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 Issues Background section of this report.

Policy documents including the PPS, the Growth Plan and the City's Official Plan must be read in their entirety and relevant policies must be applied to each situation. To this end, staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

Section 1.1 of the PPS, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, promotes healthy, liveable and safe communities by supporting efficient development and land use patterns, accommodating an appropriate range and mix of residential, employment and other uses to meet long-term needs, promoting cost-effective development patterns and standards to minimize land consumption and servicing costs and promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate. This proposal would result in both a variety of residential unit types (ranging from bachelor to three bedroom units) and commercial units within a mixed-use building that uses existing services within an existing built-up area, and represents an efficient land use pattern that minimizes land consumption.

Policy 1.6.7.4 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, as the proposed land use and density results in a built form that supports an efficient use of land and existing transit infrastructure.

The Growth Plan contains policies about how land is to be developed, resources are to be managed and protected and public dollars are to be invested. Sections 1.2.1 and 2.2.1 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. 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.

Land Use

This application has been reviewed against the Official Plan policies described in the Issue Background section of this report as well as the policies of the Toronto Official Plan as a whole. The proposed uses are acceptable for this site and comply with the Official Plan and Zoning By-law. The site is designated *Mixed Use Areas* in the Official Plan and zoned Limited Commercial-Avenues Zone (AV), which permits a mix of uses. The majority of the development is proposed to be residential with at-grade retail, which are both permitted uses.

Density

The proposed density of 4.28 times the area of the lot and building height of 8-storeys, both exceed the current Zoning By-law permissions. While the current Zoning By-law limits the total gross floor area to 3.0 times the area of the lot and building height to 6-storeys (21 m), the Official Plan identifies the subject site as a location for possible intensification. The proposed built form and massing of the building are designed to ensure the increase in density on the lot would be deployed in a sensitive and appropriate manner.

Height and Massing

The proposed 8-storey mixed-use building would have a 6-storey streetwall along The Queensway. The building height would be 29 m (including the mechanical penthouse) and include a stepback above the 6th storey of 3m along The Queensway, 6.5 m from the west property line and 4 m along Chartwell Road. The proposed building is slightly shorter than the 30 m right-of-way width for The Queensway, but would be 8 m taller than the current Zoning By-law permissions for the site. However, due to the significant transition and stepping down towards the *Neighbourhoods* properties to the rear, staff are of the opinion that the additional height proposed is acceptable. The proposal is contextually responsive to the existing and planned context for the area, as the building height is in keeping with the heights of nearby approvals which range from 6 to 8 storeys along the north side of The Queensway.

A recurring policy within the Official Plan and an important consideration during the review of the proposal is to locate and mass buildings so as to minimize their impacts on adjacent *Neighbourhoods* designated lands. The Healthy Neighbourhoods policies in Section 2.3.1 of the Official Plan state that development in *Mixed Use Areas* will provide a transition of scale and density through setbacks from adjacent *Neighbourhoods*. The Built Form policies under Section 3.1.2 of the Official Plan also require new development to create appropriate transition in scale to neighbouring existing and planned buildings. In addition, *Mixed Use Areas* Policy 4.5.2(c) states that new development is to be located and massed to provide transition between areas of different development

intensity and scale, through means such as setbacks and stepping down of heights to lower-scale neighbourhoods.

The Queensway Avenues Zoning By-law No. 514-2003 and The Queensway Avenue Design Guidelines requires all development within the Limited Commercial-Avenues Zone to maintain a 45-degree angular plane from any lot line of abutting properties that are zoned Residential. The 45-degree angular plane ensures that new development is compatible with adjacent low-rise *Neighbourhoods* in terms of sunlight, skyview, overlook and privacy. The redesigned building has been carefully massed and sited to fit within the existing context, and to limit impacts on the abutting *Neighbourhoods* lands to the north.

