

2 St. Lawrence Avenue – Official Plan Amendment Application – Request for Directions Report

Date: September 13, 2019

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore (Formerly Ward 5)

Planning Application Number: 16 258434 WET 05 OZ

SUMMARY

This application proposes to amend Site and Area Specific Policy 6 (SASP 6) of the Official Plan to permit high density residential uses (a total of 558 residential units) at 2 St. Lawrence Avenue (also known as Parcel 4 in SASP 6). Parcel 4 is currently designated for commercial uses only. SASP 6 also contains a maximum number of residential units and gross density limits for the lands bounded by The Queensway, St. Lawrence Avenue, the Gardiner Expressway and Zorra Street, which this application is seeking to increase.

The owner of the site at 2 St. Lawrence Avenue has appealed this Official Plan Amendment application to the Local Planning Appeal Tribunal (the "LPAT") on the basis of City Council's failure to make a decision on the application within the statutory timeframe of the *Planning Act*.

The purpose of this report is to seek City Council's direction for the City Solicitor and other appropriate City staff to attend the Local Planning Appeal Tribunal in support of the proposal as outlined in this report. The first Pre-Hearing Conference was held on August 27, 2018 and a second Pre-Hearing Conference was held on March 14, 2019. A third Pre-Hearing Conference is scheduled for November 28, 2019.

The proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019). The proposal would implement the Official Plan by providing for growth and a mix of uses in a *Mixed Use Areas* designation consistent with the Provincial Policy Statement and in conformity with the Growth Plan. The proposal would allow for a development that would integrate well with the planned and existing built form context of the neighbourhood and would contribute towards implementing the vision for new public streets as well as a new public park.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor, together with City Planning staff and any other appropriate staff to attend the Local Planning Appeal Tribunal (LPAT) hearing on 2 St. Lawrence Avenue in support of the proposed Official Plan Amendment as outlined in this report.

2. In the event the Local Planning Appeal Tribunal (LPAT) allows the appeal in whole or in part, City Council direct the City Solicitor to request that LPAT withhold its Order(s) approving the Official Plan Amendment until such time as the City Solicitor, in consultation with the Chief Planner and Executive Director, City Planning and the owner has provided a draft Official Plan Amendment to LPAT in a form and content to the satisfaction of the Director, Community Planning, Etobicoke York District, and pending:

a. The draft Official Plan Amendment ensuring the provision of non-residential uses at an appropriate location fronting onto public streets.

b. Confirmation from the City Solicitor that the owner has submitted a revised Traffic Study for review and acceptance by the General Manager of Transportation Services and Transportation Planning staff. This revised report would determine whether the existing road network can support the proposed increase in development permissions and whether improvements to the existing municipal road network are required.

c. Confirmation from the City Solicitor that the owner has submitted a revised Functional Servicing and Stormwater Management Report for review and acceptance by the Chief Engineer and Executive Director of Engineering and Construction Services. This revised report would determine whether the municipal water, sanitary and storm sewer system can support the proposed increase in development permissions as well as determine whether upgrades and improvements to the existing municipal infrastructure are required.

3. City Council authorize the City Solicitor and other City staff to take such actions as are required to implement the above recommendations.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

In 1992, Etobicoke City Council approved site specific Official Plan Amendment C-101-091 (OPA C-101-91) for approximately 7 ha of land bounded by The Queensway to the

north, Zorra Street to the west, St. Lawrence Avenue to the east, and the Gardiner Expressway to the south to redesignate the lands from Industrial and Commercial to Mixed Use.

OPA C-101-91 established parcels for future residential and commercial development, public open space areas and public roads. The OPA provided for development of the lands with up to 1,270 residential units, 83,722 m² of commercial floor space and 0.89 ha of public open space. OPA C-101-91 was incorporated into the Toronto Official Plan as Site and Area Specific Policy 6 (SASP 6).

Zoning By-law No. 1992-130 was enacted to implement OPA C-101-91 on the majority of the lands, with the exception of the subject site in the southeast quadrant. The By-law permitted between 1,027 and 1,189 dwelling units at a maximum density of 2.06 times the area of the lands, and between 38,914 m² and 41,108 m² of commercial floor space at a maximum density of 0.79 times the area of the lands. The total combined maximum permitted development density was 2.85 times the area of the lands and maximum permitted building heights were 18-storeys.

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 implementation strategies to achieve the revitalization of The Queensway as an Avenue consistent with the objectives of the Official Plan to reurbanize corridors along major streets in the City. In June 2003, City Council adopted The Queensway Avenues By-law (By-law No. 514-2003) to implement The Queensway Avenue Study vision.

In 2005, Remington Group (Remington) and Sobeys' owned the majority of the lands within the OPA C-101-91 (Zoning By-law No. 1992-130) lands and submitted a joint application to amend the City of Etobicoke Official Plan (which was still in force and effect at the time of the application) and individual Zoning By-law Amendment applications for their respective lands. The Official Plan Amendment proposed the reorganization of parcels so that residential uses and a consolidated public park would be provided for on the western portion of the site on the Remington lands, and commercial uses would be provided for on the eastern portion of the site on the Sobeys' lands. The Sobeys' Zoning By-law Amendment application proposed a 6,900 m² grocery store/commercial building on the north half of the eastern portion of the lands. The Remington Zoning By-law Amendment application proposed mixed use development on the majority of the western portion of the lands for 1,000 residential units, grade related retail space within a mixed use building along The Queensway, a public park and public roads. Proposed building heights ranged from 2 to 27-storeys.

In 2006, City Council approved the Official Plan and Zoning By-law Amendments for the Sobeys' and Remington lands, as well as a Draft Plan of Subdivision. The Official Plan Amendment modified the development parcels and also established maximum density permissions on the lands. The amended SASP 6 established five parcels for residential development and a public park on the western portion of the lands and primarily commercial uses on the eastern portion of the lands. The land use provisions were maintained for up to 1,270 residential units, 83,772 m² of commercial space and a 0.89 hectare public park. The amended SASP 6 also provided for a gross density of 2.85

times the area of the lands subject to a maximum residential density of 1.65 times the area of the lands and a maximum commercial density of 1.2 times the area of the lands.

Zoning By-law No. 747-2006 was enacted to implement the amended SASP 6 for the majority of the western portion of the lands (municipally known as 7-11, 19-25, 33-35 Zorra Street and part of 45 Zorra Street). The Zoning By-law permits the development of 1,000 residential units at a maximum gross density of 2.85 times the area of the lands, and maximum building heights of 12-storeys for the north parcel along The Queensway (Phase 1 lands), 24-storeys for the mid-block parcel (Phase 2 lands), and 27-storeys for the south (Phase 3) lands. Zoning By-law No. 748-2006 was enacted for the Sobey's lands (municipally known as 1053 and 1061 The Queensway) to add retail and a grocery store as permitted uses.

Since 2006, Remington has acquired additional lands in the western portion of the SASP 6 area and subsequent revisions to Zoning By-law No. 747-2006 have been approved by City Council and the Committee of Adjustment to reflect these acquisitions and incorporate amendments to zoning boundaries and building envelopes. In addition, development permissions for the 1193 The Queensway property at the corner of The Queensway and Zorra Street were increased as part of an acquisition and consolidation of lands for the Phase 1 development. The last amendment to Zoning By-law No. 747-2006 was enacted in April 2012 (By-law No. 798-2012). This amendment realigned the zoning boundaries to incorporate the 13 and 15 Zorra Street properties into the Zoning By-law, revised the zoning envelopes accordingly and amended parking standards for the Phase 2 development block to be in accordance with the updated City-wide parking standards. In approving this application, City Council directed that a base of 1,209 residential units be used for any future Section 37 calculations. This report and motion can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EY14.1>

In 2015, City Council approved an amendment to SASP 6 (Official Plan Amendment No. 281) and enacted Zoning By-law No. 1314-2015. The Zoning By-law permits a mixed used development with up to 1,742 residential units on the western portion of the lands and sets the "ultimate" gross density for the lands at 3.0 times the lot area, based on a residential density of up to 1.8 times the lot area and a commercial density of up to 1.2 times the lot area. The Zoning By-law also excluded Parcel 2 from the alternative parkland dedication rate for residential development.

To date, the Remington Phase 1 development along The Queensway, which includes the 1193 The Queensway property, has been constructed and the mid-block Phase 2 lands which include 0.57 ha of public parkland have received Site Plan approval. A total of 761 residential units are constructed and approved on the Phase 1 and 2 lands.

Sobey's owns lands at 1061 The Queensway and have submitted an Official Plan Amendment application and two Zoning By-law Amendment applications to allow a two-storey grocery store on the northern portion of the site (Phase 1) and two residential buildings with an underground parking garage on the southern portion (Phase 2). A Site Plan application has also been submitted for Phase 1.

The subject site (Parcel 4 in SASP 6) is the remaining parcel to seek residential use permissions from the City as only commercial uses are currently allowed.

At its meeting of June 13, 2017, the Etobicoke York Community Council considered a Preliminary Report dated May 23, 2017 from the Director of Community Planning, Etobicoke York District (Item EY23.7). The report provided preliminary information on the subject application and sought Community Council's direction on the further processing of the application and on the community consultation process. Community Council amended Recommendation No. 2 in the report by increasing the notification area (for public consultation) from 120 m to 400 m. A copy of the Preliminary Report and decision of Community Council can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EY23.7>

On November 24, 2017, the solicitor representing the owner of the lands appealed the Official Plan Amendment application to the Local Planning Appeal Tribunal (the "LPAT"), citing City Council's failure to make a decision on the application within the statutory timeframe of the *Planning Act*.

ISSUE BACKGROUND

Proposal

The application proposes to amend Site and Area Specific Policy 6 (SASP 6) of the Official Plan to permit high density residential uses at 2 St. Lawrence Avenue (also known as Parcel 4 in SASP 6), whereas this parcel is designated for commercial uses only. The proposal does not include a non-residential component.

