

65-83 Raglan Avenue – Zoning By-law Amendment Application – Refusal Report

Date: June 7, 2019

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward 12: Toronto-St. Paul's

Planning Application Number: 19 137322 STE 12 OZ

SUMMARY

This application proposes to amend the Zoning By-law for the property at 65-83 Raglan Avenue to permit a 33-storey residential building (103.8 metres plus a 4.9-metre mechanical penthouse) containing 347 residential dwelling units. A total of 153 parking spaces are proposed within a 3 level underground garage.

This report reviews and recommends refusal of the application to amend the Zoning By-law as it is overdevelopment and it results in a significant density of 11.66 times the area of lot.

The proposed development is not consistent with the Provincial Policy Statement (2014), as it sets out inappropriate development standards including inadequate setbacks and tower setbacks.

The proposal fails to conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). It does not provide the appropriate scale of development and transition of built form to adjacent areas.

While the proposal is consistent with the policies of Site and Area Specific Policy 38, the proposal fails to conform with the policies of the City of Toronto Official Plan and does not appropriately respond to the Tall Building Design Guidelines.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council refuse the application for the Zoning By-law Amendment at 65-83 Raglan Avenue for the reasons set out in the report from the Chief Planner and Executive Director, City Planning, dated June 7, 2019.

2. City Council authorize the City Solicitor, together with appropriate staff, to appear before the Local Planning Appeal Tribunal (the "LPAT") in support of City Council's decision to refuse the application, in the event the application is appealed to the LPAT.

3. City Council authorize the City Solicitor and other appropriate staff to take any necessary steps to implement City Council's decision.

4. City Council request the City Solicitor to request the LPAT to withhold its order in the event that the project is approved in some form, until the following have been secured:

a. the final form of the Zoning By-law Amendments are to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor;

b. the owner has revised the Site Servicing and Stage 2 Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

c. community benefits and other matters in support of the development are secured in a Section 37 Agreement executed by the owner and registered on title to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor; and,

d. all comments from Engineering and Construction Services contained in their May 29, 2019 memorandum are addressed to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

PROPOSAL

Consultation with the Applicant

Pre-application meetings were held with the applicant on October 26, 2018, December 20, 2018, January 1, 2019 and February 19, 2019. Staff advised the applicant of the existing planning framework and the continuation of an area planning study that includes the subject site (St.Clair Avenue West and Bathurst Street area Planning Framework Study). Staff identified concerns with the proposal including the scale of the tower and podium as well as inconsistencies with performance measures in the Tall Buildings Guidelines. Staff provided submission requirements but advised that the proposal in its current form was not supportable and additional pre-application meetings would be beneficial.

Submission and Date Deemed Complete

The application was submitted on April 8, 2019 and deemed complete on April 29, 2019.

Proposal

The application proposes to amend the Zoning By-law to permit a 33-storey (103.8 metres plus a 4.9-metre mechanical penthouse) residential building, including an 8-storey podium with a 25-storey tower above. The height of the 8-storey podium is 27.2.

The application proposes 347 residential units resulting in a residential gross floor area of 25,112 square metres and a Floor Space Index of 11.66 times the area of the lot.

At the ground level, the building is set back between 3.0 metres to 6.9 metres from the Raglan Avenue property line. The tower is setback 6.9 metres from Raglan Avenue.

Along the east, rear property line, the building is set back on the first floor, 0.9 metres from the edge of the ramp leading to the underground parking garage and between 7.7 metres and 10.0 metres on the 2nd to 8th floors. The tower is set back 10.7 metres from the rear lot line and 12.3 metres to the centreline of the public lane.

Along the north property line, there is a side yard setback of 0.3 metres for the podium. At the tower, there is a 7.0 metre setback from the property line. Along the south property line, there is a side yard setback of 4.9 metres at the ground floor, 3.4 metres for the second floor to the eighth floor, and a 12.5 metre setback for the tower.

The proposed tower floor plate size is 750 square metres for the 9th floor to the 30th floor. The top three floors have additional setbacks along the south side resulting in a smaller floor plate size between 682 square metres and 416 square metres

3 levels of underground parking are proposed, with a total of 153 parking spaces, with 114 parking spaces for residents and 39 parking spaces for visitors. 313 residential bicycle parking spaces and 38 visitor bicycle parking spaces are proposed.

A total of 1,343.6 square metres of amenity space is proposed, with 674 square metres of interior amenity space, and 669 square metres of outdoor amenity space.

See Attachment No. 1 for the Application Data Sheet.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Architectural Plans
- Landscape Plans
- Boundary and Topographical Survey
- Arborist/Tree Preservation Report

- Functional Servicing Report and Stormwater Management Report
- Urban Transportation Consideration
- Sun Shadow Study
- Pedestrian Level Wind Study
- Noise Impact Study
- Planning Report
- Community Services and Facilities Study
- Energy Strategy
- Geotechnical Investigation Report
- Geohydrology Assessment
- Toronto Green Standards Checklist
- Public Consultation Plan

Copies of the submitted documents are available on the City's Application Information Centre at: <https://aic.to/65RaglanAve>

Reasons for Application

The application to amend the Zoning By-law is required to permit the following: height, density, angular plane penetration, amenity space, vehicular parking, bicycle parking, loading, among others.

Application 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.

SITE AND SURROUNDING AREA

The rectangular shaped property has a frontage of approximately 55 metres along Raglan Avenue and a depth of 39 metres. The rear property line abuts a public lane that operates in a north/south direction from the rear of the lots fronting onto the north side of St. Clair Avenue West at the south, and dead ends approximately 50 metres north of the subject site. Raglan Avenue is a one way street, with vehicular traffic permitted in a northbound direction.

The existing uses on the site include a number of single detached and semi-detached dwellings between 65 and 83 Raglan Avenue.

Surrounding land uses include:

North: single and semi-detached dwellings between 85 and 101 Raglan Avenue, a 6-storey residential apartment building at 105 Raglan Avenue, a 24-storey residential apartment building at 111 Raglan Avenue built in the 1960s, a 9-storey residential apartment building at 120 Raglan Avenue and a 3-storey apartment building north of 120 Raglan Avenue. Further north is a stable low-rise residential neighbourhood.

East: adjacent to the east of the subject site is a public lane that runs north/south from the rear of the existing development at 500 St. Clair West and deadends approximately 50 metres north of the subject site. On the opposite side of the lane are properties along the west side of Bathurst Street. Most of these properties along Bathurst Street are 4-storey walk-up buildings. Buildings with greater heights are closer to St. Clair Avenue West, including a 6-storey apartment building at 1516 Bathurst Street, 12-storey apartment building at 1500 Bathurst Street, and an 18-storey building under construction at 1486 Bathurst Street, and a 23-storey building at the intersection of St. Clair Avenue West and Bathurst Street. Further to the northeast on the east side of Bathurst Street is a stable low-rise residential neighbourhood.

