

933-935 The Queensway – Zoning By-law Amendment Application – Preliminary Report

Date: August 26, 2019

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 19 156707 WET 03 OZ

Notice of Complete Application Issued: June 18, 2019

Current Use(s) on Site: The development site is comprised of two lots. The northwestern portion of the site at 935 The Queensway fronts The Queensway and contains a one-storey retail/commercial building containing 6 units, of which 3 units front The Queensway, 2 units face the interior of the site and 1 unit fronts Queen Elizabeth Boulevard at the rear of the site. There is a one-way southbound access driveway into the surface parking lot via The Queensway and a two-way driveway entrance/exit off Canmotor Avenue with a second parking lot located off Queen Elizabeth Boulevard. The northeastern portion of the site at 933 The Queensway contains a one storey retail/commercial building with 1 unit that fronts on The Queensway. The lot has one driveway access off The Queensway with surface parking located at the front of the building only. The total area of the existing retail/commercial space on the site is approximately 1,114 m².

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application to amend the Zoning By-laws to permit a stepped 16-storey (52.8 m in height) mixed-use residential building at 933-935 The Queensway. The proposed building would contain 243 dwelling units, a residential Gross Floor Area of 19,301 m² and a commercial Gross Floor Area of 491 m² at grade for a total density of 7.37 times the area of the lot.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 933-935 The Queensway together with the Ward Councillor.

2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

In September 2018, the Committee of Adjustment approved a Minor Variance application (#A438/08EYK) permitting the conversion of the existing single occupancy building at 935 The Queensway into a multiple occupancy commercial building by allowing units 5 to 8 to have main entrances that do not front onto and are not directly accessible to the street as well as allowing for an undersized off-street loading space.

Several pre-application meetings were held between Planning staff and the applicant during 2016 - 2019 regarding a tall mixed-use building proposal for the site. Staff expressed continuous concern regarding a tall building proposal on the subject site and also advised that the proposal would be reviewed within the context of The Queensway Avenue Study.

An official pre-application consultation meeting was held on January 23, 2019 with the applicant to discuss complete application submission requirements and to identify issues with the proposal. The proposal discussed at this meeting included a 16-storey (59.5 m in height) mixed-use building having an 8-storey portion of the building fronting The Queensway and a 10-storey portion fronting Queen Elizabeth Boulevard. The proposal had a total of 238 dwelling units and a total density of 7.17 times the area of the lot. Key preliminary issues identified by Planning staff were:

- Official Plan conformity;
- Site organization and access;
- Building height, massing and density, including the appropriateness of a tall building on this site;
- Building setbacks and stepbacks;
- Floorplate size;
- Angular plane;
- Shadow impacts;
- Transition to adjacent lower scale properties;
- Sensitive use compatibility and buffering/separation distance to the abutting lands designated *Core Employment Areas*;
- Appropriateness of the proposed residential use on the rear southeastern portion of the site currently zoned Class 1 Industrial and Employment Industrial; and

- Larger family sized units, 10% three bedroom units and the opportunity to provide affordable units.

Staff also advised the applicant that purchasing the adjacent lot at 929 The Queensway (on the corner) would improve the development potential by increasing the size of the site and preventing potential impacts to the adjacent one-storey commercial building.

ISSUE BACKGROUND

Application Description

This application proposes to amend the former City of Etobicoke Zoning Code (Site Specific Zoning By-law No. 514-2003) and City-wide Zoning By-law No. 569-2013 for the lands at 933-935 The Queensway to permit a stepped 16-storey (52.8 m in height excluding the mechanical penthouse and 58.6 m in height including the mechanical penthouse) mixed-use building. The proposed building would have an 8-storey base including a mezzanine level fronting The Queensway, with additional storeys stepping away from The Queensway to a height of 16-storeys. The podium would contain 2-storey at grade residential integrated units on the south and west side of the building with commercial space fronting The Queensway and residential units above. The proposed tower floor plate (above the 9th storey) would be 636 m².

The development would have a residential Gross Floor Area of 19,301 m² and a commercial Gross Floor Area of 491 m² at grade for a total density of 7.37 times the area of the lot. The proposed building would have a total of 243 residential units including 125 one-bedroom units (51%), 94 two-bedroom units (39%) and 24 three-bedroom units (10%). Outdoor and indoor amenity spaces are proposed on the ground floor and would have a combined area of 728 m².

A one-way vehicular access is proposed via Canmotor Avenue and a two-way vehicular access is proposed from Queen Elizabeth Boulevard with a 6-storey portion of the proposed building cantilevered above on the rear southeastern portion of the site. A total of 250 parking spaces would be provided in a 4-storey underground parking garage. The development would contain one Type 'G' loading space and 187 bicycle parking spaces.

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 1 and 2 of this report for three dimensional representations of the project in context, see Attachment 3 for the Location Map and Attachment 4 for the proposed Site Plan.