The applicant has submitted three options to illustrate the potential redevelopment of the site, each of which consists of a multi-tower residential development. It should be noted that these three options include the subject lands as well as abutting lands to the east that are currently owned by the Ministry of Transportation of Ontario (MTO).

The lack of non-residential uses and the utilization of the MTO lands in the proposed Official Plan Amendment are discussed in the Comments section of this report.

The details of each development option are listed in Table 1 below. See Attachment 1 for the Application Data Sheet and Attachments 6 to 11 for the site plan and northwest view for each development option.

Table 1: Statistics for Development Options A, B, and C

Built Form	Option A	Option B	Option C
# Towers	3	2	2
Total GFA	49,032 m ²	49,080 m ²	48,855 m ²
Floor Space Index (FSI)	3.76	3.76	3.75

Total Number of Units (approximately)	558	586	552
Proposed Park (size in ha)	0.33	0.19	0.2
Tower A			
Height	8-storeys	16-storeys	19-storeys
# Units	80	160	190
Total GFA	6,000 m ²	12,000 m ²	14,250 m ²
Base Building A			
Height	4-storeys	4-storeys	4-storeys
# Units	90	90	90
Total GFA	11,400 m ²	11,400 m ²	11,400 m ²
Tower B			
Height	20-storeys	24-storeys	25-storeys
# Units	200	240	250
Total GFA	15,000 m ²	18,000 m ²	18,750 m ²
Base Building B			
Height	4-storeys	n/a	n/a
# Units	48	n/a	n/a
Total GFA	6,132 m ²	n/a	n/a
Tower C			
Height	14-storeys	n/a	n/a
# Units	140	n/a	n/a
Total GFA	10,500 m ²	n/a	n/a
Other Residential			
		Stacked Townhouses	Townhouses

Height	n/a	4-storeys	3-storeys
# Units	n/a	96	22
Total GFA	n/a	7,680 m ²	4,455 m ²

In addition to the above, two new public streets are proposed. This site would be served by private internal driveways accessed from these new public streets to the north and west as well as St. Lawrence Avenue to the east.

It should be noted these development options would include an underground parking garage. However, the number of levels as well as the number of parking spaces within this underground parking garage has not been provided for this application.

Site and Surrounding Area

The subject lands are located on the west side of St. Lawrence Avenue, approximately 200 m south of The Queensway. The entirety of the lands within Parcel 4 (under SASP 6) is generally square and consists of two separate lots, one of which is owned by the Ministry of Transportation of Ontario (MTO) and the other which is municipally known as 2 St. Lawrence Avenue. Parcel 4 is approximately 13,082 m² in size (of which 1,480 m² is owned by MTO) with a frontage of 120 m along St. Lawrence Avenue and a depth of 135 m. The relatively flat sites currently includes an existing industrial building, which was previously occupied by Vintage Hardwood Flooring, with a paved lot used for parking, storage, loading and site access (2 St. Lawrence Avenue) as well as vacant lands (MTO lands).

Surrounding land uses include:

North: Immediately north of the site is a vacant industrial one-storey building. This site, owned by Sobey's, is the subject of two separate rezoning applications to allow a grocery store fronting The Queensway and two residential buildings.

South: Immediately south of the site is an unimproved section of Queen Elizabeth Boulevard. Further south is the Gardiner Expressway westbound lanes. South of the Expressway are lots with various light industrial and employment uses such as a nursery with stone yard, costume shop and car dealership.

East: Immediately east of the site is St. Lawrence Avenue which serves as the westbound off-ramp from the Gardiner Expressway. Across St. Lawrence Avenue are lots with various light industrial and employment uses in one-storey buildings. Further east is The Queensway Cineplex Cinemas and associated parking lot.

West: Immediately west of the site is a vacant lot owned by Remington Group with planning approvals for 3 residential buildings at heights of 19, 27 and 42-storeys. Further west is another site at 30 and 44 Zorra Street currently seeking approval of a Zoning By-law Amendment to permit a 29-storey residential building. This application is also subject to an appeal to the Local Planning Appeal Tribunal (the "LPAT") on the

basis of City Council's failure to make a decision on the application within the statutory timeframe of the *Planning Act*.

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 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 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".

Provincial Plans

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.

The Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (2019) (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.

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 (2019). 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:

Chapter 2 - Shaping the City;
Chapter 3 - Building a Successful City; and
Chapter 4 - Land Use Designations.

The City of Toronto Official Plan can be found here:

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

Chapter 2 - Shaping the City

This chapter contains principles for steering growth and change to some parts of the City, while protecting our neighbourhoods and green spaces from development pressures.

Section 2.1 Building a More Liveable Urban Region:

This section recognizes that the quality of urban life tends to be based on the local conditions in our own neighbourhoods. The quality of the air, water, services and region-wide transportation systems all affect the quality of life in our neighbourhood, where we work and where we play.

Chapter 3 - Building a Successful City

This chapter contains principles to guide our growth by integrating social, economic and environmental perspectives in our decision making to create complete communities.

Section 3.1.1 The Public Realm:

The Official Plan contains policies which promote quality architecture, landscape and urban design and construction to ensure that new development enhances the quality of the public realm. The public realm policies recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great City. These policies aim to ensure that a high level of quality is achieved in architecture, landscape architecture and urban design in public works and private developments to ensure that the public realm is functional, beautiful, comfortable, safe and accessible.

Policy 3.1.1.6 states that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians. Policy 3.1.1.14 states that design measures which promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 3.1.1.16 states new streets will be designed to:

- Promote a connected grid of streets that offers safe and convenient travel options;
- Implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses with the right-of-way;
- Improve the visibility, access and prominence of unique natural and human-made features; and
- Provide access for emergency vehicles.

Policy 3.1.1.17 encourages "new streets should be public streets" while Policy 3.1.1.18.b) promotes "street oriented development with buildings fronting onto street ... edges". Policy 3.1.1.19 states that new parks and open spaces will be located and designed to connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards; provide a comfortable setting for community events as well as individual use; and provide appropriate space and layout for recreational needs, including forms of productive recreation such as community gardening. Further, Policy 3.1.1.20 states that new parks and other public open spaces such as schoolyards should front onto a street for good visibility, access and safety.

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 floor 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 transitions 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.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings. Policy 3.1.2.5 states that new development will 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 cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;

- b) Co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- 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 parked autos; and
- f) Public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

Further, Policy 3.1.2.6 states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development.

Policy 3.1.3.1 and 3.1.3.2 of the Official Plan state that to ensure that tall buildings fit within their existing and/or planned context and limit local impacts, the following additional built form principles will be applied to the location and design of tall buildings:

- Tall buildings should be designed to consist of three parts (base, middle and top), carefully integrated into a single whole; and
- Tall building proposals will address key urban design considerations:
 - Meeting the built form principles of the Plan;
 - Demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
 - Demonstrating how the proposed building and site design relate to the existing and/or planned context;
 - Taking into account the relationship of the site to topography and other tall buildings;
 - Providing high quality, comfortable and usable publicly accessible open space areas; and
 - Meeting the other goals and objectives of the Plan.

Section 3.2.1 Housing:

The Official Plan encourages the provision of a full range of housing in terms of form, tenure and affordability. Policy 3.2.2 encourages the provision of adequate and equitable access to community services and local institutions.

Section 3.2.3 Parks and Open Spaces:

The Official Plan identifies that the City's Green Space System, made up of parks and open spaces, the natural heritage system and a variety of privately managed but publicly accessible spaces, is an integral part of our quality of life and social well-being. Policy 3.2.3.1 states that Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and expanding the system requires the following actions:

- a) Adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks;

- b) Designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
- c) Protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
- d) Promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities.

Further, Policy 3.2.3.2 states that parkland acquisition strategies, including decisions about whether to accept parkland or cash as a condition of development, will take into account a range of factors such as: existing parkland; providing safe, stimulating and engaging play spaces for children; and opportunities to link parks and open spaces.

Policy 3.2.3.8 states that the location and configuration of land to be conveyed should:

- a) Be free of encumbrances unless approved by Council;
- b) Be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park;
- c) Be of a usable shape, topography and size that reflects its intended uses;
- d) Be consolidated or linked with an existing or proposed park or green space or natural heritage system where possible; and
- e) Meet applicable Provincial soil regulations and/or guidelines for residential/parkland uses.

Chapter 4 - Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map 15 - Land Use Map of the Official Plan (see Attachment 3 - Official Plan Land Use Map).

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks, 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 or intensity of development. The policies of *Mixed Use Areas* require new development to provide a transition between areas of different development intensity and scale.

The development criteria in *Mixed Use Areas*, as cited in Policy 4.5.2, include but are not limited to:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- Providing 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 for all Torontonians;

- Locating and massing 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*;
- Locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- Locating and massing new buildings to frame the edges of streets and parks with good proportions and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- Providing an attractive, comfortable and safe pedestrian environment;
- Having access to schools, parks, community centres, libraries and childcare;
- Taking advantage of nearby transit services;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- Providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Site and Area Specific Policy 6 (SASP 6)

SASP 6 establishes development parcels, public park and public street locations for the redevelopment of the lands between The Queensway and the Gardiner Expressway to the north and south, and Zorra Street and St. Lawrence Avenue to the west and east (see Attachment 5: Official Plan – Site and Area Specific Policy 6 (SASP 6)).

SASP 6 permits mixed use development with up to 1,742 units, 83,722 m² of commercial space and 0.89 ha of parks. The development concept provides for residential uses on the western portion of the lands near Zorra Street (Parcels 1 and 2) and commercial uses to the eastern portion adjacent to St. Lawrence Avenue (Parcels 3 and 4). Parcel 5 is proposed for public parkland.

The "ultimate" gross density for the lands is a maximum of 3.0 times the land area, based on a residential density of up to 1.8 times the land area and a commercial density of up to 1.2 times the land area.