South: immediately south at 39 Raglan is a 9-storey residential apartment building, a 4-storey walk-up apartment building and a number of single, semi-detached and low-rise walk-up apartment buildings up to St. Clair Avenue West. On the west side of Raglan Avenue are two 4-storey walk-up apartment buildings and a 7-storey apartment building at 40 Raglan Avenue. Further south are a number of semi-detached dwellings up to St. Clair Avenue West. A 19-storey building is at the east corner of Raglan Avenue and St. Clair Avenue West.

West: adjacent to the subject site is Raglan Avenue. Opposite the subject site on the west side of Raglan Avenue is a 13-storey residential apartment building at 100 Raglan Avenue. Further west is a north-south laneway; a mix of 2-storey detached and semi-detached dwellings on the east side of Vaughan Road; apartment buildings ranging from 2-8 storeys on the west side of Vaughan Road; another north-south laneway; and a stable low-rise residential neighbourhood.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing; the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest; the appropriate location of growth and development; and the promotion of a 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.

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

The PPS 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. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2019) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2019). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2019).

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-

minute walk. The Growth Plan (2019) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's achieve appropriate densities.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan, Official Plan Amendment 320 and Site and Area Specific Policy 38 as follows:

Chapter 2 - Shaping the City

The subject site is located on lands shown as *Apartment Neighbourhoods* on Map 17 of the Official Plan.

The Official Plan states that *Apartment Neighbourhoods* are considered to be physically stable areas and development within *Apartment Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas (2.3.1.1).

Policy 2.3.1.2 states that developments in *Apartment Neighbourhoods* that are close to *Neighbourhoods* will:

- provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those Neighbourhoods;
- maintain adequate light and privacy for residents in those Neighbourhoods; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those Neighbourhoods.

Chapter 3 - Building a Successful City

Chapter 3 of the Official Plan contains policies that guide growth by integrating social, economic and environmental perspectives in decision making to create an attractive Toronto with a strong economy and complete communities. The policies focus on the built environment, the human environment, the natural environment, economic health and new neighbourhoods. All applications for development are to be evaluated against the policies and criteria in the Chapter to ensure the best possible development choices are made.

Section 3.1.1 - The Public Realm

The Public Realm policies in the Official Plan (3.1.1) speak to the design and function of Toronto's streets, parks, sidewalks, and other open spaces that residents and visitors use to get around the city and connect with each other. Streets, sidewalks, and other open spaces should be designed to be safe, accessible, enjoyable, connected, and related appropriately to adjacent and nearby buildings.

Section 3.1.2 Built Form

The built form policies in the Official Plan require new development to be located and organized to fit harmoniously into its existing and/or planned context, and limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy; and
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces

New development will be massed to define the edges of streets, parks and open spaces to ensure adequate access to sky view for the proposed and future uses. New development will also provide public amenity, enhance the public realm through streetscape improvements and ensure that significant new multi-unit residential development provides indoor and outdoor amenity space for residents of the new development.

Section 3.1.3 Built Form – Tall Buildings

To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, additional built form principles will be applied to the location and design of tall buildings, including:

- 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; and
- providing high quality, comfortable and usable publicly accessible open space areas.

Chapter 4 - Land Use Designations

The subject site is located on lands shown as *Apartment Neighbourhoods* on Map 17 of the Official Plan.

The Official Plan recognizes that while *Apartment Neighbourhoods* are stable areas where significant growth is not anticipated on a city-wide basis, compatible infill development may be permitted on a site which improves the existing site conditions subject to a number of criteria. The *Apartment Neighbourhoods* designation provides for apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All

land uses provided for in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

New development in *Apartment Neighbourhoods* is subject to criteria respecting: location; massing; transition; streetscapes; and shadow impacts, among others. New buildings are required to be located and massed to: provide transition between areas of different development intensity and scale; limit shadow impacts in adjacent *Neighbourhoods*; frame the edge of streets and parks with good proportion; and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces.

Chapter 5 - Implementation

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the Planning Act. The proposed density meets the Official Plan's threshold for Section 37 considerations.

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

Section 5.6 provides guidance as to the understanding and interpretation of the Official Plan. Policy 1 indicates the Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Policy 1.1 indicates the goal of the Official Plan is to balance and reconcile a range of diverse objectives affecting land use planning in the City.

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

Chapter 7 - Site and Area Specific Policies

Site and Area Specific Policy 38 applies to lands along Raglan Avenue, south of Claxton Boulevard and north of St. Clair Avenue West. This policy states that land assembly will be required to allow for the development of more intensive buildings.

Official Plan Amendment 320

The LPAT issued an Order on December 7, 2018 to approve and bring into force Official Plan Amendment 320 (OPA 320). The approved policies reflect the policies endorsed by Council at its meetings of June 26 to 29, 2018 and July 23 to 30, 2018 in response to mediation and settlement offers from OPA 320 Appellants. In its Order that approves OPA 320, the LPAT found that the OPA 320 policies are consistent with the Provincial Policy Statement (2014) and conform with the Growth Plan for the Greater Golden Horseshoe (2017).

OPA 320 was adopted as part of the Official Plan Five Year Review and contains new and revised policies on *Healthy Neighbourhoods*, *Neighbourhoods* and *Apartment*

Neighbourhoods. The approved amendments uphold the Plan's goals to protect and enhance existing neighbourhoods that are considered stable but not static, allow limited infill on underutilized *Apartment Neighbourhood* sites and help attain Tower Renewal Program goals.

St. Clair Avenue West and Bathurst Street Planning Framework Study

The subject site is within the St.Clair Avenue West and Bathurst Street Area Planning Framework study area boundary.

On January 30 and 31, 2019, City Council directed the Chief Planner and Executive Director, City Planning to modify the Official Plan Policy review for the Raglan Avenue/Vaughan Road area, initiated in a staff report dated May 27, 2015 and adopted by City Council on July 7, 8 and 9, 2015, by expanding the study boundary and focusing on built form, land use and community services. The motion is available here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM2.13>

The final staff report dated June 7, 2019 recommends that City Council endorse the St.Clair Avenue West and Bathurst Street Planning Framework and direct staff to apply the Planning Framework during the review of current and future development applications.

St. Clair Avenue West and Bathurst Street Planning Framework places this site within the Raglan Transition Zone and identified special public realm features that apply to this site.

The outcome of staff analysis and review of relevant Official Plan policies and designations; Site and Area Specific Policies; and planning studies noted above, are summarized in the Comments section of the Report.

Zoning

The property is zoned RA (x777) in the City of Toronto Zoning By-law 569-2013 and RM2 in the former City of York Zoning By-law 1-83. The zoning allows for detached and semi-detached dwellings, along with duplex, triplex and townhouses with dwelling units that front directly on a street, and apartment buildings. For apartment buildings, the maximum permitted height is 8-storays or 24 metres, the maximum floor space index is 2.5, the minimum lot frontage is 20 metres, the minimum side yard setback is 4.5 metres and the minimum rear yard setback is 7.5 metres. For all buildings the maximum height of the building shall not be greater than a 45 degree angular plane measured from the street line across the street.