City Planning staff worked with the applicant to reduce the proposed massing by incorporating greater transition to the properties to the north. As such, a 45-degree angular plane commencing at the residential property line to the north was incorporated to increase and improve the proposed transition to the abutting properties to the north. The proposal generally falls below a 45-degree angular plane from the side lot lines of the residential properties to the north. The building is setback 8 m from the north property line and provides a series of stepbacks to maintain the angular plane. The building minimally penetrates the 45-degree angular plane by approximately 3m at the southeast corner of the 8th-storey to facilitate a small amount of residential gross floor area to accommodate a 3-bedroom unit. The mechanical penthouse also penetrates the angular plane by approximately 3.5 m. Notwithstanding this, Planning staff are of the opinion that the proposal meets the intent of the transition policies of the Official Plan through the proposed setbacks and stepbacks from the adjacent *Neighbourhoods* and the application of the 45-degree angular plane.

The development has been redesigned to satisfy the built form policies of the Official Plan and would provide an appropriate relationship to the adjacent residential properties.

The proposed building would frame both The Queensway and Chartwell Road and would adequately limit resulting shadowing on Chartwell Road. The proposed building would be setback at-grade from both The Queensway and Chartwell Road to allow for increased pedestrian amenity and provide larger boulevard widths for increased pedestrian access in this location.

The proposed height of the first floor is approximately 4.5 m, which is an appropriate height for buildings that propose commercial uses at-grade. This would give prominence to the street level and increase the visibility, marketability and utility of the ground floor commercial space.

Planning staff are of the opinion the redesigned development is generally consistent with the intent of the *Mixed Use Areas* designation, Built Form and Healthy Neighbourhoods policies of the Official Plan. The redesigned

development would respect and reinforce the existing physical character of buildings and streetscapes in the neighbourhood.

Sun and Shadow

Official Plan Policies 3.1.2.3(c) and 4.5(2) (d) state that new development should be located and massed to limit shadowing on neighbouring streets, properties and open spaces, neighbouring parks and adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes.

Built Form Policy 3.1.2.3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context to adequately limit any resulting shadowing of neighbouring streets, properties and open space, having regard for the varied nature of such areas. Section 4.5, Policy 2(d) of the Official Plan states that development within *Mixed Use Areas* will be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.

A shadow study was submitted with the application illustrating the incremental shadow impacts during March 21st and September 21st (Spring and Fall equinoxes).

The March 21st and September 21st shadow studies illustrate that the redesigned building would cast new shadows that slightly exceed the as-of-right shadows on the rear yards of the adjacent *Neighbourhoods* from 9:18 a.m. to 12:18 p.m., but the proposed new shadows would move quickly and only shadow portions of the rear yards of the adjacent properties. By 1:18 p.m. to 2:18 p.m. new shadows would be cast on the side yards of the adjacent residential property fronting Chartwell Road.

Planning staff have assessed the redesigned development in terms of the incremental shadow impacts resulting from the proposed 8-storey building and are of the opinion it would adequately limit shadows on the adjacent *Neighbourhoods* and public realm.

Wind

Planning staff are satisfied with the wind conditions resulting from the redesigned development, subject to further assessment during the Site Plan Control review process for additional mitigation measures.

The applicant submitted a Preliminary Pedestrian Level Wind Study, dated September 29, 2017, prepared by Theakston Environmental Consultants, and an Addendum Letter, dated September 19, 2018.

Based on the submitted material, the wind conditions at the majority of the grade-level pedestrian areas within and surrounding the development site would be acceptable for their intended uses throughout the year. The study also concluded that the wind conditions on the outdoor amenity space would be acceptable, however mitigation would be required if longer exposures are desired. Additional mitigation measures will be assessed through the Site Plan Control review process.

Traffic Impact, Access and Parking

A Traffic Impact Study (TIS) was submitted in support of the proposal. The study concluded that the projected site traffic could be supported by the existing road network.