Provincial Policy Statement and Provincial Plans

Land use planning in the Province of Ontario is a policy led system. Any decision of City Council related to this application is required to be consistent with the Provincial Policy Statement (2014) (the "PPS"), and to conform with applicable Provincial Plans

which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) ("A Place to Grow") and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important vehicle for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

The current application is on an *Avenue* as identified on Map 2 - Urban Structure in the Official Plan and the lands are designated *Mixed Use Areas* on Map 15 - Land Use Plan of the Official Plan (see Attachment 5: Official Plan Land Use Map). *Avenues* are identified as areas of growth and reurbanization. *Mixed Use Areas* are made up of a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

The subject lands also abut lands designated *Core Employment Areas* to the south. *Core Employment Areas* are places for business and economic activities. Uses permitted in *Core Employment Areas* include manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, waste management systems, industrial trade schools and vertical agriculture.

Toronto Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The Queensway Avenue Study

In 2002, the City conducted an Avenues Study for The Queensway between Kipling Avenue and Mimico Creek. The purpose of the study was to identify a vision and implementation strategies to achieve the revitalization of The Queensway as an Avenue consistent with the objective of the Official Plan to re-urbanize corridors along major streets in the City. The Queensway Avenue Study was adopted in conformity with the City of Toronto Official Plan, as adopted by Toronto City Council through By-law 95-2002. In June 2003, City Council adopted The Queensway Avenues By-law (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 to 8 storeys. As part of The Queensway Avenues Study, The Queensway Design Guidelines and Streetscape Improvements were also developed and adopted by Council for the area where the site is located.

Zoning By-laws

The lands are subject to the former City of Etobicoke Zoning Code as amended by Site Specific Zoning By-law No. 514-2003 (The Queensway Avenue By-law). The majority of the lands are zoned Limited Commercial – Avenues Zone (AV), while the rear southeastern portion of the lands is zoned Class 1 Industrial Zone (I.C1). The AV zoning permits retail, office, apartments and townhouses. The existing development standards for the lands include a maximum height of 21 m (6-storeys) and a maximum permitted Floor Space Index of 3.0 times the lot area.

The General Regulations for Industrial Zones include a maximum height for business, professional and administrative offices of 5-storeys and a maximum Floor Space Index of 0.6 times the area of the lot. The I.C1 zoning permits a variety of uses such as business and manufacturing. New residential dwellings (except an accessory unit for a caretaker) are not permitted.

While the majority of the lands fronting The Queensway are not subject to City-wide Zoning By-law No. 569-2013 (as site-specific zoning was established through the Avenues Study), the rear southeastern portion of the lands (currently a parking lot) is zoned Employment Industrial Zone (E1.0) in City-wide Zoning By-law No. 569-2013. The E1.0 Zone permits a variety of commercial, office and industrial uses including rubber manufacturing. Residential uses are not permitted in the E1.0 Zone.

City-wide Zoning By-law No. 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following Design Guideline(s) will be used in the evaluation of this application:

- The Queensway Design Guidelines and Streetscape Improvements;
- Avenues and Mid Rise Buildings Study and Performance Standard Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Bird Friendly Development Guidelines; and
- Toronto Green Standard.

The application may be subject to further design guidelines as the review of the application progresses.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMENTS

Reasons for the Application

An application to amend the former City of Etobicoke Zoning Code (Site Specific Zoning By-law No. 514-2003) and City-wide Zoning By-law No. 569- 2013 is required to permit the proposed residential use on the southeastern portion of the site zoned I.C1 and E1.0. Site specific amendments are required to establish zoning standards to facilitate the development of the proposal such as building height, density, setbacks, amenity space, mechanical penthouse size and parking. Other areas of non-compliance may be identified through the review of the application.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified.

It should be noted that staff are of the opinion the proposal in its present form is not consistent with the PPS and does not conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Official Plan. While staff acknowledge the site is appropriate for intensification, the level of intensification proposed through the building height, density and massing of the current proposal are not in conformity with the *Avenues and Mixed Use Areas* and Built Form policies. Staff will continue working with the applicant to achieve a redevelopment proposal that meets the intent of City policies.

Provincial Policies and Plans Consistency/Conformity

The application will be evaluated against the *Planning Act* and applicable Provincial Plans to establish the application's consistency with the PPS and conformity with The Growth Plan (2019), especially in regards to ensuring that the development recognizes the local context in terms of appropriate intensification, the promotion of well-designed built form, housing options and whether the proposal complies with the municipal direction for growth.

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant matters of provincial interest are: (j) the adequate provision of a full range of housing, including affordable 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, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement (PPS) contains policies related to managing and directing development. It requires that sufficient lands be made available for intensification and redevelopment, and that planning authorities identify and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account, among other things, the existing building stock and surrounding area.

While the PPS encourages intensification and efficient development, it recognizes that local context is important and that well-designed built form contributes to overall long-term economic prosperity. The PPS indicates that the Official Plan is the most important vehicle for implementing the PPS and planning authorities shall identify appropriate locations for intensification and redevelopment. Policy 4.8 states that zoning and development permit by-laws are important for implementation of the PPS and that planning authorities shall keep their zoning and development permit by-laws up-to-date with their Official Plan and the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) emphasizes the importance of complete communities where a range of housing options are to be provided, and that new development should provide high quality compact built form and an attractive and vibrant public realm. The Growth Plan (2019) provides municipalities the authority to define the location and nature of growth that will occur in intensification areas in a flexible manner suitable to the local context, while still meeting the overriding objectives of the Growth Plan.