Design Guidelines

The following design guidelines will be used in the evaluation of this application:

- Tall Buildings Guidelines
- Oakwood-Vaughan Urban Design Guidelines
- Draft Growing Up Guidelines: Planning for Children in New Vertical Communities

The City's Design Guidelines may be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/design-guidelines/>

City-Wide Tall Building Design Guidelines

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

The guidelines stipulate that if it is not feasible to apply these performance standards to a tower proposal, the site may not be appropriate for a tall building. The three sections below provide Tall Building Design Guidelines direction on base building scale and height, tower placement and separation distances.

The link to the Tall Building Design Guidelines is here:

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

Oakwood-Vaughan Urban Design Guidelines

The Oakwood-Vaughan Urban Design Guidelines guidelines apply to specific areas within the area bounded by St. Clair Avenue West, Oakwood Avenue, Eglinton Avenue and Bathurst Street.

The objective of the Oakwood-Vaughan Urban Design Guidelines in sub-area 4, along Raglan Avenue where the development is proposed, is to create an attractive, higher density residential street, that is designed to respect the established pattern of adjacent higher density uses on Bathurst Street and Vaughan Road.

With regard to built form, the guidelines state that land assembly of properties for redevelopment is appropriate and that buildings will be aligned to front Raglan Avenue with the primary access from that street.

With respect to height, setbacks and angular plane, the guidelines state that the maximum heights of all buildings will be ten storeys or 30 metres, all buildings will be set back a minimum of five metres from the front lot line, all buildings will be set back within a 45 degree angular plane measured from the street line opposite and parallel to the front lot line and the minimum rear yard setback will be a minimum of eight metres.

The link to the Oakwood-Vaughan Urban Design Guidelines is here:

<https://www.toronto.ca/wp-content/uploads/2017/08/8fe0-Toronto-Urban-Design-Guidelines-Oakwood-Vaughan.pdf>

Draft Growing Up Guidelines: Planning for Children in New Vertical Communities

On July 4, 2017 City Council directed City Planning staff to use these draft Guidelines in the evaluation of new and under review multi-unit residential development proposals. The Guidelines direct how new development can better function for larger households at three scales: the unit, the building and the neighbourhood.

The link to the draft Growing Up Guidelines is here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/>

Site Plan Control

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

COMMUNITY CONSULTATION

City staff hosted a Community Consultation Meeting on May 29, 2019. Approximately 85 members of the public were in attendance as well as the Ward Councillor. Following a presentation by City staff and the applicant, the following issues for the proposed development were raised by community members:

- Traffic impacts on Raglan Avenue and nearby streets;
- Tenure of the units;
- Affordability of the units;
- Transportation modal split of future residents;
- Height and massing;
- Wind Impacts;
- Precedence of a building similar to the proposed development on other sites along Raglan Avenue;
- More family sized units/bedroom mix;
- Impact of the development on transit capacity;
- Impact on community infrastructure including daycares, schools and community centres;
- Community benefits;
- Impact of development on water infrastructure and overland flooding;
- Impact of development on migratory birds given the proximity to the natural heritage areas east of Bathurst;
- Driveway entrance/exit and impacts on the rear lane; and,
- Construction impacts.

As a result of the above mentioned issues, the consensus of the meeting was that the applicant needs to reduce the height of the proposed building.

COMMENTS

Planning Act

It is staff's opinion the application does not have regard to relevant matters of provincial interest, including sections 2 p) and r) which speak to the appropriate location for growth and development and 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.

These provincial interests are further articulated through the PPS (2014) and the Growth Plan (2019).

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 the Report.

Staff have determined that the proposal is not consistent with the PPS and does not conform with the Growth Plan (2019).

Section 4.7 of the PPS states that: "the official plan is the most important vehicle for implementation" and that "comprehensive, integrated and long-term planning is best achieved through official plans". Furthermore, it directs municipalities to provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

The analysis of the proposed built form in the context of the aforementioned Official Plan policies, as assessed later in this report, indicates that the proposed tower height is excessive given the context. As such, in the opinion of City Planning, the proposed Zoning By-law Amendment, in its current form, is not supportable.

Pedestrian Connection:

Policy 2.2.1(4) of the Growth Plan (2019) states that applying the policies of the Growth Plan (2019) will support the achievement of complete communities that, among other matters, expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation.

Policy 2.2.4(10) of the Growth Plan (2019) states that lands adjacent to or near frequent transit should be planned to be transit-supportive and supportive of active transportation. The Growth Plan (2019) requires that transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines. The guidelines state that "the act of locating higher-density development and uses adjacent to a transit stop does not always equate to transit-supportive development". The guidelines further state that new development should contribute to a pedestrian-friendly public realm by scaling buildings to match their specific context, and ensuring mid-block connections that are

direct, well-lit and fronted by or visible from adjacent uses to enhance pedestrian safety and comfort.

The proposal does not provide a mid-block connection, forming a potential connection from Raglan Avenue to Bathurst Street, as recommended by Planning staff. The pedestrian connection would expand convenient access to the north entrance of the St. Clair West Subway station and would support active transportation and transit use.

Built Form:

Policy 2.2.2.(3)(b) states that municipalities will identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The proposed development is not appropriate for the existing or planned context along Raglan Avenue, and does not meet the policies of the Official Plan, Oakwood-Vaughan Urban Design Guidelines, Tall Building Guidelines, or the emerging directions of the St. Clair Avenue West and Bathurst Street Area Planning Framework. The base building and the tower are too tall for the surrounding context, and do not provide transition of built form from the tallest buildings at St. Clair Avenue West and Bathurst Street, down to the surrounding buildings and the *Neighbourhoods* to the north and east.

Open Space:

Section 1.2.1 of the Growth Plan states that a guiding principle of the plan is to support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.

The Growth Plan expands upon this guiding principle under chapter 2 "Where and How to Grow" by stating that complete communities support quality of life by providing high quality public open space and adequate parkland.

Policy 2.2.1(4) of the Growth Plan states that applying the policies of the Growth Plan will support the achievement of complete communities through, among other matters, expanding convenient access to an appropriate supply of safe, publicly-accessible open spaces, and providing a more compact built form and a vibrant public realm, including public open spaces.

The proposed development does not provide any on-site public open space, and does not provide sufficient private outdoor amenity space. The proposed development does not support the achievement of complete communities.

The Growth Plan (2019) defines intensification as the development of a property, site or area at a higher density than currently exists through the development of vacant and/or underutilized lots within previously developed areas. The current Zoning By-law permissions and Oakwood-Vaughan Urban Design Guidelines allow for the intensification of the subject site beyond what currently exists which would result in a scale that is appropriate given the surrounding context.

Staff recommend that the application be refused accordingly.

Land Use

This application has been reviewed against the Official Plan policies, planning studies and design guidelines described in the Policy Consideration Section of this report, as well as the policies of the Toronto Official Plan as a whole.