SASP 6 establishes Parcels 1, 2 and 5 on the western portion of the lands and envisions that these lands will be developed for residential uses and a public park. Parcels 1 and 5 have obtained Site Plan approval. Parcel 1 has been developed with residential uses as envisioned by SASP 6. Parcel 2, at the southwest corner of SASP 6, was also approved for residential uses and required an amendment to SASP 6 to increase the number of permitted residential units from 1,270 to 1,742 and increase the "ultimate" gross density on the SASP 6 lands from 2.85 to 3.0 times the land area (increasing the residential density from up to 1.65 times the land area to 1.8 times the land area).

SASP 6 envisions that Parcels 3 and 4 on the eastern portion will be developed for commercial uses of up to 1.2 times the area of the lot. Parcel 3 is owned by Sobey's and Planning staff are currently reviewing Official Plan and Zoning By-law Amendment

applications seeking permission for both commercial and residential uses on this Parcel. The proposed residential uses on the southern portion of Parcel 3 and all of Parcel 4 are not envisioned by SASP 6 which necessitates the Official Plan Amendment applications.

SASP 6 also contains a parkland dedication policy requiring that parkland be dedicated at a rate of 0.5 ha per 300 units, which can be provided by a combination of land and cash-in-lieu payments. As part of a parkland dedication requirement for Parcels 1 and 2, a 0.57 ha public park block has been established on the Parcel 5 lands as envisioned by SASP 6.

Zoning

The lands are zoned Class 1 Industrial Zone (I.C1) under the former City of Etobicoke Zoning Code (see Attachment 4: Existing Zoning By-law Map). This zoning permits a mix of light industrial, commercial and recreational uses including medical offices, warehousing, community centres, athletic fields, daycares, professional or administrative offices, restaurants, banks, servicing/repair operations, automobile service stations, car washes, public garages, vehicle sales and rental establishments and manufacturing operations, excluding those involving the use of paint and/or varnish, fuel oil storage-yards, asphalt operations and cement works.

This site was excluded from City-wide Zoning By-law No. 569-2013, as enacted by Toronto City Council on May 9, 2013, due to inconsistencies between the Official Plan designation (*Mixed Use Areas*) and the Zoning By-law permissions (Class 1 Industrial Zone).

City-Wide Tall Building Design Guidelines

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

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

Townhouse and Low-Rise Apartment Guidelines

City Council adopted City-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The Townhouse and Low-rise Apartment Guidelines can be found here:

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

Growing Up: Planning for Children in New Vertical Communities

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

The applicant will be required to provide additional information regarding the proposed unit mix, unit sizes and unit layouts. The Growing Up Draft Urban Design Guidelines would be considered in the review of the future Zoning By-law Amendment application.

Zoning By-law Amendment

The proposed residential development (including new public streets and a new public park) would require a Zoning By-law Amendment application to implement as the lands are zoned Class 1 Industrial Zone.

A Zoning By-law Amendment application has yet to be submitted.

Draft Plan of Subdivision

Two new public streets are proposed, abutting the north and west edge of the lands, and would require a Draft Plan of Subdivision application. The owner would be required to convey, design and construct the lands abutting the north edge of the site (connecting Caven Street to St. Lawrence Avenue) as well as the lands abutting the west edge of the site (connecting Caven Street to the Gardiner Expressway right-of-way). The owner would be required to enter into a financially secured development agreement for the conveyances of the lands to the City. This development agreement would stipulate the requirements (at the sole expense of the owner) pertaining to the design and construction of the new public roads, as well as any improvements to the existing municipal infrastructure, should it be determined that improvements and upgrades to any existing roads are required to support this development.

A Draft Plan of Subdivision application has yet to be submitted.

Site Plan Control

The proposed residential development is subject to Site Plan Control. A Site Plan Control application has yet to be submitted.

Reasons for Application

An amendment to SASP 6 is required to permit the requested residential uses on the subject lands (Parcel 4 of SASP 6), to increase the overall maximum number of residential units in SASP 6, as well increase the residential and total gross density permissions for the SASP 6 lands.

Application Submission

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

- Planning Rationale
- Community Services and Facilities Study
- Transportation Study and Transportation Study Update
- Functional Servicing and Stormwater Management Report (Phase 1)

These reports/studies are available at the Application Information Centre (AIC) website, which can be accessed at this link:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate conditions for the approval of the Official Plan Amendment application.

Community Consultation

A community consultation meeting was held on June 20, 2017 at 65 Jutland Road (in the gymnasium at Holy Angels Catholic Elementary School). Seven members of the public attended along with staff from the Ward Councillor's office, the applicant, their consulting team and City staff. Issues raised were:

- Concern with additional residential towers in this area;
- Concern for the impact on wildlife, specifically birds;
- Concern with infrastructure capacity (sewer and water);
- Concern for the ability of local schools to accommodate school-aged children generated from the new development; and
- Concern that this stretch of The Queensway is changing drastically.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue 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. Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

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, 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, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit.

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. The proposed Official Plan Amendment would allow for residential uses that uses existing services within an existing built-up area, and represents an efficient land use pattern that minimizes land consumption.

Policy 1.1.3.3 states planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate project needs. The proposed Official Plan Amendment would allow for intensification and redevelopment that is in keeping with the site's *Mixed Use Areas* designation.

Policy 1.5.1 promotes healthy and active communities by planning public streets, spaces and facilities to be safe and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages. The proposed Official Plan Amendment would allow for future new public roads as well as public parkland.

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 proposed Official Plan Amendment is consistent with the PPS in this regard, as the proposed land use and density would provide for a built form that supports an efficient use of land and existing transit infrastructure.

The Growth Plan contains policies addressing how land is to be developed, resources are to be managed and protected and public dollars are to be invested. Policy 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. Further, Policies 2.2.1.4, 2.2.4.9 and 2.2.6.4 support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes. The proposed Official Plan Amendment conforms to the Growth Plan (2019) which states that population growth will be accommodated by directing new growth to built up areas of the community through intensification and making efficient use of land and existing services and infrastructure, including proximity to public and active transportation. Further discussions would be required, at the time of a future Zoning By-law Amendment application, to achieve affordable housing.

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 *Mixed Use Areas* designation is one of the City's growth designations where increased jobs and population are to be accommodated. SASP 6 envisions that the west portion of the lands would be developed for residential uses as well as new public streets and a new public park and the east portion of the lands would be developed for commercial uses. The proposal to allow for residential uses on the east portion of the lands (Parcel 4 of SASP 6), would reflect the uses that are approved for the west portion of the lands and would further facilitate active transportation and community connectivity.

However, staff are of the opinion that non-residential uses should be provided in a mixed-use form in the future development of the Parcel 4 lands. As such, staff are recommending that should the Local Planning Appeal Tribunal (LPAT) allow the appeal in whole or in part, that City Council direct the City Solicitor to request the LPAT to withhold its final Order until the draft Official Plan Amendment ensures the provision of non-residential uses at an appropriate location fronting onto public streets. It should also be noted that staff will negotiate a minimum amount of non-residential uses, and their location, that would be included in the future zoning of these lands.

Site Access, Circulation and Parking

The applicant submitted a Transportation Study Update prepared by NexTrans dated January, 2018 which updates the previously submitted Traffic Study prepared by NexTrans dated September, 2016. The review examined all three options, however, City staff comments and requirements are based on Option A, having a total of 558 residential units. It should be noted that any future development proposal that increases

the number of residential units beyond 558 units, will required the applicant to revise the Traffic Impact Study accordingly.

The site would be served by private internal driveways accessed from new public roads to the north and west as well as St. Lawrence Avenue to the east. Further review would be required, through a future Zoning By-law Amendment application, regarding the proposed access to St. Lawrence Avenue. This access may not be appropriate as this road functions as an off-ramp for the westbound Gardiner Expressway.

The Transportation Study Update concluded that the site-generated vehicular traffic from the 558 unit proposal would be 106 peak-direction trips during both the morning and afternoon peak hours. A total of 117 and 140 two-way trips are anticipated during the morning and afternoon peak hours, respectively. The study further identified that less vehicular traffic would be expected to be generated during both peak periods for the proposal when compared with an as-of-right development scenario on the lands.

Transportation Services staff have reviewed the Transportation Study Update and generally concur with its findings. However, staff have also requested that the following be addressed before any final approval of this Official Plan Amendment application:

- Include the current signal timing card for each signalized intersection, as obtained from the City's Traffic Management Centre, in the appendix of the TIS report;
- Undertake an analysis to illustrate how vehicle trip distribution in the immediate area would be altered and would affect other intersections, such as The Queensway/Cavan Street/Nordic Street signalized intersection;
- Confirm the source of the signal timing information of The Queensway/Cavan Street/Nordic Street intersection;
- Provide the signal timing information that was purchased from the City;
- Provide survey information for the 'existing' traffic volumes (that are no more than two years old) for the development at 1061 The Queensway; and
- Consult with and satisfy the requirements of Transportation Planning staff.

In the event the Local Planning Appeal Tribunal (LPAT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request the LPAT to withhold its final Order until a revised Traffic Study has been submitted for review and acceptance by the General Manager of transportation Services and Transportation Planning staff. This revised report would determine whether the existing road network can support the proposed increase in development permissions and whether improvements to the existing municipal road network are required.

Road Widening

The applicant is not required to convey lands along the St. Lawrence Avenue or Gardiner Expressway frontages of the site.

As part of any future development, the applicant would be required to convey land to the City for new public streets abutting the north and west sides of the lands. These new public streets are identified in Site and Area Specific Policy No. 6 (Chapter 7, Schedule

2) of the Official Plan. Specific conveyance requirements for these new public streets would be determined through a future Draft Plan of Subdivision application.