Through its Official Plan, the City has identified appropriate locations and opportunities for intensification. Although growth is intended to occur on this particular site given its land use designation, the level of intensification of this site must reflect the existing and planned context as established by The Queensway Avenue Study, the implementing zoning by-law and Official Plan policies. The proposal is a tall and dense building which represents an inappropriate scale of intensification at a location established for a built form of 6-8 storeys and a density of 3.0 times the area of the lot. The proposed development fails to respect the context in which it is situated to appropriately define the level of intensification permitted.

Official Plan Conformity

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 or intensity of development. "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".

Avenues are identified as areas of growth and reurbanization in the Official Plan. However, each Avenue is different in terms of the level of anticipated growth with respect to lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. As such, each Avenue will contain a vision and implementation plan. The 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.

As previously noted, The Queensway Avenue Study sets the framework for new development along The Queensway. The Queensway Avenue Study and implementing Zoning By-law No. 514-2003 establishes the segment of The Queensway Avenue where the site is located to have a 6-storey mid-rise mixed-use scale of development

with a density of 3 times the area of the lot. The 6-storey height would allow the Avenue to develop a building mass along the street edge that would foster the evolution of the avenue into a beautiful, improved and comfortable pedestrian experience. The Queensway Avenue Study and Zoning By-law No. 514-2003 prescribes these development standards which represent the existing and planned context for the area.

Providing built form transition and minimizing shadow impacts from areas designated *Mixed Use Areas* to areas with different development intensity and scale are key objectives of the Official Plan. New buildings should be located and massed with appropriate setbacks and/or stepping down of heights, particularly to lower scale *Neighbourhoods*. Other *Mixed Use Areas* development criteria establish that new development should provide good site access, circulation and parking as well as provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The *Employment Areas* Policies of the Official Plan establish that development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* by providing a buffer and/or mitigating adverse effects such as noise, vibration and emissions, where appropriate, to *Mixed Use Areas* and not adversely affect sensitive land uses (including residential uses).

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents. A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 also contains Policies 2.2.1.4, 2.2.4.9 and 2.2.6.4 to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes.

Built Form, Planned and Built Context

The suitability of the proposed height and massing or other built form issues will be assessed based on Section 2 of the *Planning Act*, particularly Sections 2 (p), (q) and (r) and Section 2 of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), the City's Official Plan policies, The Queensway Avenue Study, The Queensway Design Guidelines and other City Urban Design Guidelines. An evaluation will be made to confirm whether the proposal fits within its planned and built context. In particular, staff will be evaluating:

- Appropriateness of the proposed building height;
- Appropriateness of the proposed building density;
- Appropriateness of the proposed building massing including transition to lower scale adjacent lots, angular planes, setbacks, stepbacks and separation distances (including window to window separation with adjacent lots);
- Potential shadow impacts of the development (particularly on the north side of The Queensway sidewalk, the *Neighbourhoods* designated lands to the north and on the proposed outdoor amenity area on the subject site); and
- Potential wind impacts of the development and any mitigation measures.

The Queensway Avenue Study establishes the subject lands as an appropriate location for a 6-storey mid-rise building. The proposed building is a tall building as defined by the Tall Building Design Guidelines given that the proposed building height of 52.8 m is larger than the adjacent road right-of-way (30 m). There is no indication in the City's Official Plan that a tall building is appropriate for these lands.

The proposed Floor Space Index of 7.37 times the area of the lot is more than double the maximum permitted density of 3.0 times the area of the lot. The proposed scale of development would result in a bulky overwhelming presence which would not fit in with the surrounding area nor provide adequate transition in height to the surrounding properties, particularly the 3-storey townhouses to the west, the 1-storey commercial building to the east and the *Core Employment Areas* to the south. The 6-storey southeastern portion of the building exacerbates the density on the site and given this portion abuts *Core Employment Areas* and has industrial/employment zoning, staff suggest that this portion of the development be eliminated or re-designed to include a larger outdoor/indoor amenity area, commercial/office space, landscaping, or open space/private-ly-owned publicly-accessible open space.

Planning staff are of the opinion the proposal in its current form does not conform with the Official Plan policies as the height, density, massing and built form are not consistent with the local, 6-8 storey mid-rise context of the area and present an inappropriate level of intensification. Staff will continue working with the applicant to achieve a redevelopment proposal that meets the intent of City policies and is more in keeping with the vision of The Queensway Avenue Study, The Queensway Design Guidelines and the existing character of the area.

Tree Preservation

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 Inventory and Preservation Plan Report, prepared by Kuntz Forestry Consulting Inc. which has been reviewed by City staff. The Arborist Report indicates the development proposes to remove 10 City-owned trees and 6 protected private trees (of which 4 are located on the mutual boundary lines with the adjacent properties) to accommodate the proposal. Urban Forestry staff require an *Application to Injure or Destroy Trees* and the required application fees for permission to remove the 16 trees in question.

The applicant has submitted a Planting Plan that proposes a total of 19 new trees on the City road allowance and no trees on private property. Urban Forestry staff require revisions to this plan pertaining to consolidation of open planters, staggering of tree rows and tree re-location. Staff also require the existing site survey to be updated to reflect the actual existing site conditions, including the location of all the existing trees identified in the Arborist Report.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. Whether a property has archaeological resource potential can be confirmed at the searchable database TO maps. An archaeological assessment may also be required if a property is identified on the City of Toronto's Inventory of Heritage Properties as part of the Heritage Impact Assessment process. The site was not identified as having archaeological resource potential. As such, an archaeological assessment was not submitted.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The applicant submitted a Community Services and Facilities Study which was reviewed by staff to determine the impact of the proposed development and local development activity on the community services and facilities, including an assessment of the existing capacity to support the proposed future population. Staff note the properties are part of the ShopTheQueensway BIA.