The site is designated *Apartment Neighbourhoods* which are made up of apartment building, parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. The underlying Zoning By-laws also allow for residential uses. As such, staff have no concern with the proposed residential use of the development.

At the community consultation meeting and through written submissions, City Planning staff heard from residents that the inclusion of other uses at-grade such as small-scale retail or services, parkland, or cultural and recreational facilities would benefit the community and help animate the street. The need for a local daycare was identified by a number of residents.

Height and Density

The proposed development is too tall given the local existing and planned built form context. The Built Form policies in the Official Plan require that new development will be designed to fit harmoniously into its existing and/or planned context, and will limit impacts on neighbouring streets, parks, open spaces and properties. Taller buildings should be located to ensure adequate access to sky view for the proposed future use of streets, parks, and open spaces. Tall buildings are desirable in the right places but they don't belong everywhere. When poorly located and designed tall buildings can block sunlight, views of the sky, and create uncomfortable wind conditions, and overwhelm the adjacent streets and neighbourhoods.

At 33-storeys (103.8 metres plus a 4.9-metre mechanical penthouse), the proposed tower would be significantly taller than all of buildings on the street including the 24-storey apartment building built in the 1960s at the corner of Raglan Avenue and Claxton Boulevard and the 19-storey building at Raglan Avenue and St. Clair Avenue West; taller than the tallest buildings at the intersection at Bathurst Street and St. Clair Avenue West which are 23 and 21-storeys; taller than condominium towers at 310-320 Tweedmuir Avenue at 30-storeys; and taller than the three 30-storey towers proposed at the corner of St. Clair Avenue and Bathurst Street next to St Clair West subway station. See Table 1 for heights of tall buildings in the area.

The proposed 33-storey building is located mid-block within a stable *Apartment Neighbourhoods* area on a local one-way street that does not provide a mid-block connection to the St. Clair West subway station. When compared to other tall buildings that are lower in height but primarily within *Mixed Use* areas, on main streets in significantly closer walking distance to the subway station, it is clear where the greater heights and densities are being directed in this area and that the proposed 33-storey height in this location is not appropriate.

In addition to the proposed height of 33-storeys, the proposed density of 11.66 FSI is significantly greater than the permitted 2.5 FSI.

Given the local and planned context of Raglan Avenue and the surrounding area, staff are of the opinion that the proposed building represents overintensification of the site and it not supportable. It does not fit harmoniously into its existing and planned context, and will negatively impact neighbouring streets, open spaces and properties. The height of the proposed building at 33 storeys is too tall and does not provide adequate transition from the peak height at St. Clair Avenue West to the *Neighbourhood* areas to the north.

Table 1: List of the proposed and existing heights of tall buildings within the vicinity of the subject site

Address (nearest intersection)	Proposed Height in storeys (metres)
65-83 Raglan Avenue (Mid-block between St. Clair Avenue and Claxton Boulevard)	<i>Proposed</i> 33-storeys (108.7 metres)
1467 Bathurst Street (Northeast corner of St. Clair Avenue West and Bathurst Street)	<i>Proposed</i> 3x 30-storeys (96.5 metres)
Address (nearest intersection)	Existing Height in storeys (metres)
111 Raglan Avenue (Southeast corner of Raglan Avenue and Claxton Boulevard)	24-storeys (68 metres)
530 St. Clair Avenue West (Northeast corner of St. Clair Avenue West and Raglan Avenue)	19-storeys (63.5 metres)
500 St. Clair Avenue West (Northwest corner of St. Clair Avenue West and Bathurst Street)	23-storeys (75 metres)
1443-1451 Bathurst Street (Northeast corner St. Clair Avenue West and Bathurst Street)	21-storeys (75.5 metres)
310-320 Tweedsmuir Avenue (Northwest corner of Tweedsmuir Avenue and Tichester Road)	2x 30-storeys (98.7 metres)

The emerging planning framework resulting from the St. Clair Avenue West and Bathurst Street Planning Framework Study places this site within the Raglan Transition Zone.

The Planning Framework states that new buildings in the Raglan Transition Zone will form an intermediate transitional scale between the tallest buildings, existing and approved, along St. Clair Avenue West and Bathurst Street, in adjacent character areas. New tall buildings on Raglan Avenue are required to transition down in height from south to north and east to west, with the tallest building heights being on the east side of Raglan Avenue, near St. Clair Avenue West.

Development applications will be required to demonstrate how the proposed building transitions, in terms of height and massing, to and from existing and approved built form in all other adjacent Character Areas and *Neighbourhoods*. The existing 24-storey older apartment building near Claxton Boulevard is considered an outlier in terms of determining the prevailing character and assessing transition and is not representative of the existing or planned context.

New development will respect and reinforce the area's prevailing physical character including building spacing, landscaped setbacks and distinguishing green qualities of the street.

Special Features include a mid-block connection from Raglan to Bathurst Street at Tichester, and laneway improvements including an exit point at the north end of the laneway.

The proposed 33-storey building does not transition down in height or scale from the tallest buildings in the area; it is taller than all other buildings in the area. It is not reinforcing the prevailing physical character including building spacing, landscaped setbacks and distinguishing green qualities of the street. It is not providing a mid-block connection that will continue to Bathurst Street at Tichester Road.

The proposal does not conform to the emerging planning framework.

Tower Setback

An indication that the proposed 33-storey building is inappropriate is its inability to achieve the performance measures in the Tall Building Design Guidelines.

The Tall Building Design Guidelines Section 3.2.3 requires tall building towers to setback 12.5 metres or greater from the side and rear property lines or centre line of an abutting lane. Sites that cannot provide the minimum tower setbacks and stepbacks, as required above and in 3.2.2 Tower Placement, may not be appropriate for tall buildings (see Implementation of Tower Separation Distances: Small Sites).

Section 3.2.3 recommends applying minimum tower setbacks to determine the floor plate size and feasibility of the site dimensions to accommodate the construction of tall buildings on sites that are too small to accommodate the minimum tower setbacks and stepbacks results in negative impacts on the quality of the public realm, neighbouring properties, the living and working conditions for building occupants, and the overall liveability of the City. When towers are constructed too close to property lines, development of one site may restrict adjacent sites from developing in a similar manner. If it is not feasible to construct a tower on a site after applying these setbacks and stepbacks, the site may be too small for a tall building.

The proposed tower is set back 12.3 metres from the centre line of the rear laneway to the east, 7.1 metres from the north lot line and 12.5 metres from the south lot line. The site with the proposed tower results in inadequate stepping back and tower separation as noted in the Tall Building Guidelines.

The existing site is too small for the proposed tower because it cannot provide adequate side and rear setbacks as per the Tall Building Guidelines. The result is that the proposal creates negative light and sky view impacts for the adjacent and surrounding buildings in terms of its lack of sideyard setbacks and its overall massing covering virtually the entire small site.

Base Building

The proposed base building at 8-storeys does not meet the Tall Buildings Guideline Section 3.1.1. Section 3.1.1 states that the design of the base building is to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space. The proposal does not frame the street appropriately, nor provide a scale that is comfortable for the pedestrian experience.