It should be noted that the approved Environmental Assessment identifies a number of improvements to the Gardiner Expressway between Park Lawn Road and Kipling Avenue. These include: the reconfiguration of the Islington Avenue interchange to allow for all movements between Islington Avenue and the westbound Gardiner; the closure of the existing St. Lawrence Avenue exit ramp; and the elimination of the express-collector transfer lanes on the westbound Gardiner at Kipling Avenue. Once these improvements are made, the Gardiner EA recommends that a two-lane public road be developed on lands north of the Gardiner linking Zorra Street, St. Lawrence Avenue and Dorchester Avenue to improve circulation and access to these properties. These improvements are currently unfunded and the timing for implementation is not known.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report (Stage 1) prepared by Lithos Group Inc. dated March, 2019 which updates the previously submitted Functional Servicing and Stormwater Management Report (Stage 1) prepared by Lithos Group Inc. dated April, 2018. The review examined all three options, however, City staff comments and requirements are based on Option B, having a total of 586 residential units. It should be noted that any future development proposal that increases the number of residential units beyond 586 units, will require the applicant to revise the Functional Servicing Report accordingly.

Currently, there is a proposed mixed use development abutting the north edge of the subject site (Sobey's site - municipally known as 1061 The Queensway). Engineering and Construction Services staff recommend that the applicant consider communicating with Sobey's regarding potential opportunities for servicing solutions and cost sharing of municipal infrastructure to service the development of both sites. The following three options may be considered for the sanitary servicing:

- Option 1: To construct a new sanitary sewer along St. Lawrence Avenue and to connect the new sewer to the existing 225 mm sanitary sewer along The Queensway (the option currently proposed by the applicant).
- Option 2: To replace the existing 300 mm sanitary sewer abutting the west side of the lands and connected to the existing sanitary trunk sewer within the Gardiner Expressway right-of-way with a larger sewer to service both sites.
- Option 3: To construct a new sanitary sewer along St. Lawrence Avenue and to connect the new sewer to the existing sanitary trunk sewer within the Gardiner Express Way right-of-way.

Further consultation with Toronto Water staff is required to determine the preferred option.

In addition to determining the preferred sanitary servicing of the lands, Engineering and Construction Services staff have also requested that the applicant address the following matters before any final approval of this Official Plan Amendment application:

- Conduct a new hydrant flow test for water analysis;
- Investigate an option to connect to the watermain along St. Lawrence Avenue to service the development, and, if not possible, provide a rationale as to why this option is not feasible;
- Determine water demand peaking factors using Ministry of the Environment and Climate Change (MOECC) criteria;
- Provide drawings that illustrate the boundary of the sanitary drainage area and the sanitary sewer system within the area used to conduct the analysis;
- Base the sanitary analysis on the more conservative case that all 586 residential units would be three bedroom units and the population equivalent to 3.1 persons per unit;
- Provide a sanitary analysis which includes 4 scenarios (pre and post development for dry (design) flows and extreme wet weather flows);
- Confirm if groundwater would be discharged to a city sanitary sewer. If groundwater would be discharged, the net sanitary sewage flow shall include groundwater flow and sewage flow generated from any future development. If groundwater would not be discharged, the applicant is required to provide information on how groundwater would be addressed;
- Provide Hydraulic Grade Line (HGL) analysis for the calculations of pre and post development wet conditions;
- Provide an interpretation of the sanitary analysis for 'Design Flows' and 'Extreme Wet Weather Flows' and make recommendations regarding any upgrades that may be required to support the development;
- Provide drainage plans for both pre and post development conditions; and
- Investigate if there is any external storm drainage draining onto the site in both pre and post development conditions.

In the event the Local Planning Appeal Tribunal (LPAT) allows the appeal in whole or in part, it is recommended that City Council direct the City Solicitor to request the LPAT to withhold its final Order until a revised Functional Servicing and Stormwater Management Report has been submitted for review and acceptance by the Chief Engineer and Executive Director of Engineering and Construction Services. This revised report would determine whether the municipal water, sanitary and storm sewer systems can support the proposed increase in development permissions as well as determine whether upgrades and improvements to the existing municipal infrastructure are required.

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 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code, and is subject to Site and Area Specific Policy 6 (SASP 6). For sites that are 1 to 5 hectares in size, parkland dedication is capped at 15% of the development site for residential use while the non-residential use is subject to a 2% parkland dedication. In this case, the applicant would be required to satisfy the parkland

dedication requirement through an on-site dedication. The new park would be located at the northwest corner of the subject site.

Several factors including the number of units, gross floor area of the buildings, and net site area (minus road dedication) have yet to be determined, therefore, the size and configuration of the parkland dedication cannot be accurately calculated at this time. However, this would be determined through a future Zoning By-law Amendment application. The land to be conveyed would meet the requirements set out in Policy 8 of Section 3.2.3 of the Official Plan. Once the park block has been determined (to the satisfaction of the General Manager, Parks, Forestry and Recreation), additional detailed comments and conditions would be provided.

It should be noted that Parks staff are interested in securing the design and construction, by the owner, of Above Base Park Improvements. There may be opportunities to use the Parks and Recreation component of the Development Charges arising from the development of this site for this work. This will be reviewed and determined through the future Zoning By-law Amendment application.

Community Services Assessment

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable and accessible 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 owner (at 2 St. Lawrence Avenue) submitted a Community Services and Facilities (CS&F) Study prepared by Bousfields Inc. dated March, 2017. This study is based on the highest unit count for the site. The area for this CS&F study includes Bloor Street West to the north; Royal York Road to the east; the CN Rail Corridor to the south; and Brown's Line/Highway 427 to the west.

The study area is serviced by the following:

- 17 child care facilities (four of which provide subsidized spaces, if available);
- 1 public elementary school (Norseman Junior Middle School);
- 1 public secondary school (Etobicoke Collegiate Institute);
- 3 Catholic elementary schools (Holy Angels, St. Louis and St. Leo);
- 3 Catholic secondary schools (Bishop Allen, Father John Redmond and Archbishop Romero);

- 3 Public Libraries (Brentwood Branch, Humber Bay Branch and Mimico Centennial Branch); and
- 4 Community Centres (Fairfield Seniors' Centre, Horner Avenue Seniors' Centre, Norseman Community School and Orland Community Centre).

Staff have reviewed this report and have determined there is a need for daycare space, especially infant and toddler space. There is also a need for improvements to the Toronto Public Libraries. A reading garden would be desirable for the Mimico Centennial Branch as well as a Kids Stop, User Education Centre and/or Media Lab. Services currently provided in this area need to be reviewed and adjusted to meet the needs of additional populations and incorporated into the service planning for the Libraries. Lastly, there is need for additional community room space and a gymnasium.

Requirements Related to a Future Zoning By-law Amendment Application, Draft Plan of Subdivision and Site Plan Control

Density, Height and Massing

The future applications would be reviewed against the Official Plan policies and City Urban Design Guidelines to determine whether the built form (including density, height and massing) proposed by the applicant, is an appropriate level of intensification and can be supported by staff.

Sun, Shadow and Wind

The future applications would be reviewed against the Official Plan policies and City Urban Design Guidelines to evaluate the proposed built form in relation to the surrounding area as it relates to sun, shadow and wind impacts.

Environment

Policy 3.4.23 (The Natural Environment) of the Official Plan states that "prior to development occurring on known or potentially contaminated sites...potential adverse impacts must be identified and assessed through a study, and any measures needed to remediate or mitigate the contamination will be identified and implemented".

The property municipally known as 2 St. Lawrence Avenue is currently occupied by an industrial building, which was previously occupied by Vintage Hardwood Flooring. The property also includes a paved lot used for parking, storage, loading and site access. The adjacent lands, owned by MTO, are currently vacant.

The applicant would be required to submit a Phase I Environmental Site Assessment to support the future applications. This study would be peer reviewed, at no cost to the City, during the time the Record of Site Condition has been filed. Additional information may be required by the peer reviewer, upon the completion of the first review. It should be noted that MTO has commenced an environmental site assessment on their property. Contaminants have been found on the property, however, the source is unknown at this time. Unless the lands are remediated, the lands cannot be sold.

Other Matters to be Addressed

- Studies, including but not limited to, Noise, Vibration and Air Quality would be required to undergo a peer review process at no cost to the City;
- Streetscape Improvements;
- Public Realm Enhancements (Tree Planting Plan);
- School Board Requirements;
- Toronto Hydro Requirements; and
- City's Design Review Panel.

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 Control Agreement or Registered Plan of Subdivision.

The applicant would be required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features would be secured as follows:

- Zoning By-law Amendment Approval process: automobile infrastructure and storage and collection of recycling and organic waste.
- Draft Plan of Subdivision Approval process: construction activity and stormwater retention management.
- Site Plan Control Approval process: other applicable TGS performance measures.

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*. At the time that a future Zoning By-law Amendment application is submitted, the identification of appropriate community benefits under Section 37 of the *Planning Act* will occur. It should be noted this identification would only occur if the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

Furthermore, consideration for affordable housing would be pursued as part of a future Zoning By-law Amendment application, in support of the City's and the Growth Plan's housing policy objectives to provide a full range of housing (tenure and affordability) within new developments. Also, funding could be used to expand the number of daycare spaces in the area, expand and enhance the Humber Bay Branch Library and/or achieve interior and exterior renovations at the Mimico Centennial Branch Library.

CONCLUSION

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal would integrate well with the planned and existing built form context of the neighbourhood.

Staff recommend that City Council direct the City Solicitor and other appropriate City staff to attend the Local Planning Appeal Tribunal in support of the proposed Official Plan Amendment as outlined in this report.

In the event the Local Planning Appeal Tribunal (LPAT) allows the appeal in whole or in part, this report recommends that the provision of non-residential uses be secured, and that a revised Traffic Study as well as a Functional Servicing and Stormwater Management Report be submitted and accepted by City staff prior to LPAT issuing its final Order.