A 1.2 m to 5.78 m wide lane conveyance is proposed along the rear of the site to extend the existing public laneway that currently terminates at the rear of the site through to Chartwell Road. The service areas, vehicular ramp and garbage storage have been located at the rear of the building to minimize their impacts on adjacent streets and residences. Access to the underground parking garage, the Type 'B/G' loading space and 11 visitors parking spaces located at the rear of the site would be provided from the proposed extended public laneway. A Type 'B/G' loading space would be located at-grade at the rear of the building.

Transportation Services staff consider the proposed number of vehicular parking spaces to be appropriate for the number of residential units and amount of non-residential floor space proposed. Transportation Services staff would support the following vehicular parking ratios:

- Bachelor dwelling units at 0.7 spaces per dwelling unit;
- One-bedroom dwelling units at 0.8 spaces per dwelling unit;
- Two-bedroom dwelling units at 0.9 spaces per dwelling unit;
- Dwelling units with three or more bedrooms at 1.0 spaces per dwelling unit;
- Parking allocated for visitors at 0.15 spaces per dwelling unit; and
- Retail uses a minimum of 1.0 space per 100 m²

Staff are recommending that the parking provisions be included in the Zoning By-law for the lands.

Road Widening

A 1.89 m road widening along The Queensway is required to satisfy the Official Plan requirements. The required road conveyance is to be conveyed through the Site Plan Control review process to the satisfaction of the General Manager of Transportation Services and the City Solicitor.

Streetscape

The Official Plan requires that new development enhance the existing streetscape by providing massing to define the edges of streets with good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from the public to private realms.

The proposed planting and boulevard improvements would assist in creating an improved urban streetscape along the north side of The Queensway and the west side of Chartwell Road. The proposal would result in a boulevard width that extends from the building edges to the curb along The Queensway of approximately 7 m to 4.5 m and 6 m along Chartwell Road. The southeast corner of the building would be setback approximately 6.3 m from The Queensway property line and 7 m from the Chartwell Road property line to accommodate a recessed entrance for the proposed retail space. Proposed are 5 street trees along The Queensway and 3 street trees along Chartwell Road.

Planning staff are of the opinion that the proposed organization and layout of the site is appropriate. The proposal would result in a high-quality, pedestrian-oriented streetscape along both The Queensway and Chartwell Road.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report and Geotechnical and Hydrogeological Report. Engineering and Construction Services staff identified a number of issues and outstanding requirements, with several revisions required. Staff recommend that a revised Functional Servicing and Stormwater Management Report and Geotechnical and Hydrogeological Report be submitted to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services, prior to the LPAT issuing its final Order. Staff also recommend that the applicant be required to submit the Servicing Report Groundwater Summary and Hydrogeological Review Summary Form to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services before the LPAT issues its Order on the proposal.

The Functional Servicing and Stormwater Management Report will determine whether the municipal water, sanitary and storm sewer system can support the proposed development and whether upgrades or improvements to the existing municipal infrastructure are required. The costs of any municipal services upgrades required to support the development would be borne by the applicant.

Open Space/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 to 0.42 hectares of local parkland per 1,000 people. The site is in the 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.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, Parks, Forestry and Recreation staff are of the opinion the applicant should satisfy the parkland dedication requirement through cash-in-lieu. The residential nature of this proposal is subject to a 10% parkland dedication. The value of the cash-in-lieu of parkland dedication would be determined by Real Estate Services staff and payment would be required prior to the issuance of the first above grade building permit.

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.

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

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. Policy 5.1.1.4 of the Official Plan states that Section 37 may be used for developments with more than 10,000 m² of gross floor area. The applicant is proposing a gross floor area of 8,044 m², which is less than 10,000 m². As such, a Section 37 contribution is not required as the proposal does not meet the criteria set out in the Official Plan.

Conclusion

The redesigned 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 current proposal is consistent with the PPS (2014) and does not

conflict with the Growth Plan (2017). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to Healthy Neighbourhoods, *Mixed Use Areas*, Built Form and Public Realm policies. Staff worked with the applicant and the community to address and resolve the following key concerns: building height and massing, transition to adjacent *Neighbourhoods* and increases in amenity space and family-size units.