The proposed base building is setback 3.0 metres from the front lot line. While the existing context varies and includes buildings with a slab typology at heights of 9-storeys and 13-storeys, they provide significant landscaped setbacks from the street which results in a framing of the street that respects the scale and proportion of the street.

A reduction in podium height to 4-storeys and an increase in front yard setback would result in a base building that fits and responds better to the context along Raglan Avenue.

Tower Floor Plate Size

The Tall Building Design Guidelines identify a maximum floor plate size of 750 square metres of Gross Construction Area (GCA). Slender floor plates reduce the impacts towers pose on surrounding streets, parks, open spaces and properties. When adequately separated, slender floor plates may cast smaller shadows, improve access to skyview, permit better views between and through sites and contribute to a more attractive skyline.

The proposal has a floor plate size of 750 square metres of GCA. City Planning is satisfied the tower floor plate meets the intent of the Tall Building Design Guidelines.

Sun, Shadow, Wind

Section 4.2, Policy 2 b) and c) of the Official Plan states that Development in *Apartment Neighbourhoods* will contribute to the quality of life by locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes; and locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Similar policies on shadow and wind impacts can be found in the Tall Building Guidelines, which has a guiding principle related to minimize shadowing and wind

impacts, and protect sunlight and sky view, for streets, parks, public and private open space, and neighbouring properties.

Planning staff have assessed the proposed development in terms of the incremental impact resulting from the proposed 33-storey (108 metre including mechanical penthouse) building based on the Shadow Study, prepared by IBI Group.

Planning staff note that a new shadow created by the proposed building on the front and rear yards of a number of homes on Kenwood Avenue within designated *Neighbourhoods* area, falls between 9:18am and 10:18 am at both the spring and fall equinoxes, and rear yards of homes on Montclair Avenue, also designated *Neighbourhoods*, between 4:18 pm and 5:18 pm at both the spring and fall equinoxes. The shadow of the proposed building also creates new shadow on Tichester Park to the east at 6:18pm at on June 21, as well as a small intrusion onto the southwest corner of Cedarvale Ravine at 6:18pm on September 21.

With regard to the wind conditions generated by the proposal, a Pedestrian Level Wind Study prepared by Theakston Environmental Consulting Engineers & Environmental Control Specialists, dated April 2019, was submitted in support of the application.

The consultant's wind study found a number of areas on site and in the surrounding area that will be negatively impacted by the proposed development.

Once the subject site is developed, ground level winds at areas along Raglan Avenue in front of the subject site and in front of 100 Raglan Avenue will experience higher pedestrian level winds changing the comfort level from sitting to standing. Wind conditions in front of 100 Raglan should be maintained at existing conditions.

The Ground Floor Amenity Area at the south end of the site will be suitable for standing and sitting during the summer. The site is predicted to be comfortable under normal wind conditions annually.

The 9th Floor Outdoor Amenity Area will be comfortable for fast walking in the spring and fall and leisurely walking during the summer. This is unacceptable for an amenity space primarily used for sitting and wind mitigation measures are required.

The Rooftop Outdoor Amenity Areas will also require wind mitigation measures that support standing and sitting comfort levels. These should be designed with input from the consultant, and might be accomplished with screen walls, appropriate planting and other elements situated to windward directions.

An updated Pedestrian Level Wind Study, including wind tunnel test, will be required should this proposal proceed to the Site Plan review process.

Traffic Impact, Access, Parking

The applicant submitted an Urban Transportation Considerations report to address issues of Traffic Impact, Parking, Access and Loading.

It is estimated that the proposed development will generate 40 two-way vehicular trips during the AM peak hour and 50 two-way vehicular trips during the PM peak hour. The report concludes that site-related traffic can be acceptably and appropriately accommodated on the area street network with relatively small changes on the operation of the area intersections. Transportation Services staff finds the traffic impact to be acceptable.

Vehicular access is proposed to be provided by a consolidated driveway off Raglan Avenue located approximately 300 metres north of the St. Clair Avenue West and Raglan Avenue intersection., This driveway will replace the series of existing driveways that current exist. As Raglan Avenue is a one-way street in the northerly direction, the proposed driveway will operate as a right-in, right-out access. The proposed driveway provides a connection to the site's pick-up/drop-off area, parking and loading facilities. Transportation Services staff will require various measures to ensure safe movement of two-way traffic and to minimize conflict points within the underground garage should this proposal proceed to the Site Plan review process.

A pick-up/drop-off area is proposed within the north portion of the site, and will operate as a one-way loop with the entrance to the building provided to the south. This facility has been designed to accommodate two (2) parked vehicles while a passenger vehicle can manoeuvre with the pick-up/drop-off facility independently.

A total of 153 parking spaces will be provided for the subject site. This supply includes 114 residential tenant parking spaces, two (2) car-share spaces, and 37 residential visitor spaces.

Application of Zoning By-law 569-2013 to the site would require a total of 403 parking spaces, consisting of 334 residential spaces and 69 visitor parking spaces. A total 114 residential parking spaces, two (2) car-share parking spaces and 37 visitor parking spaces are proposed. The proposed number of parking spaces are substantially less and does not comply with the Zoning By-law requirements as shown above.

Section 4.5.2 of the Official Pan requires that development provide for an adequate supply of parking for both residents and visitors. As such, the proposed parking numbers do not conform to policy 4.5.2.

The Urban Transportation Considerations report notes that the proposed development will provide a minimum parking of 0.34 equivalent parking spaces per residential unit.

Generally, parking demand for new developments should be accommodated on-site. The transportation consultant has not offered any empirical evidence that the proposed residential parking and visitor parking supply will be adequate to meet the parking demand for the project. As a result, Transportation Services staff require parking supply to be provided according to the requirements of the zoning bylaw, or alternatively, provide acceptable documentation to justify the proposed parking supply.

The City of Toronto Zoning By-law 569-2013 requires a total of six accessible parking spaces for the proposed development. Three accessible parking spaces are proposed for the site which does not satisfies the by-law requirement.

The City of Toronto Zoning By-law 569-2013 requires a minimum of one Type G loading space for the proposed development. A total of two Type G loading spaces is proposed on site which satisfy the by-law requirement. Additional comments and/or requirements pertaining to the location and layout of the proposed loading space supply be provided should the application proceed to the Site Plan review process.

Road and Lane Widening

No road widening is required along Raglan Avenue as it is not a road identified in the Official Plan as a road to be widened.

In order to satisfy the Official Plan requirement of a 5.0 metre right-of-way for a public lane servicing residential lands, a 0.98 metre lane widening is required along the rear of the property. The lane has an approximate width of 3.05 metres.

Streetscape and Public Realm

The proposed building is set back 3.0 metres from the front property line on Raglan Avenue. The 3.0 metres setback is not in keeping with the prevailing context on Raglan Avenue of wide landscaped setbacks.

The three deciduous trees proposed for planting on the Raglan Avenue road frontage and the planting plan details are not acceptable to Urban Forestry.