CONTACT

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E-mail: Sabrina.Salatino@toronto.ca

SIGNATURE

Neil Cresswell, MCIP, RPP
Director of 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

Attachment 5: Official Plan - Site and Area Specific Policy 6 (SASP 6)

Applicant Submitted Drawings

Attachment 6: Site Plan - Option A

Attachment 7: Site Plan - Option B

Attachment 8: Site Plan - Option C

Attachment 9: Northwest Bird's Eye View - Option A

Attachment 10: Northwest Bird's Eye View - Option B

Attachment 11: Northwest Bird's Eye View - Option C

Attachment 1: Application Data Sheet

Application Type	Official Plan Amendment	Application Number:	16 258434 WET 05 OZ
Details	OPA, Standard	Application Date:	November 30, 2016

Municipal Address: 2 ST. LAWRENCE AVENUE
 Location Description: PLAN 1051 LOTS 14 TO 19 LOTS 33 TO 39 PT LOTS 13 20 32 40 69 **GRID W0507
 Project Description: Proposed amendment to the Official Plan to permit residential uses on Parcel 4 of SASP 6 which is designated for commercial uses only.

Applicant:	Agent:	Architect:	Owner:
MICHAEL KOOBY	ROBERT TRUMAN		KOOBY INVESTMENT CORPORATION LTD. and Ministry of Transportation

PLANNING CONTROLS

Official Plan Designation:	<i>Mixed Use Areas</i>	Site Specific Provision:	SASP 6
Zoning:	I.C1	Historical Status:	N
Height Limit (m):	5	Site Plan Control Area:	Y

PROJECT INFORMATION

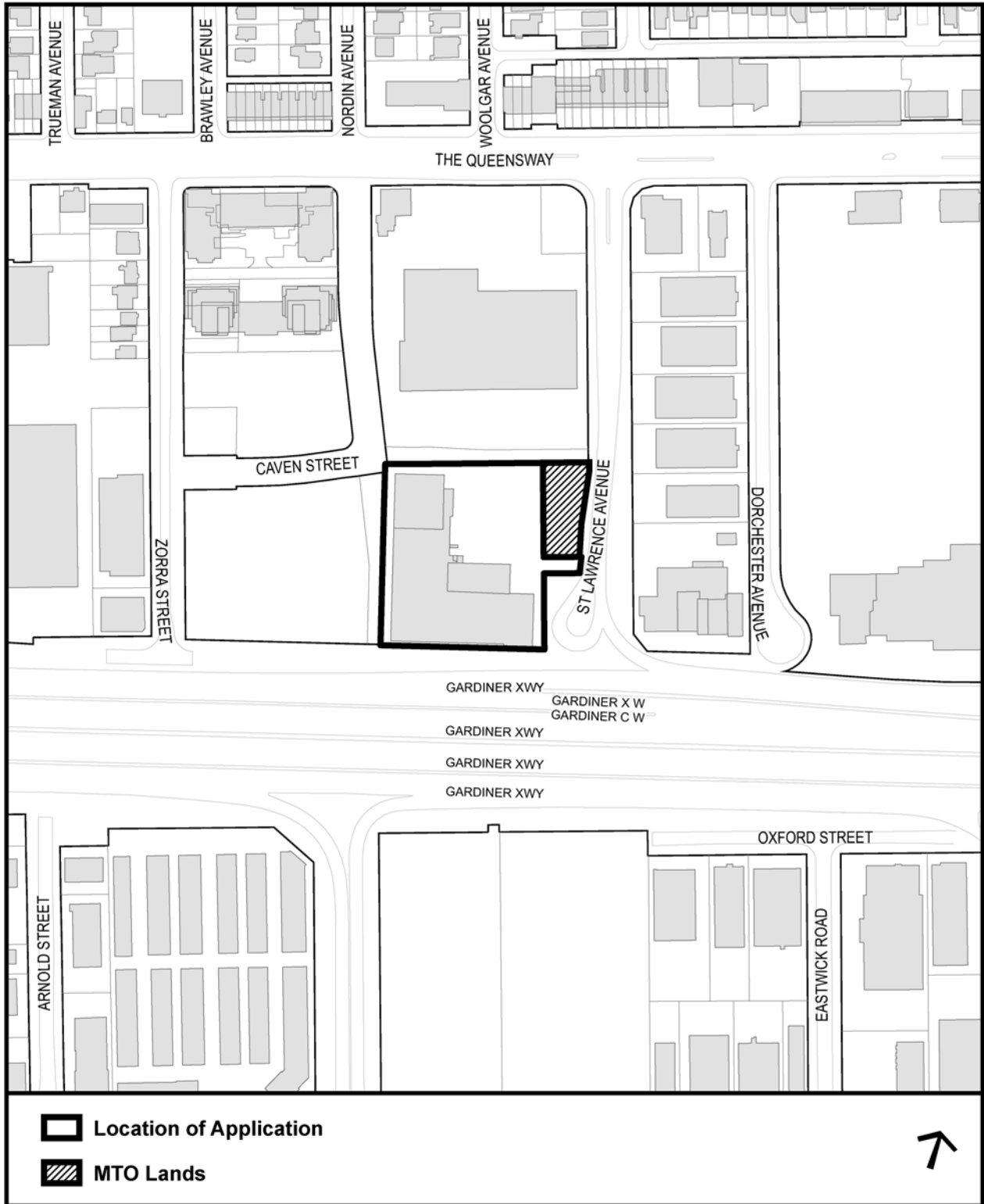
Site Area (sq. m):	13,082	Height: Storeys:	8, 14 & 20 – Option A 16 & 24 – Option B 19 & 25 – Option C
Frontage (m):	120		
Depth (m):	135		
Total Ground Floor Area (sq. m):	tbd		Total
Total Residential GFA (sq. m):	48,855 - 49,080	Parking Spaces:	tbd
Total Non-Residential GFA (sq. m):	0	Loading Docks	tbd
Total GFA (sq. m):	48,855 - 49,080		
Lot Coverage Ratio (%):	tbd		
Floor Space Index:	3.75 - 3.76		

DWELLING UNITS FLOOR AREA BREAKDOWN (upon project completion)

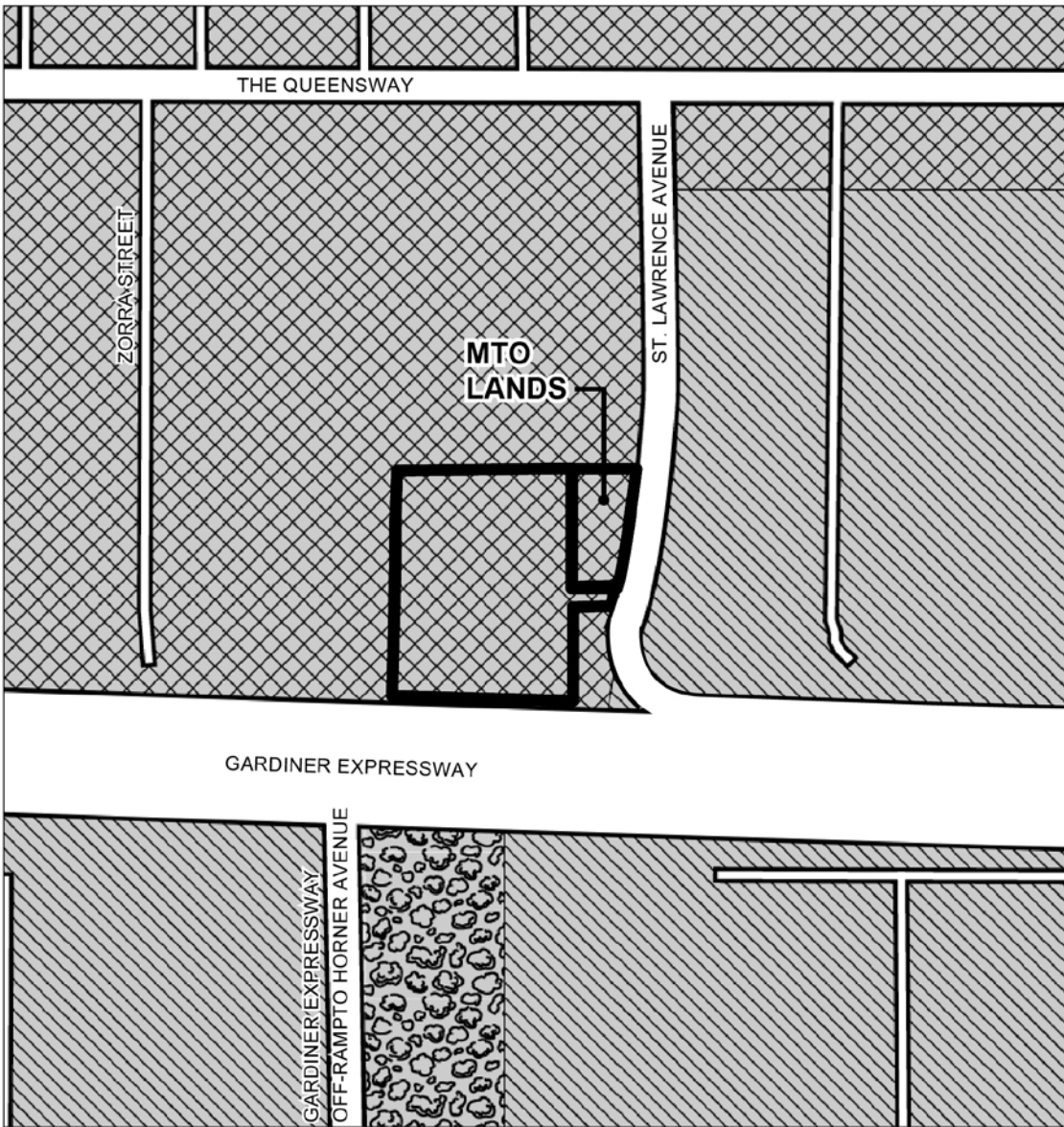
Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	tbd	Residential GFA (sq. m):	48,855 - 49,080	0

Bachelor:	tbd	Retail GFA (sq. m):	0	0
1 Bedroom:	tbd	Office GFA (sq. m):	0	0
2 Bedroom:	tbd	Industrial GFA (sq. m):	0	0
3 + Bedroom:	tbd	Institutional/Other GFA (sq. m):	0	0
Total Units:	552 - 586			
CONTACT:	PLANNER NAME:	Sabrina Salatino		
	TELEPHONE:	(416) 394-8025		