Staff are recommending that City Council direct the City Solicitor and other City staff to attend the LPAT to support the redesigned development and appeal of the Zoning By-law Amendment application, subject to the conditions outlined in this report.

CONTACT

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E-mail: Jennifer.Renaud@toronto.ca

SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

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

Applicant Submitted Drawings

Attachment 5: Site Plan
Attachment 6: North Elevation
Attachment 7: East Elevation
Attachment 8: South Elevation
Attachment 9: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 880-890 The Queensway Date Received: October 6, 2017
 Application Number: 17 244663 WET 05 OZ
 Application Type: OPA / Rezoning, Rezoning
 Project Description: Proposal for an 8-storey mixed-use building with 651 m² of at-grade non-residential gross floor area and 100 residential units above. A total of 106 vehicular parking spaces are proposed both at the rear of the site and within a 2-level underground garage.

Applicant	Agent	Architect	Owner
Bousfields Inc. 3 Church St. Suite 200 Toronto, ON M5E 1M2		RAW Architects 317 Adelaide St. Suite 405 Toronto, ON M5V 1P9	Queenswell Ltd. 331 Cityview Blvd. Suite 300 Vaughan, ON L4H 3M3

EXISTING PLANNING CONTROLS

Official Plan Designation:	<i>Mixed Use Areas</i>	Site Specific Provision:	By-law No. 514-2003
Zoning:	Limited Commercial-Avenues Zone (AV)	Heritage Designation:	No
Height Limit (m):	21 m	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m): 2,268 Frontage (m): 62.2 Depth (m): 32 -36

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	762		1,151	1,151
Residential GFA (sq m):	356		7,393	7,393
Non-Residential GFA (sq m):	1,168		651	651
Total GFA (sq m):	1,524		8,044	8,044
Height - Storeys:			8	8

Height - Metres: 29 29

Lot Coverage Ratio (%) 50.75 Floor Space Index: 4.28

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	7,393	
Retail GFA:	651	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			100	100
Other:				
Total Units:			100	100

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	3	57	30	10	
Total Units:	3	57	30	10	

Parking and Loading

Parking Spaces:	106	Bicycle Parking Spaces:	100	Loading Space:	1
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CONTACT:

Jennifer Renaud, Senior Planner
 416-394-2608
 Jennifer.Renaud@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