The CS&F Study found that the properties are located within an area of high priority with respect to children's services such as daycare as the child care services in the study area are operating at capacity. In addition, one (Humber Bay Branch) of the two public libraries that serve the area is listed in poor condition and is a capital investment priority due to growth-related considerations and the condition of the facility. Further, the City's Parks and Facilities Master Plan 2019-2038 recommended an outdoor artificial ice rink and new outdoor basketball and multi-sports courts be built within the next 20 years in the area.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

This proposal meets the Official Plan minimum size threshold of 10,000 m² for consideration of Section 37 benefits. Should the application be considered for approval, Section 37 contributions could be secured towards specific benefits for the surrounding local community including daycare, Humber Bay Library, local parks, an outdoor artificial ice rink, a new outdoor basketball and multi-sports courts as well as affordable housing or by securing purpose-built rental housing at mid-range or affordable rent level categories. Other facilities and/or service needs may arise through the further review of the application.

Infrastructure/Service Capacity

The applicant submitted a Functional Servicing Report and a Stormwater Management Report, prepared by Urbantech Consulting, which are intended to evaluate the effects of the proposed development on the City's municipal servicing infrastructure and watercourses and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure, necessary to adequately service the proposed development. Engineering and Construction Services staff have reviewed the submitted reports and plans and advise that revised plans and revised Functional Servicing and Stormwater Management Reports must be submitted to address various updates and provide additional information.

The applicant also submitted a Transportation Impact Study titled "Urban Transportation Considerations" prepared by the BA Group, the purpose of which is to evaluate the effects of the proposed development on the transportation system and suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the proposed development. The study determined that the proposed development would generate a total of 60 net new two-way trips in the morning hours and a total of 20 net new two-way trips in the afternoon. The study also found that the proposed traffic would have negligible impact on the service of the intersections in the study area. Transportation Services staff concur with these findings.

The proposed supply of 250 parking spaces is deficient with respect to the minimum by-law parking space requirements. However, the study proposes to apply the minimum by-law parking ratios for Policy Area 4, as per City-wide Zoning By-law No. 569-2013 for the proposed development as the proposal would meet the minimum parking requirements of Policy Area 4. Transportation Services staff support the application of Policy Area 4 minimum parking ratios for the proposal as the lands are located on The Queensway which is identified as *Avenues* in the Official Plan. Transportation Services staff also accept the 8 accessible parking spaces proposed in the application. However, staff note that 55 resident parking spaces are labelled as "small car" with dimensions that do not comply with the minimum zoning by-law requirements and are requesting the applicant revise the parking layout to reduce the number of proposed "small car" parking spaces.

Toronto Green Standard

City 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 TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures was reviewed by staff. Several items on the TGS Checklist pertaining to solid waste, air quality, water quality and green house gas emissions are not met or require additional clarification. As such, a revised TGS Checklist is required to be submitted to address these matters.

Other Matters

Staff have identified the additional following issues:

- The appropriateness of the proposed residential use on the rear southeastern portion of the site, which although is designated *Mixed Use Areas* in the Official Plan, is currently zoned Class 1 Industrial and Employment Industrial. The proposed development would have 2-storey at grade residential units fronting Queen Elizabeth Boulevard and would face the existing *Core Employment Areas* and the Class 1 Industrial and Employment Industrial zoned lands across the street. As such, the applicant has submitted a Compatibility/Mitigation Report prepared by RWDI which is currently under review by staff.
- Potential impacts such as noise, vibration and emissions given the proximity of the proposed residential use to the abutting *Core Employment Areas* and Class 1 Industrial and Employment Industrial zoned lands across Queen Elizabeth Boulevard. The applicant submitted a Noise Impact Study and Vibration Study prepared by Valcoustics Canada Ltd. which will be peer reviewed for assessment.
- The Council-adopted Growing Up: Planning for Children in New Vertical Communities draft Urban Design Guidelines provide direction on the proportion and size of larger units recommended in new multi-unit residential developments. The proposed two-bedroom and three-bedroom unit sizes do not adequately support the unit size objectives of the Growing Up Guidelines.
- The tenure proposed in the current application is condominium. Staff will discuss the provision of affordable and/or mid-range purpose-built rental units housing at mid-range or affordable rent level categories within this proposed development to support the City's and Growth Plan's housing policy objectives to provide for a full range of housing by tenure and affordability within new developments.
- The proposed amenity space is undersized and should be increased. The required amount of combined indoor and outdoor amenity space is 927 m² which represents 2 m² each of indoor and outdoor space per unit. The proposal includes 494 m² of indoor amenity space and 234 m² of outdoor amenity space for a total of 728 m² of proposed amenity space.