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



TORONTO City Planning
Extract from Official Plan

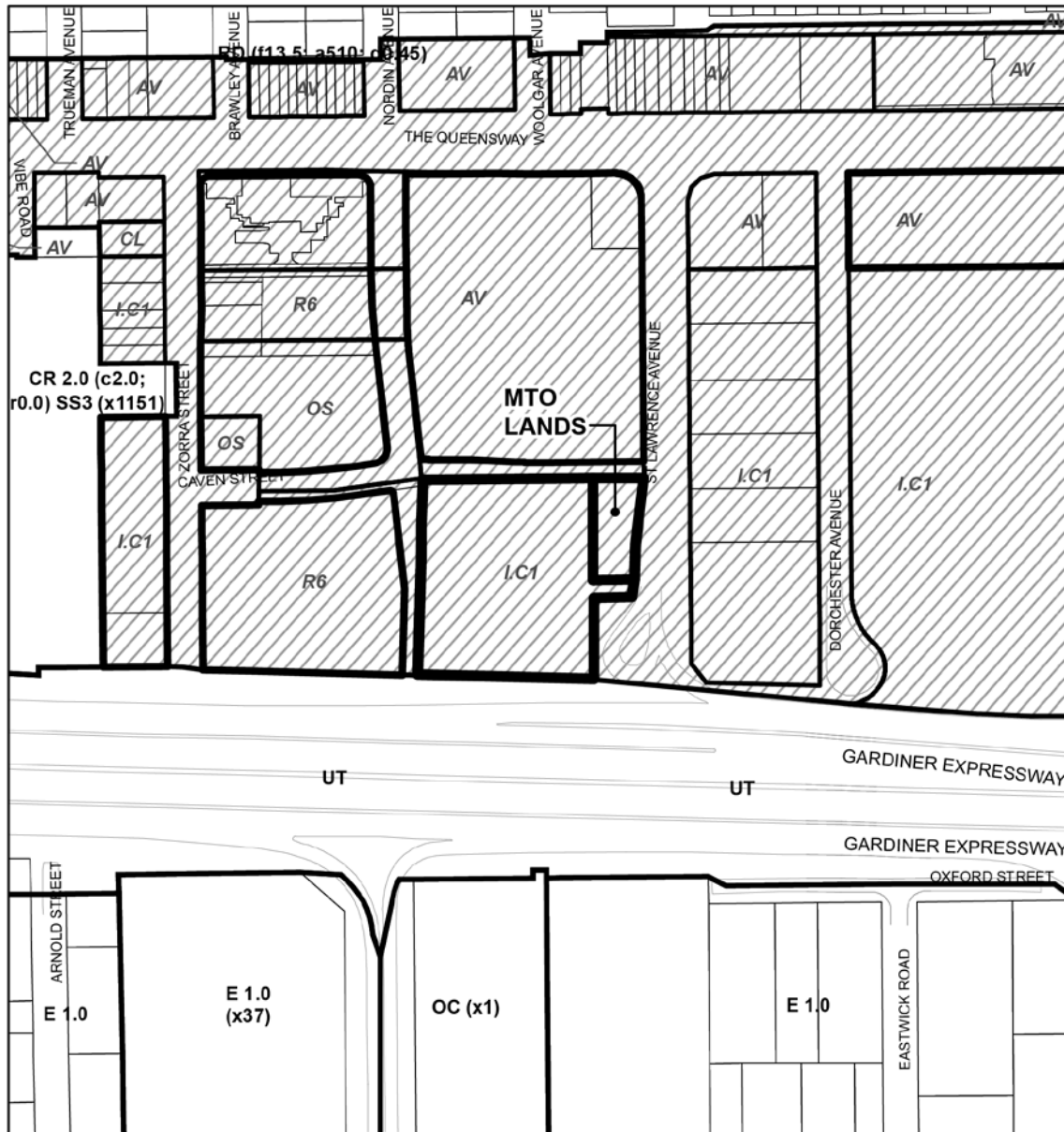
2 St. Lawrence Avenue

File # 16 258434 WET OZ

- | | | |
|---|--|--|
|  Site Location |  Parks & Open Space Areas |  Employment Areas |
|  Mixed Use Areas |  Other Open Space Areas | |

↑
 Not to Scale
 04/03/2017

Attachment 4: Existing Zoning By-law Map



Zoning By-Law No. 569-2013

2 St. Lawrence Avenue

File # 16 258434 WET 05 0Z

Location of Application

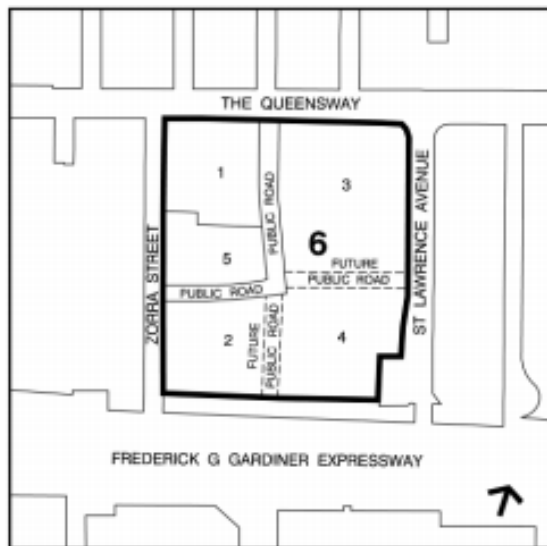
RD Residential Detached
CR Commercial Residential

E Employment Industrial
OC Open Space Cemetery
UT Utility and Transportation

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

R6 Sixth Density Residential Zone
OS Public Open Space Zone
I.C1 Class 1 Industrial Zone
AV Limited Commercial-Avenues Zone
CL Limited Commercial Zone

Not to Scale
Extracted: 03/31/2017



6. South Side of The Queensway, Between Zorra Street and St. Lawrence Avenue, North of the Gardiner Expressway

(a) A mixed use development with up to 1,742 units, 83,722 square metres of commercial space, and 0.89 hectare of parks is permitted. The development concept provides for residential uses on the west portion of the lands, near Zorra Street (Parcels 1 and 2) and commercial uses to the east adjacent to St. Lawrence Avenue (Parcels 3 and 4). Parcel 5 is proposed as public parkland;

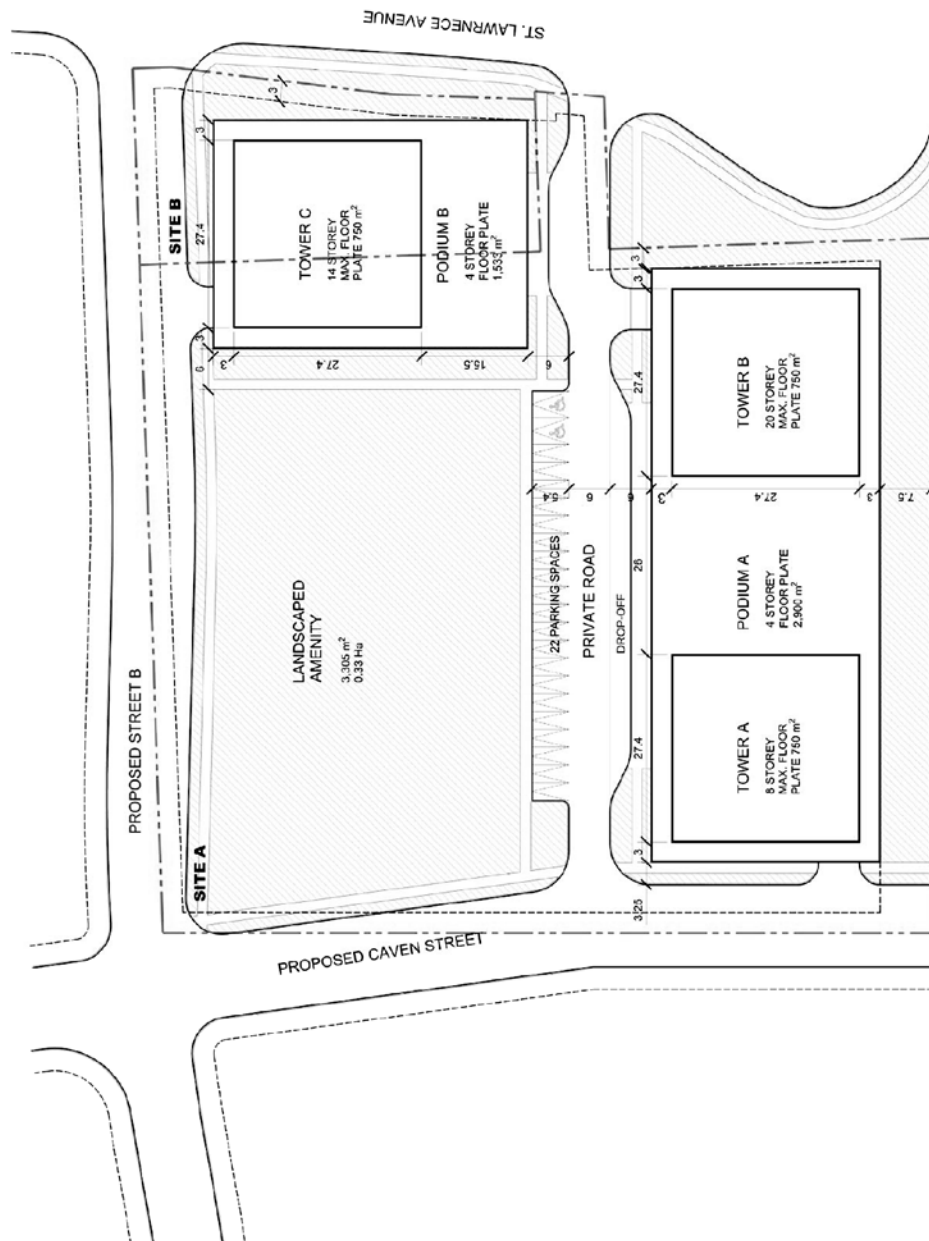
(b) The "ultimate" gross density for the lands is a maximum 3.0 times the lot area, based on a residential density of up to 1.8 times the lot area and a commercial density of up to 1.2 times the lot area. The site area used to calculate gross density may include the lands dedicated as public roads and parks. The residential and commercial density caps may be exceeded on individual development parcels provided that the overall density cap is not exceeded at full build-out;

(c) Rezoning applications for individual properties may be based on the "ultimate" density. Where the full density allowed by this policy cannot be used within a property being rezoned, the residential density may be transferred to other properties within the area. Such surplus density would be added to the receiving property when it is rezoned;

(d) The alternative parkland dedication rate for the residential development, excluding Parcel 2, will be a minimum of 0.5 hectares per 300 units. The parkland dedication may be a combination of land and cash-in-lieu payments; and

(e) A special provision shall be contained in the Zoning By-law prohibiting dwelling units and recreational space on Parcel 2 within 60 metres from Parcel 4 as set out in the By-law until such time as further environmental studies are completed demonstrating acceptable compatibility between the residential units and/or recreational space on Parcel 2 and the industrial use on Parcel 4."