Servicing

The applicant has submitted a Functional Servicing and Stormwater Management Report which is under review by the City's Engineering and Construction Services staff.

The applicant's consultant has indicated that there is an existing 150 mm watermain and an existing 200 mm watermain along Raglan Avenue fronting the site. The site will be serviced by one connection to the 150 mm watermain, with an additional watermain connection provided for fire protection.

The applicant's consultant has indicated that the site will be serviced by a new sanitary connection to the 375 mm sanitary sewer located on the east side of Raglan Avenue.

The applicant's consultant has indicated that there is a 450 mm storm sewer located in the centre of the laneway east of the site. No storm sewer is available on Raglan Avenue fronting the site. A stormwater connection will be made to the 450 mm storm sewer located in the laneway.

Further revised plans and studies have been requested in the comments released to the applicant dated May 29, 2019.

Amenity Area

Official Plan Built Form 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. Official Plan Policy 4.2.2 f) states that in *Apartment Neighbourhoods*, development will provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

These requirements are implemented through both Zoning By-law 438-86 and Zoning By-law 569-2013 which respectively require a minimum of 2 square metres of indoor and 2 square metres of outdoor amenity space for each unit; and a minimum of 4 square metres of amenity space for each unit (of which at least 2 square metres shall be indoor). Typically, the City requires 2 square metres of indoor and 2 square metres of outdoor amenity space per unit.

The development proposal proposes a total of 1,344 square metres of indoor and outdoor amenity space for a total of 3.87 square metres per unit. A total of 674.20 square metres of indoor space is proposed for a total of 1.94 square metres per dwelling unit. A total of 669.40 square metres of outdoor space is proposed for a total of 1.93 square metres per dwelling unit. The total amount of amenity space proposed for each unit, and both indoor and outdoor amenity space per unit, does not conform to policy 3.1.2.6 and 4.5.2 (c) of the Official Plan.

As per the Draft Growing Up Guidelines, indoor and outdoor amenity spaces should support a variety of age groups and activities. Currently the proposal does not provide space designed for children and youth within the required indoor and outdoor amenity spaces.

The proposal provides a small dog run as part of the outdoor amenity at the south side of the site. Staff recommends relocating the dog run and providing both dog relief and grooming facilities.

Unit Mix

The Official Plan encourages the provision of a full range of housing in terms of form, tenure and affordability to meet current and future needs of residents. The Draft Growing Up Guidelines gives direction on unit type and size direction in new buildings and recommends that a minimum of 25% of all units are large units and that at least 10% are three bedroom units and 15% are two bedroom units. The Draft Guidelines also state that any unit larger than one bedroom should be designed to accommodate children and that ideal unit sizes are 90 square metres for two bedrooms and 106 square metres for three bedrooms. It is also recommended that the majority of large units are located on the lower floors.

The proposed unit mix includes 30% two-bedroom units, of which 5.2% are 90 square metres in size or greater and a total of 12% of the units contain 3 bedrooms, 4.4% of which are 106 square metres or greater. Large units are dispersed throughout the building.

Staff are satisfied with this proposed unit mix however the proposed unit sizes could be improved to meet the intent of the Growing Up Guidelines.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the city. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The application is for the construction of one new building with 25,112 square metres of residential gross floor area comprising 347 units.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 4,627 square metres or 215% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use. In total, the parkland dedication requirement is 215 square metres.

The applicant is required to satisfy the parkland dedication requirement through an on-site dedication. The park is to be located on the north-west corner of the site and comply with Policy 3.2.3.8 of the Toronto Official Plan.

Mid-block Connection

The proposed outdoor amenity space at the south end of the property should be provided as a publicly accessible pathway for pedestrians and cyclists in order to create a mid-block pedestrian connection that will connect to Tichester Road in the future.

The required mid-block pedestrian connection is also identified in the St. Clair Avenue West and Bathurst Street Planning Framework as a Special Feature in the Public Realm Network Plan.

Staff recommend that the mid-block connection be secured as a public easement and its final design be secured through the Site Plan Control approval process.

Tree Preservation

Urban Forestry staff have commented on the proposal and note that it does not preserve or enhance the urban forest and does not support the overall intent of the City's Official Plan. The Official Plan contains many specific policies that relate to the protection of trees, including the preservation and enhancement of the urban forest, regulation of injury and destruction of trees and the protection of natural features.

Six healthy trees regulated by the Private Tree By-law will be destroyed and one healthy tree regulated by the Private Tree By-law will be injured. Satisfactory tree replacement, planting area and soil volumes have not been provided on site. Additionally, Tier 1 Ecology criteria required under the Toronto Green Standard have not been met on site.

The Landscape Plan proposes three new large deciduous trees within the Raglan Avenue road allowance, which do not adequately compensate for the removal of the

above noted six healthy trees regulated by the Private Tree By-law. The standard replacement ratio for removal of trees regulated by the Private Tree By-law is 3:1 replacement on site. Additional plantings of large growing shade trees are required on site and must be shown in a revised Landscape Plan.

There appears to be additional space within the Raglan Avenue road allowance for additional street trees as well as space for new private trees within amenity spaces at the perimeter of the development. Where it is demonstrated that replacement trees cannot be planted on site, Urban Forestry will accept payment for cash in lieu of replanting in the amount of \$583 for each tree that cannot be planted on site.

Community Services Assessment

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

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

The CS&F Study concludes that although impacts on existing Community Services and Facilities will arise, it is anticipated that contributions from recently approved developments could be utilized to increase and improve the base level of facilities that currently exist in the Study Area.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS.

Section 37

Section 37 of the *Planning Act* allows the City to enter into an agreement with an applicant to grant an increase in height and/or density (over and above that permitted by the Zoning By-law) in return for community benefits to be provided by the applicant.

Planning staff has not had any discussions with the applicant or Ward Councillor regarding a Section 37 contribution due to staff's concerns with the proposed development as addressed in this report. In the event the LPAT grants additional density and/or height beyond that which is permitted in Zoning By-law, the City will request that the LPAT withhold its final order until the City has an agreement with the applicant to secure the appropriate community benefits.

Based on comments from residents and the Ward Councillor, staff recommend the following benefits be considered:

- Affordable housing units incorporated in to the proposal; and/or
- Community space in the form of a daycare.

Staff recommend the following benefits be secured:

- Mid-block connection at the south end of the proposed site; and/or
- any other matters to be secured as a matter of convenience

Conclusion

City Planning staff recommends refusal of the proposal in its current form based on both the Provincial policies and the City Planning policies for tall buildings.

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 not consistent with the PPS (2014) and does not conform with the Growth Plan (2019). Further, the proposal is not in keeping with the intent of the Toronto Official Plan, including the Built Form and Apartment Neighbourhoods policies particularly as it relates to heights, transition and an appropriate response to the existing and planned context. These concerns have been echoed by the local community. The proposal does not represent good planning and is not in the public interest. Staff recommend that Council refuse the application.