- The proposed location and design of the vehicular accesses and loading of the proposed design presents potential safety conflicts and challenges for all users (pedestrians, vehicles, cyclists and service vehicles). The applicant should consider a redesign that does not mimic what is currently presented as a 4 way unsignalized intersection. The proposed two vehicular entrances should be consolidated into one entrance off Queen Elizabeth Boulevard. The boulevard could also be enlarged to accommodate a minimum 6 m soft landscaped area.
- Transportation Services staff require revised plans that identify appropriate traffic control signage to minimize potential traffic conflicts on site and in the underground parking garage. The applicant is required to illustrate the proposed pavement marking and signage for the driveways on the site plan. In addition, the applicant is required to provide a vehicle tracking diagram that illustrates the feasibility and safety of vehicle circulation in the underground parking garage as well as for simultaneous two-way traffic along the underground parking ramp.
- Parks, Forestry and Recreation staff advise that the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu.
- Further staff evaluation is required regarding the level of local school capacity to accommodate future students generated from the proposed development.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Drawings

Attachment 1: 3D Model of Proposal in Context, Looking Northeast

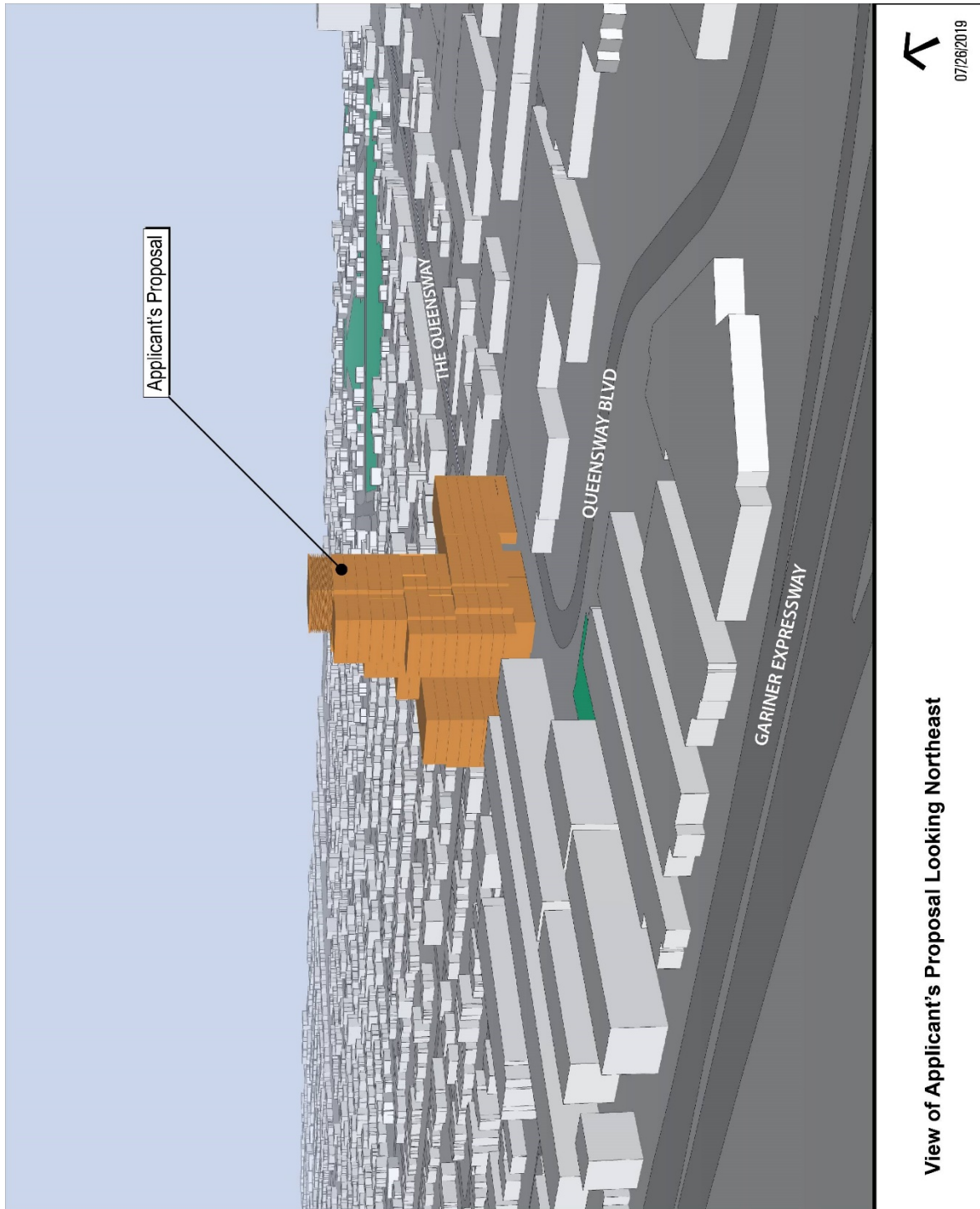
Attachment 2: 3D Model of Proposal in Context, Looking Southwest