Attachment 6: Site Plan - Option A



2 St. Lawrence Avenue

Site Plan - Option A

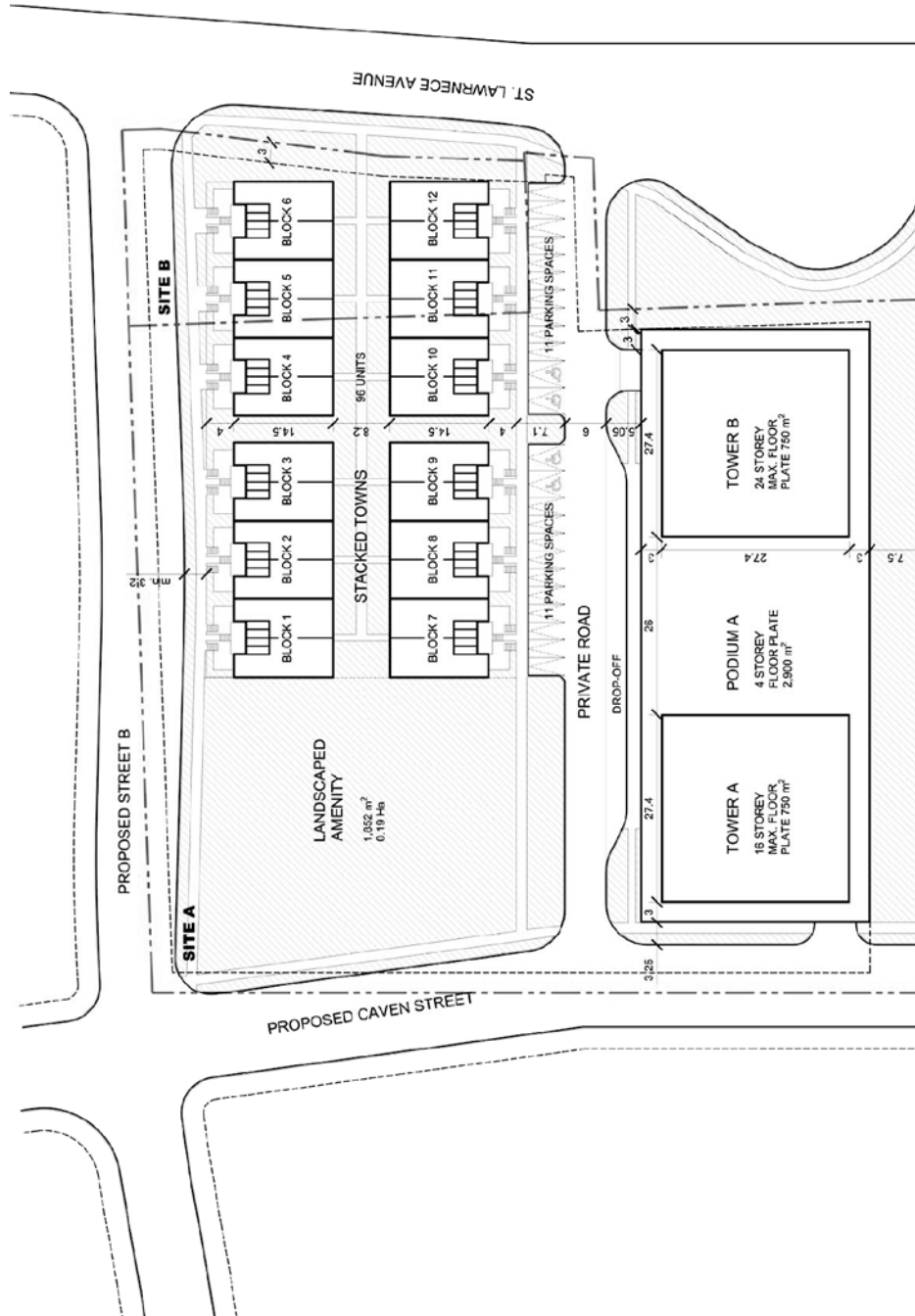
Applicant's Submitted Drawing

Not to Scale
03/31/17



File # 16 258434 WET 05 0Z

Attachment 7: Site Plan - Option B



2 St. Lawrence Avenue

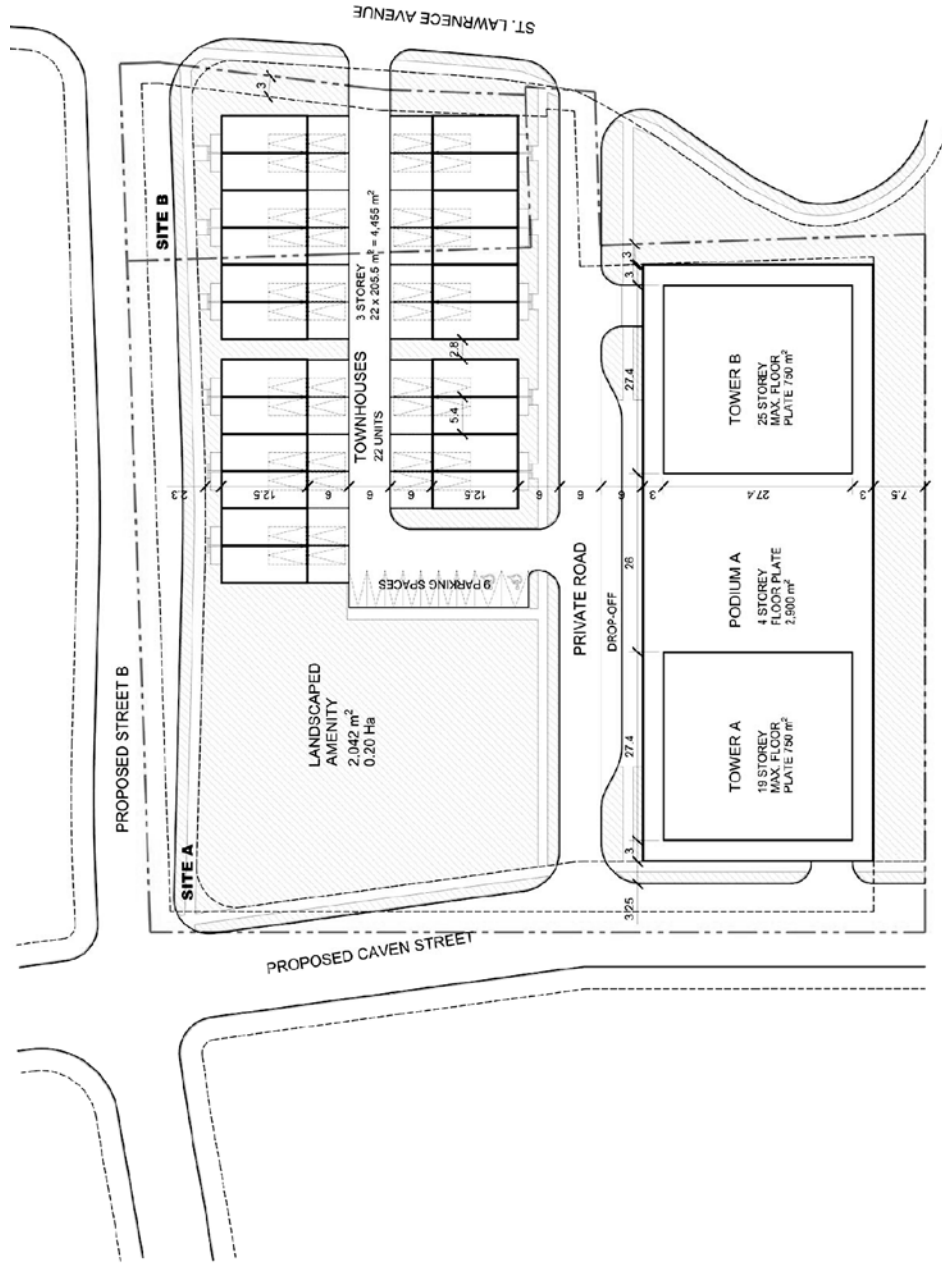
Site Plan - Option B

Applicant's Submitted Drawing

Not to Scale
03/31/17

File # 16 258434 WET 05 0Z

Attachment 8: Site Plan - Option C



2 St. Lawrence Avenue

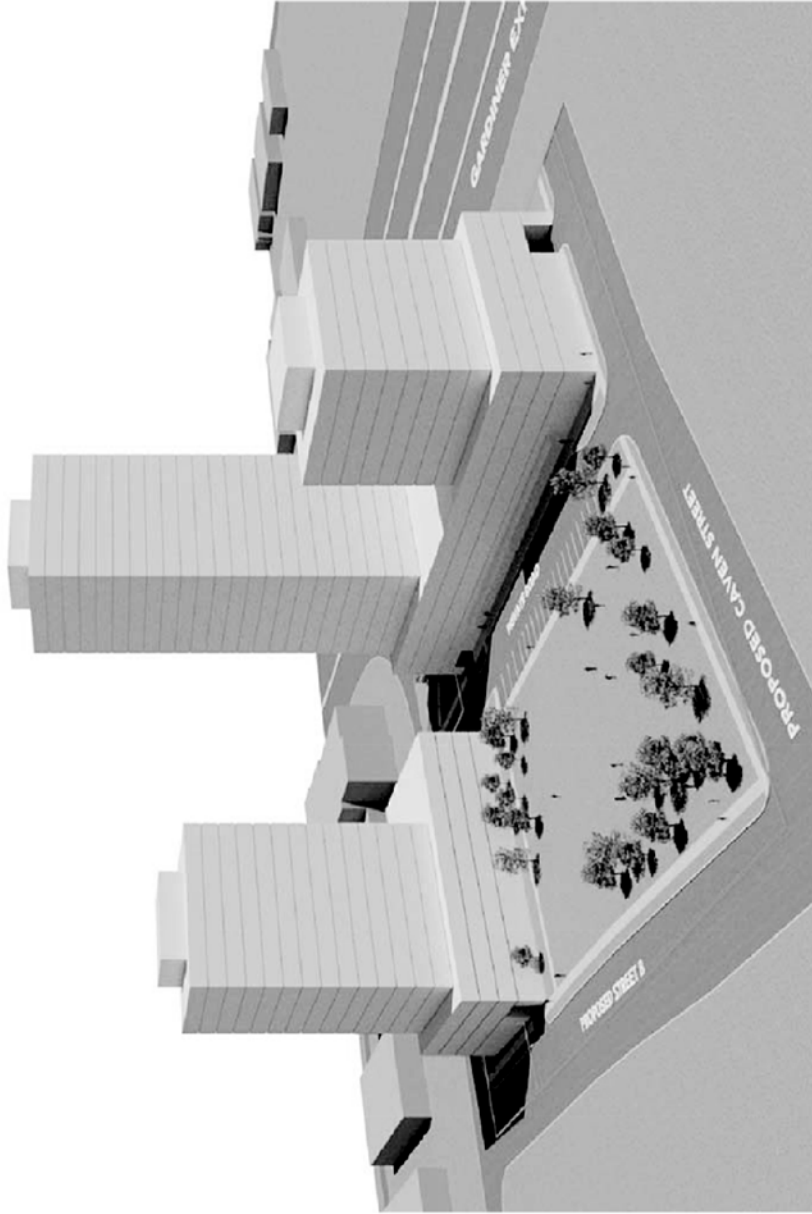
Site Plan - Option C

Applicant's Submitted Drawing

Not to Scale
03/31/17

File # 16 258434 WET 05 02

Attachment 9: Northwest Bird's Eye View – Option A