CONTACT

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SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Applicant Submitted Drawings

Attachment 5: Site Plan

Attachment 6: Perspective Views

Attachment 7: West Elevation

Attachment 8: North Elevation

Attachment 9: East Elevation

Attachment 10: South Elevation

Attachment 1: Application Data Sheet

Municipal Address: 63-65 Raglan Avenue **Date Received:** April 8, 2019

Application Number: 19 137322 STE 12 OZ

Application Type: Rezoning

Project Description: A 33-storey residential building, which consists of 347 residential units, (25,112 sq. m of residential area) and 3 levels of below grade parking.

Applicant

Raglan Building
Group

Owner

2664218 ONTARIO
INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Apartment Neighbourhood Site Specific Provision: SASP 38

Zoning: RA (x777) Heritage Designation: No

Height Limit (m): 24.0 m Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq m): 2,153 Frontage (m): 55 Depth (m): 39

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	534		911	911
Residential GFA (sq m):	1,060		25,112	25,112
Non-Residential GFA (sq m):				
Total GFA (sq m):	1,060		25,112	25,112
Height - Storeys:	2		33	33
Height - Metres:			104	104

Lot Coverage Ratio (%): 42.3 Floor Space Index: 11.66

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	25,112	
Retail GFA:	0	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	0	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	4			
Freehold:	6			
Condominium:			347	347
Other:				
Total Units:	10		347	347

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			204	103	40
Total Units:			204	103	40