Attachment 3: Location Map

Attachment 4: Site Plan

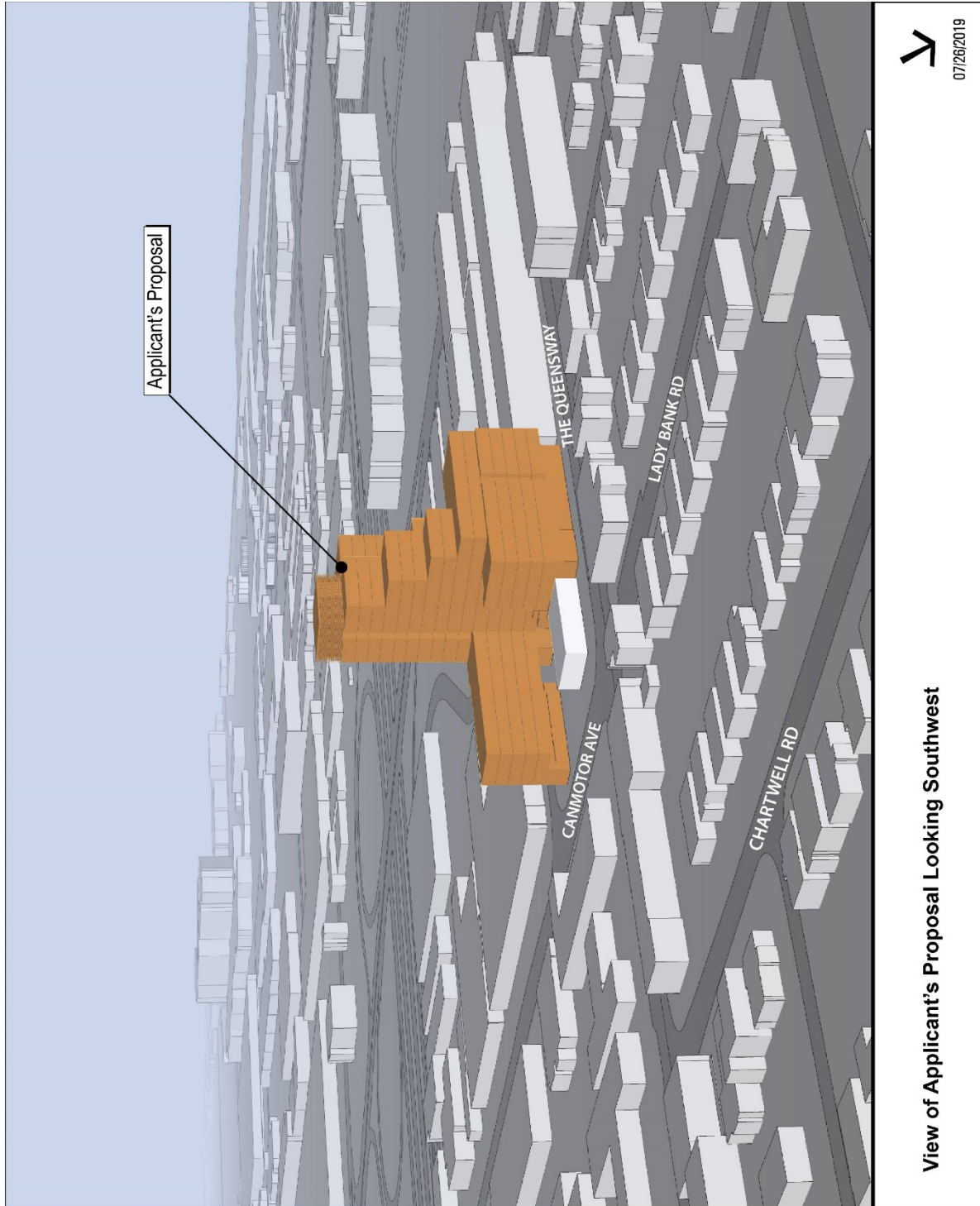
Attachment 5: Official Plan Land Use Map