BIRD'S EYE VIEW FROM NORTH-WEST

2 St. Lawrence Avenue

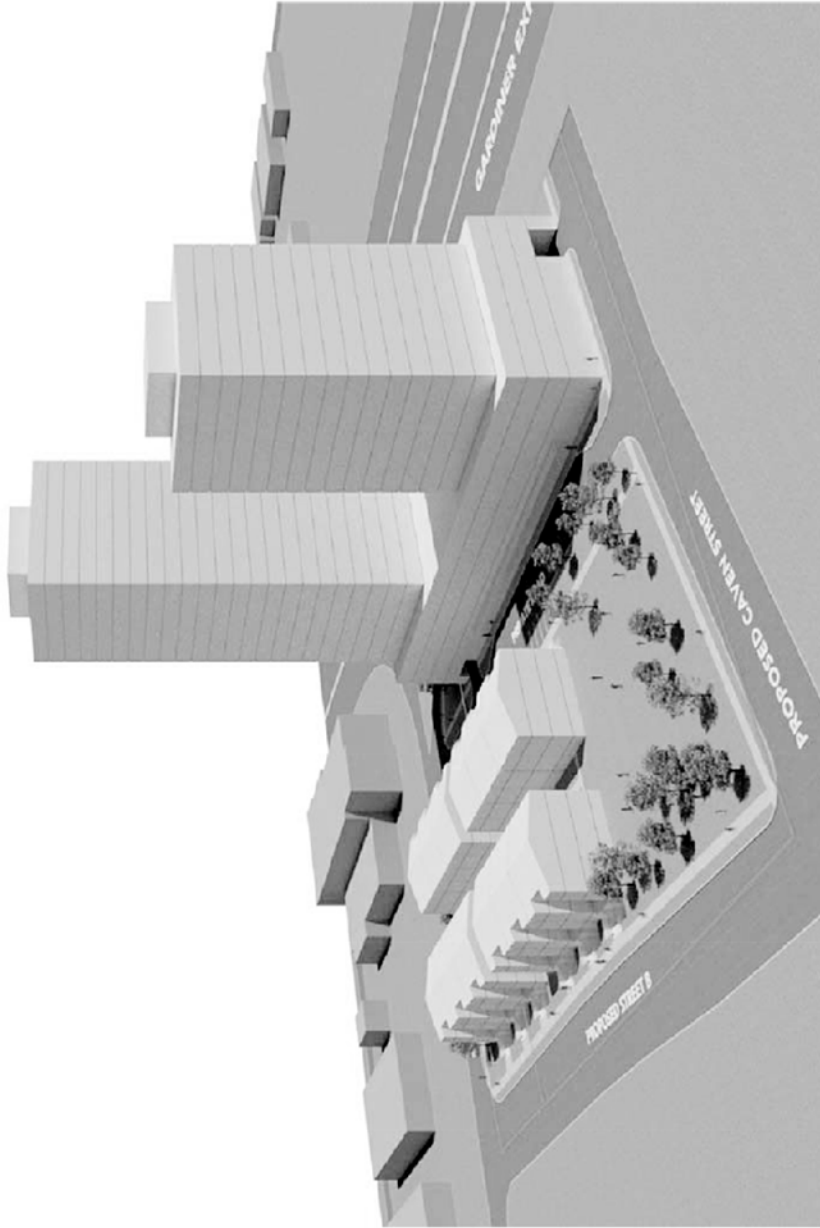
Elevations - Option A

Applicant's Submitted Drawing

Not to Scale
03/31/17

File # 16 258434 WET 05 0Z

Attachment 10: Northwest Bird's Eye View – Option B



BIRD'S EYE VIEW FROM NORTH-WEST

2 St. Lawrence Avenue

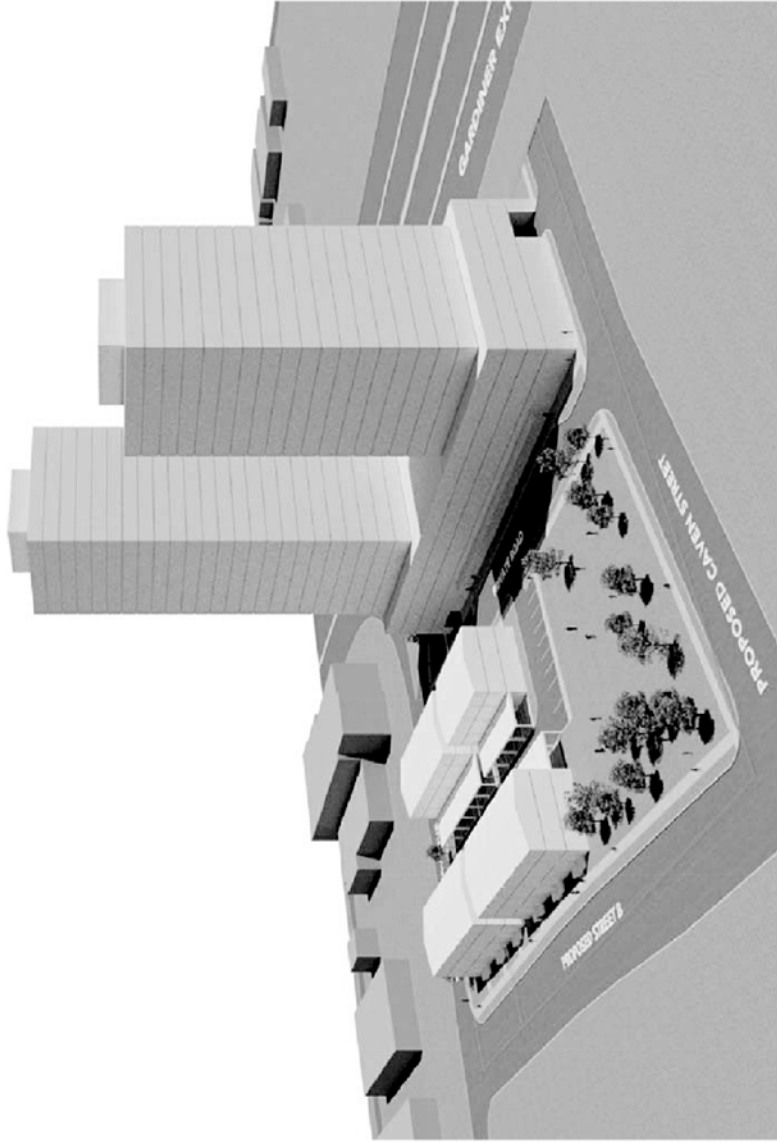
Elevations - Option B

Applicant's Submitted Drawing

Not to Scale
03/31/17

File # 16 258434 WET 05 0Z

Attachment 11: Northwest Bird's Eye View – Option C



BIRD'S EYE VIEW FROM NORTH-WEST

2 St. Lawrence Avenue

Elevations - Option C

Applicant's Submitted Drawing

Not to Scale
03/31/17

File # 16 258434 WET 05 0Z