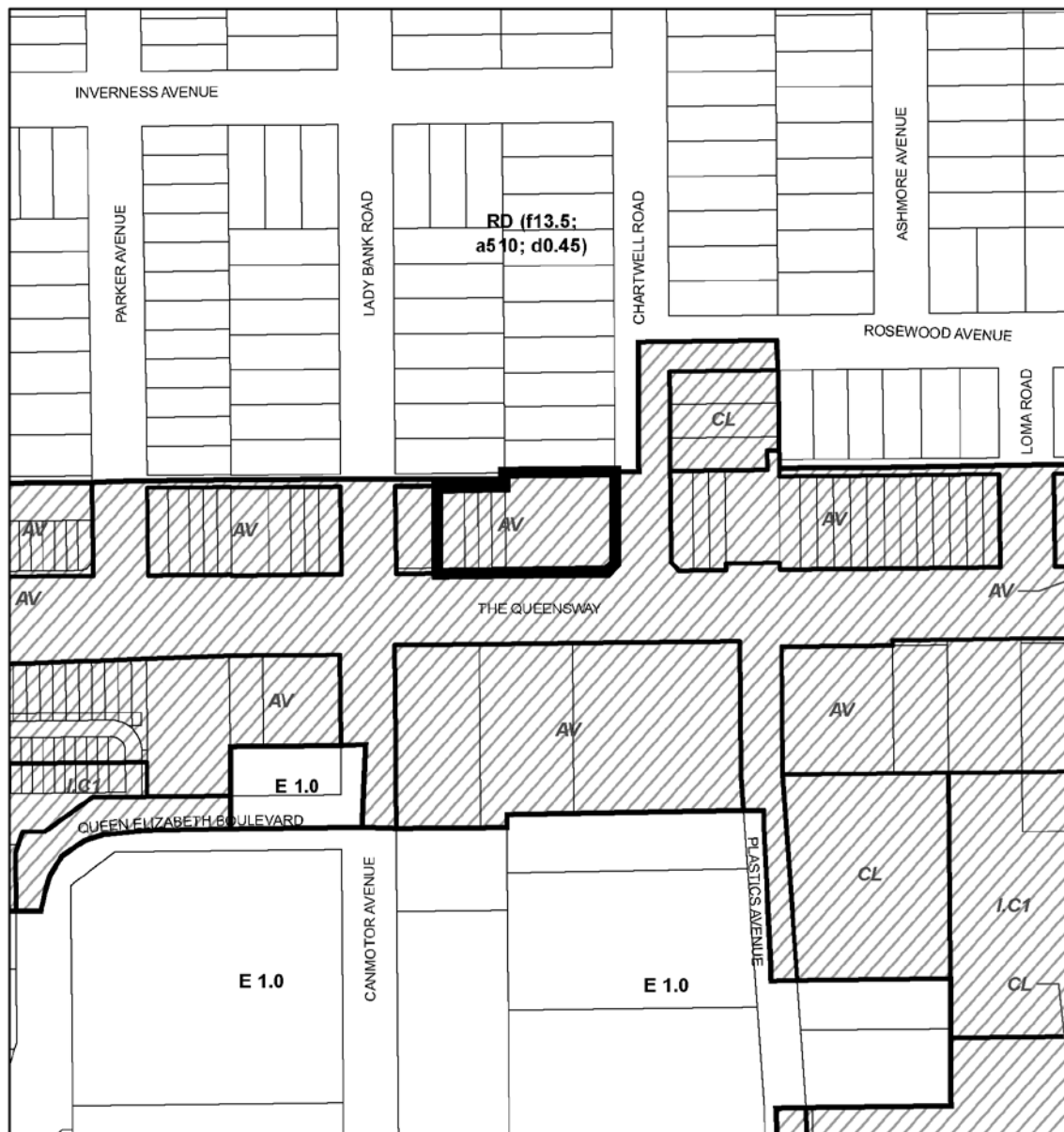
Extract from Official Plan

880-890 The Queensway

File # 17 244663 STE 05 02



Attachment 4: Existing Zoning By-law Map



Zoning By-Law

880-890 The Queensway

File # 17 244663 STE 05 02



Location of Application

RD Residential Detached E Employment Industrial



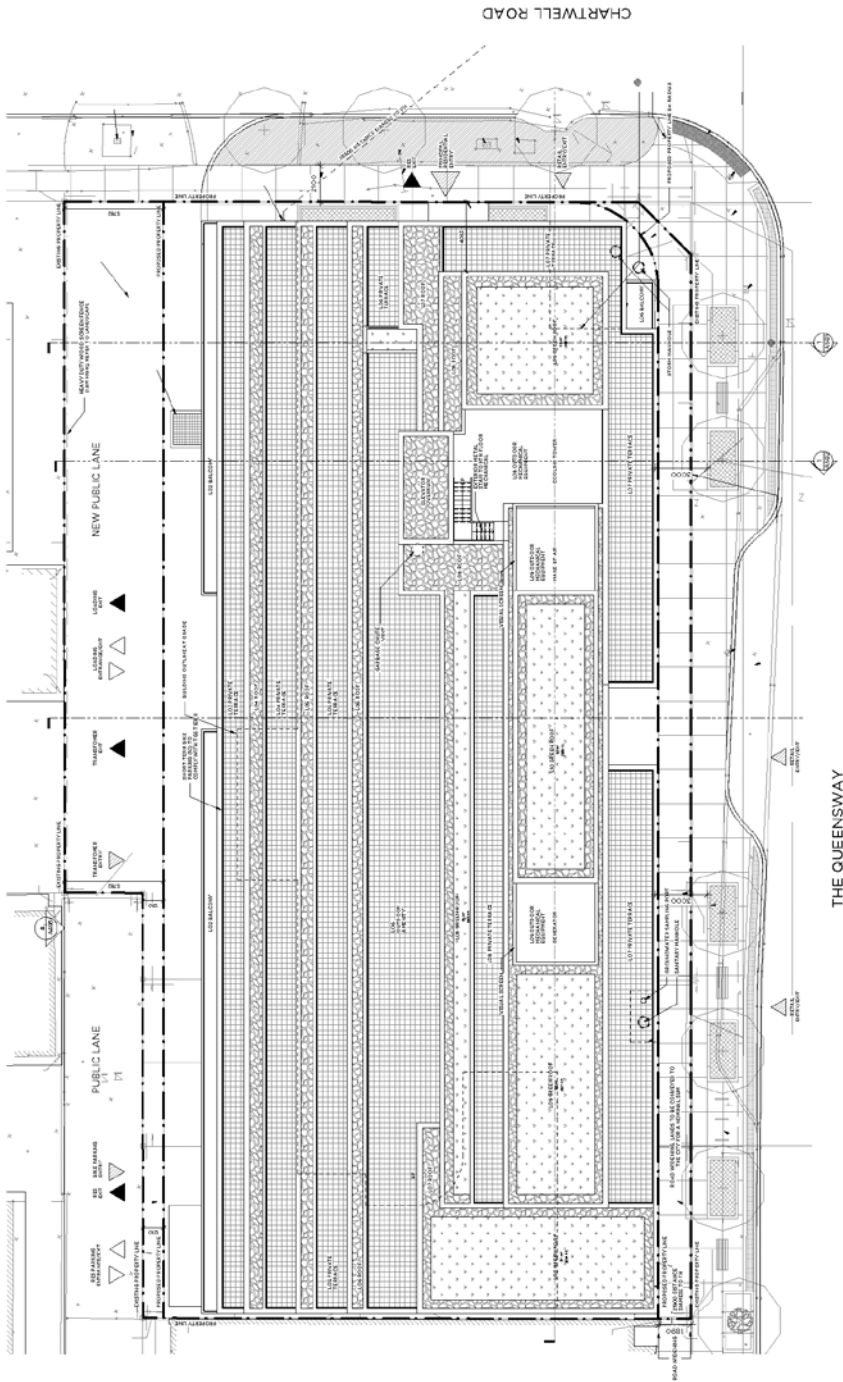
See Former City of Etobicoke By-Law No. 11,737

I.C1 Class 1 Industrial Zone
AV Limited Commercial-Avenues Zone
CL Limited Commercial Zone



Not to Scale
Extracted: 12/03/2018

Attachment 5: Site Plan



880-890 The Queensway

Site Plan
Applicant's Submitted Drawing

Not to Scale
12/03/2018

File # 17 244633 STE 05 0Z

880-890 The Queensway

Not to Scale
11/12/2018

Page 34 of 37

Architectural site plan for 28950 14th Avenue. The plan shows a large building footprint with a stepped profile, featuring multiple levels of parking spaces. The building is situated between 14th Avenue (top) and 15th Avenue (bottom). To the left is The Queensway, and to the right is New Public Lane. The plan includes various setbacks, easements, and property lines. Key features include:

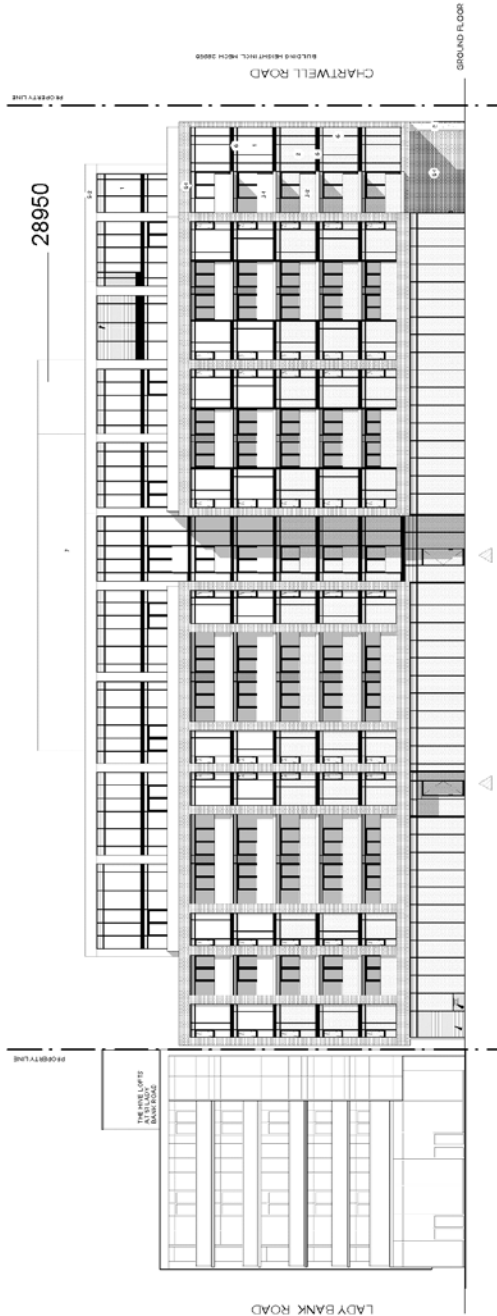
- Streets:** 14th Avenue (top), 15th Avenue (bottom), The Queensway (left), New Public Lane (right).
- Building:** A large, multi-level structure with a stepped profile, containing numerous parking spaces.
- Setbacks and Easements:** Indicated by dashed lines and labels such as 'NEW PUBLIC LANE', 'NEW BUILDING LANE', 'ESTABLISHED GRADE', and 'EXISTING PROPERTY LINE'.
- Other Features:** A 'REAR ROAD WIDENING' area is shown at the bottom left. A 'PROPOSED HIGHWAY' is indicated at the bottom right. A 'PROPOSED HIGHWAY' is also shown at the top right.

880-890 The Queensway

File # 17 244633 STE 05 0Z

Not to Scale
11/12/2018

Attachment 8: South Elevation



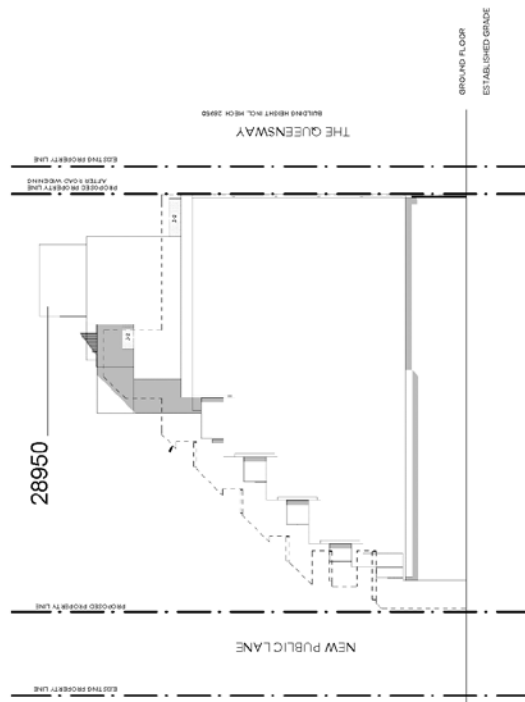
880-890 The Queensway

South Elevation
Applicant's Submitted Drawing

Not to Scale
11/12/2018

File # 17 244633 STE 05 0Z

Attachment 9: West Elevation



West Elevation

Applicant's Submitted Drawing

Not to Scale
11/12/2018

880-890 The Queensway

File # 17 244633 STE 05 0Z