Attachment 1: 3D Model of Proposal in Context, Looking Northeast



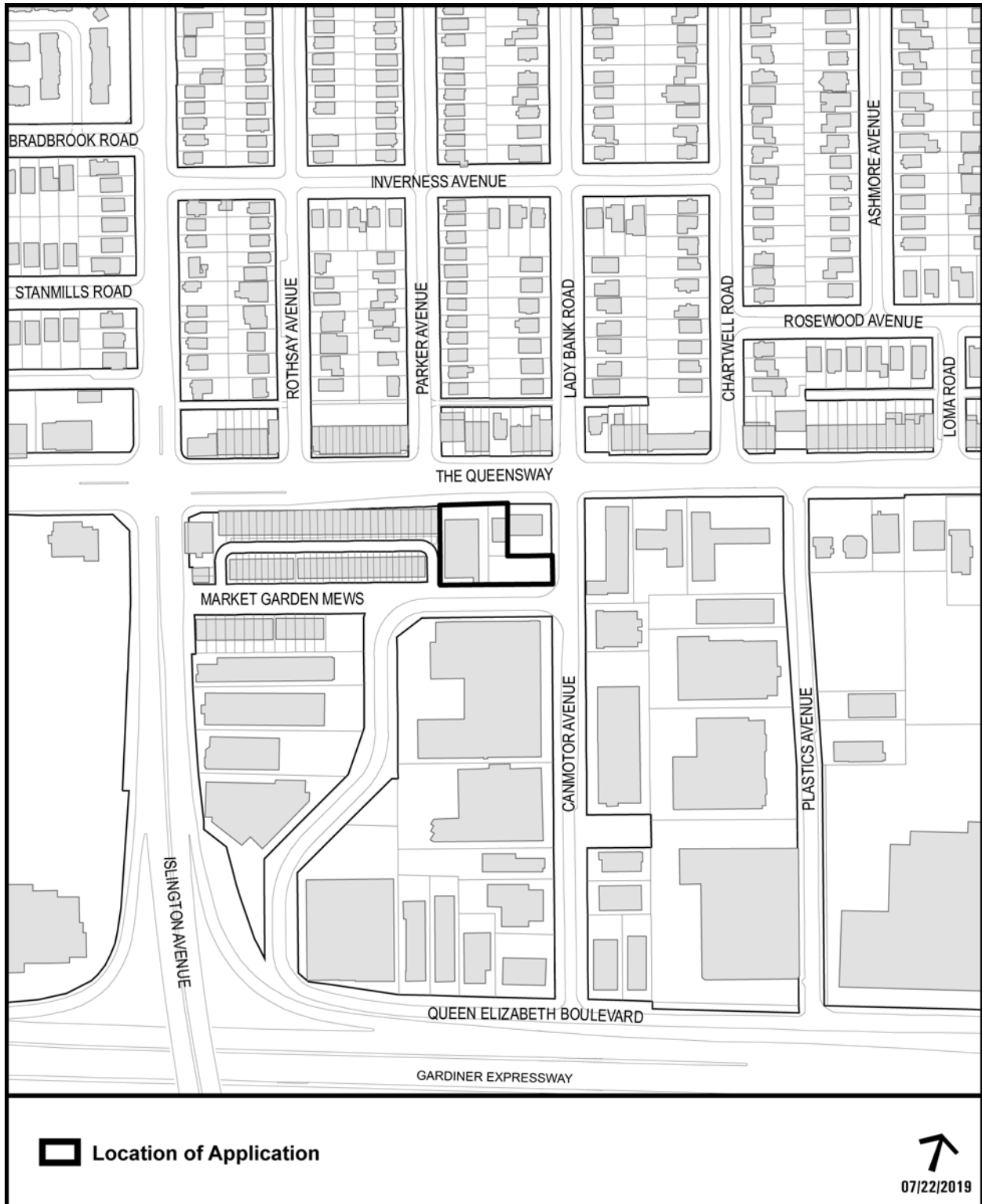
View of Applicant's Proposal Looking Northeast

Attachment 2: 3D Model of Proposal in Context, Looking Southwest

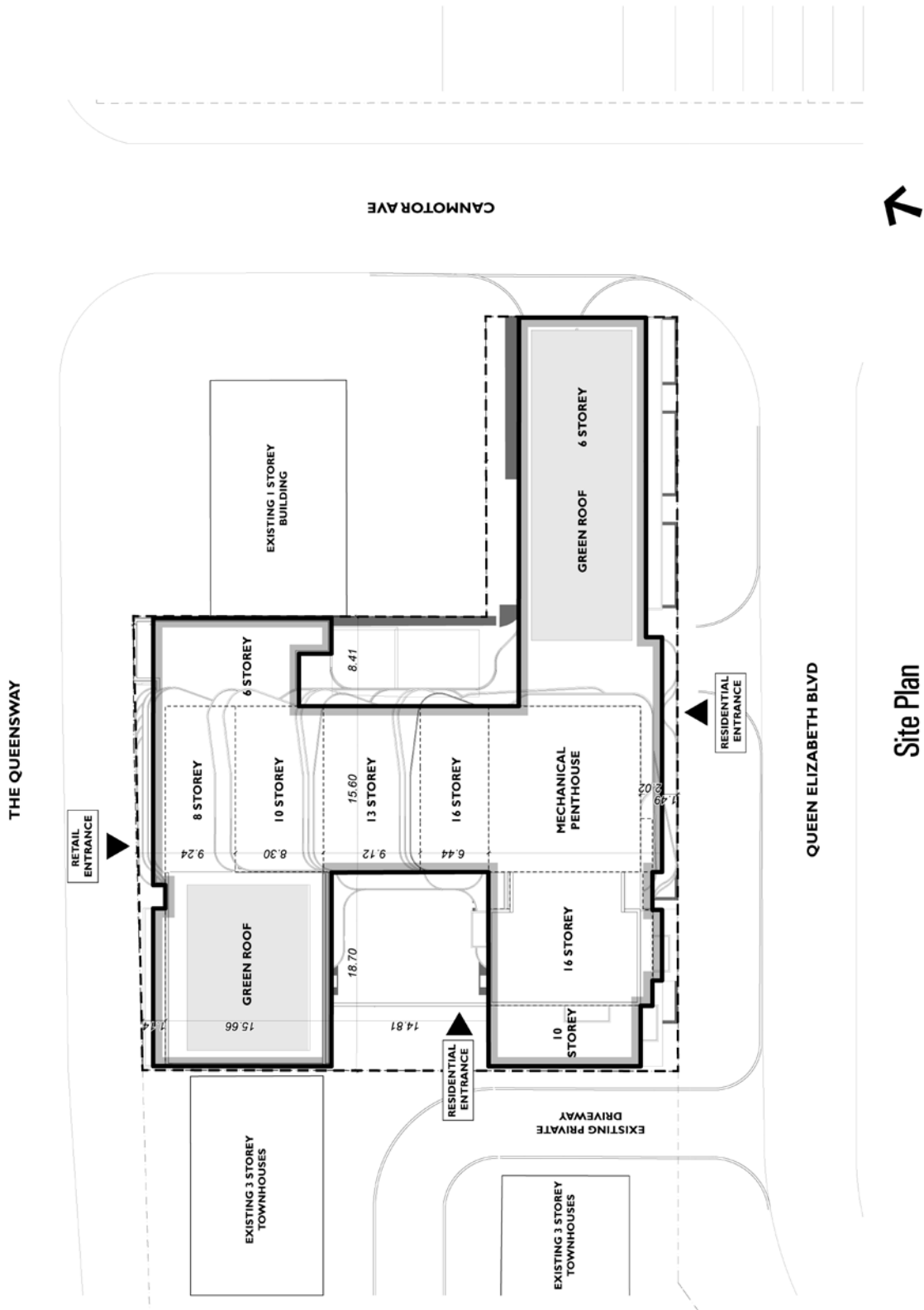


View of Applicant's Proposal Looking Southwest

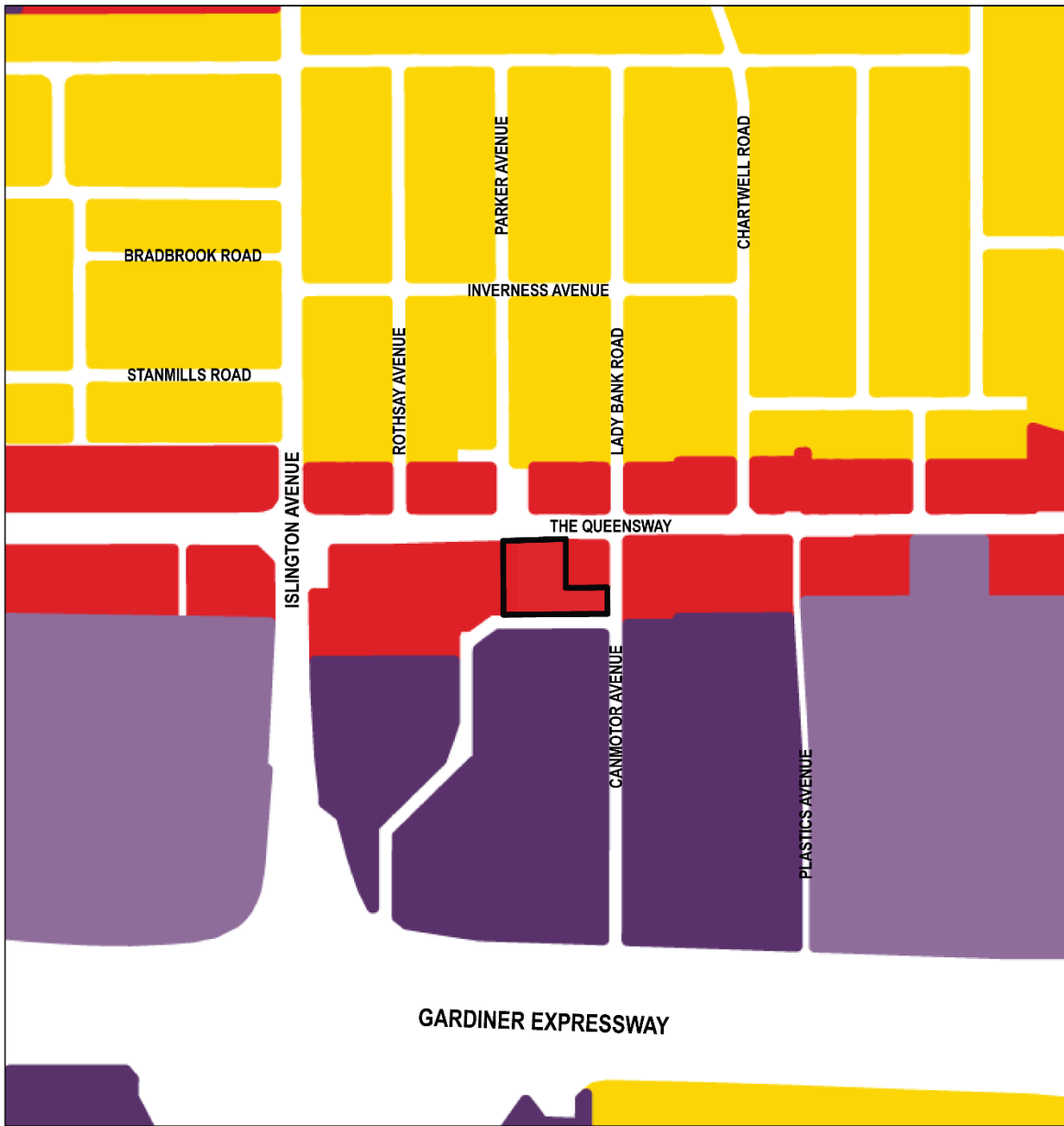
Attachment 3: Location Map



Attachment 4: Site Plan



Attachment 5: Official Plan Land Use Map



Official Plan Land Use Map #15

933-935 The Queensway

File # 19 156707 WET 03 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  General Employment Areas
-  Core Employment Areas


Not to Scale
07/26/2019