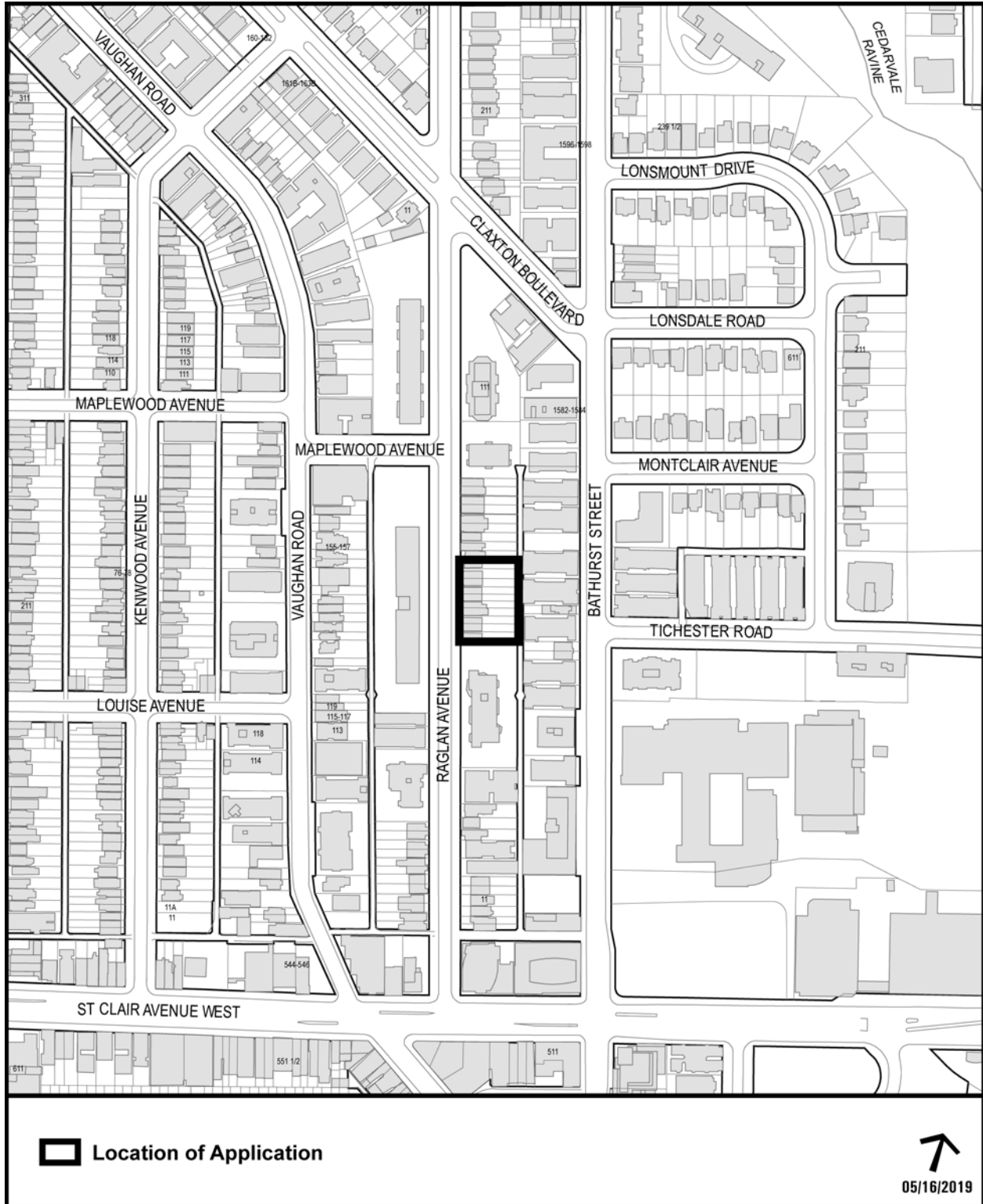
Parking and Loading

Parking Spaces:	153	Bicycle Parking Spaces:	351	Loading Docks:	1
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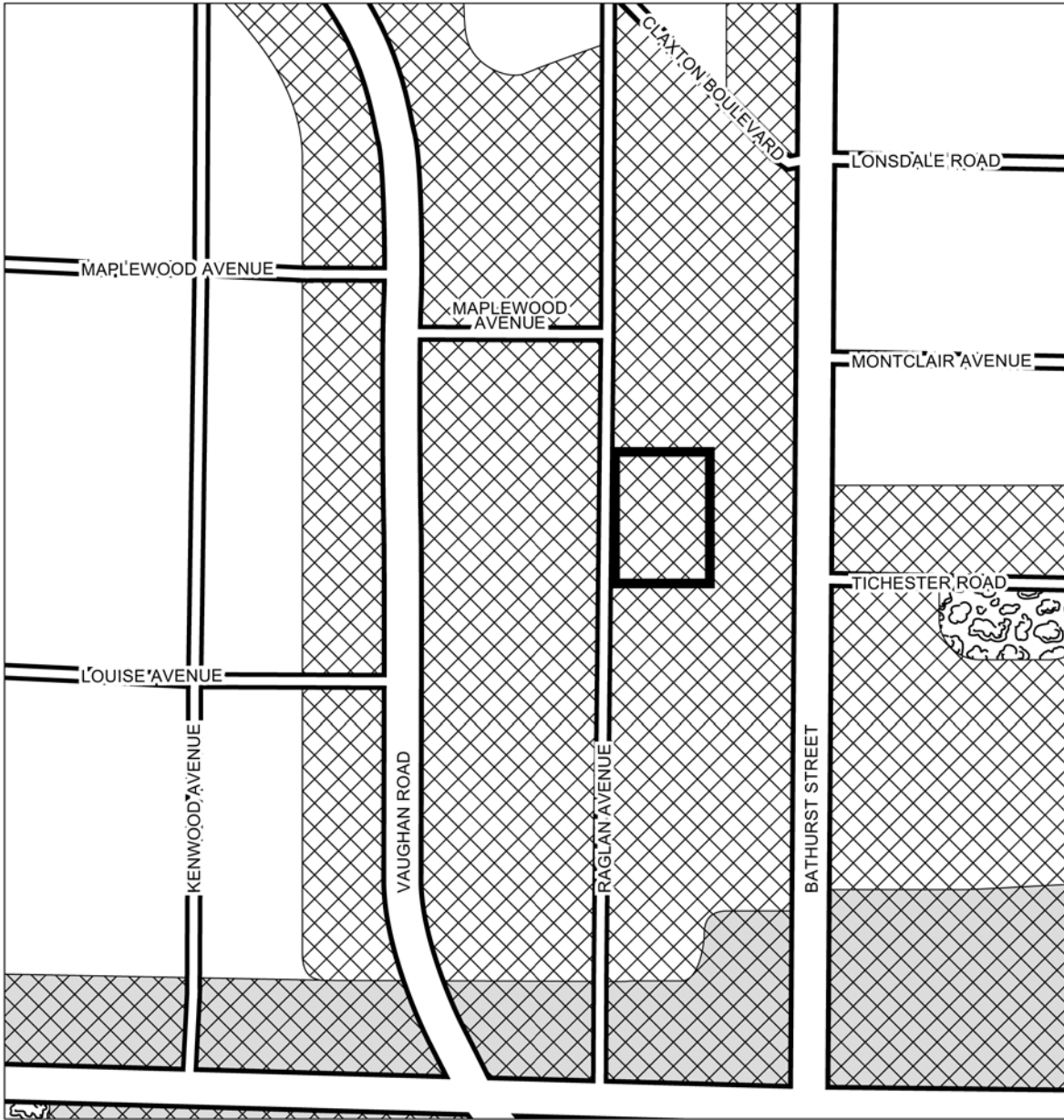
CONTACT:

Sipo Maphangoh, Senior Planner
416-338-2478
Sipo.Maphangoh@toronto.ca

Attachment 2: Location Map









Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

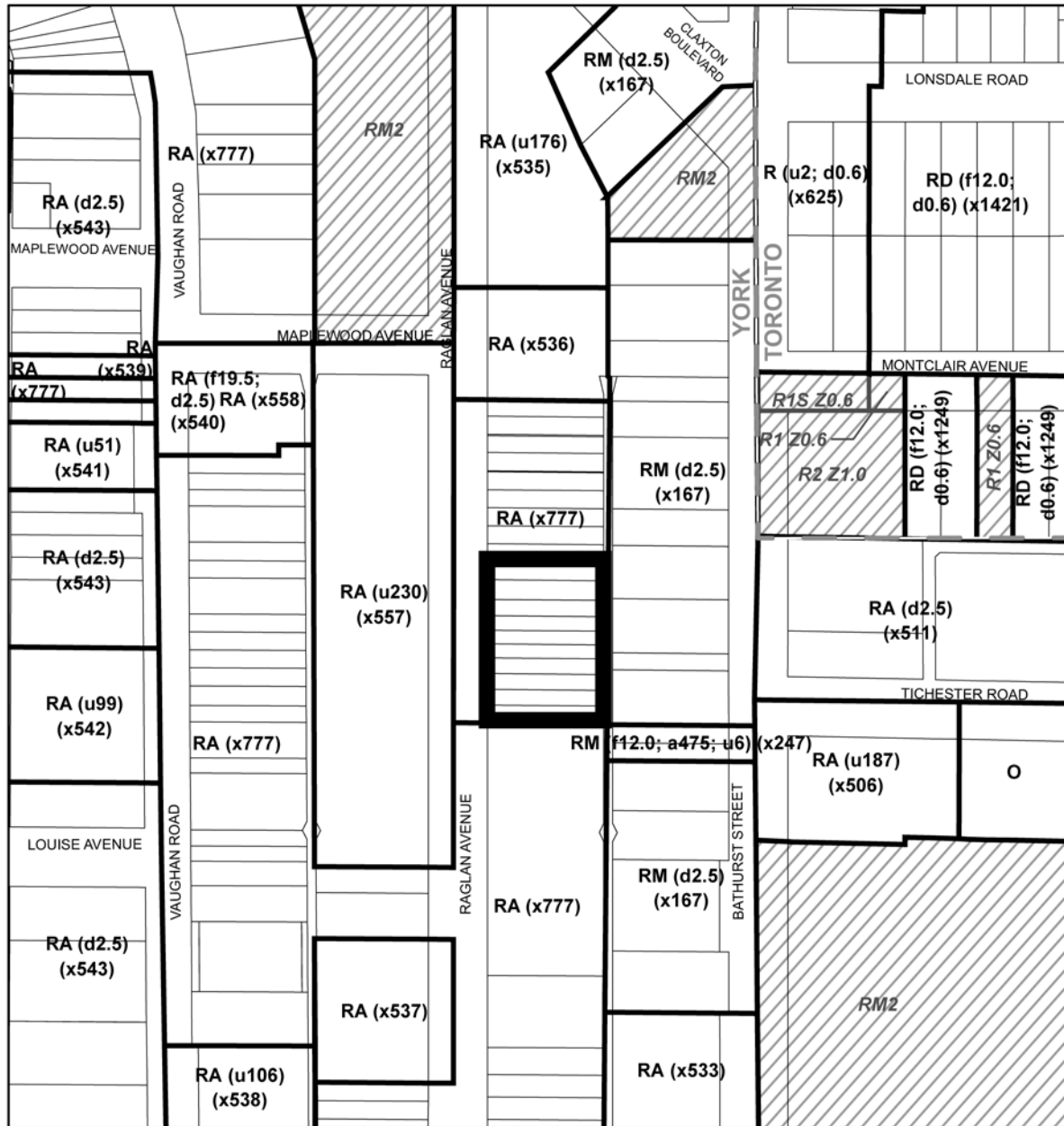
65-83 Raglan Avenue

File # 19 137322 STE 12 0Z

- | | | | |
|---|--------------------------|---|--------------------------|
|  | Location of Application |  | Parks & Open Space Areas |
|  | Neighbourhoods |  | Parks |
|  | Apartment Neighbourhoods | | |
|  | Mixed Use Areas | | |

↑
Not to Scale
05/16/2019

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

65-83 Raglan Avenue

File # 19 137322 STE 12 0Z



Location of Application

- R Residential
- RD Residential Detached
- RM Residential Multiple
- RA Residential Apartment
- O Open Space



See Former City of Toronto By-law No. 438-86

- R1 Residential District
- R1S Residential District
- R2 Residential District

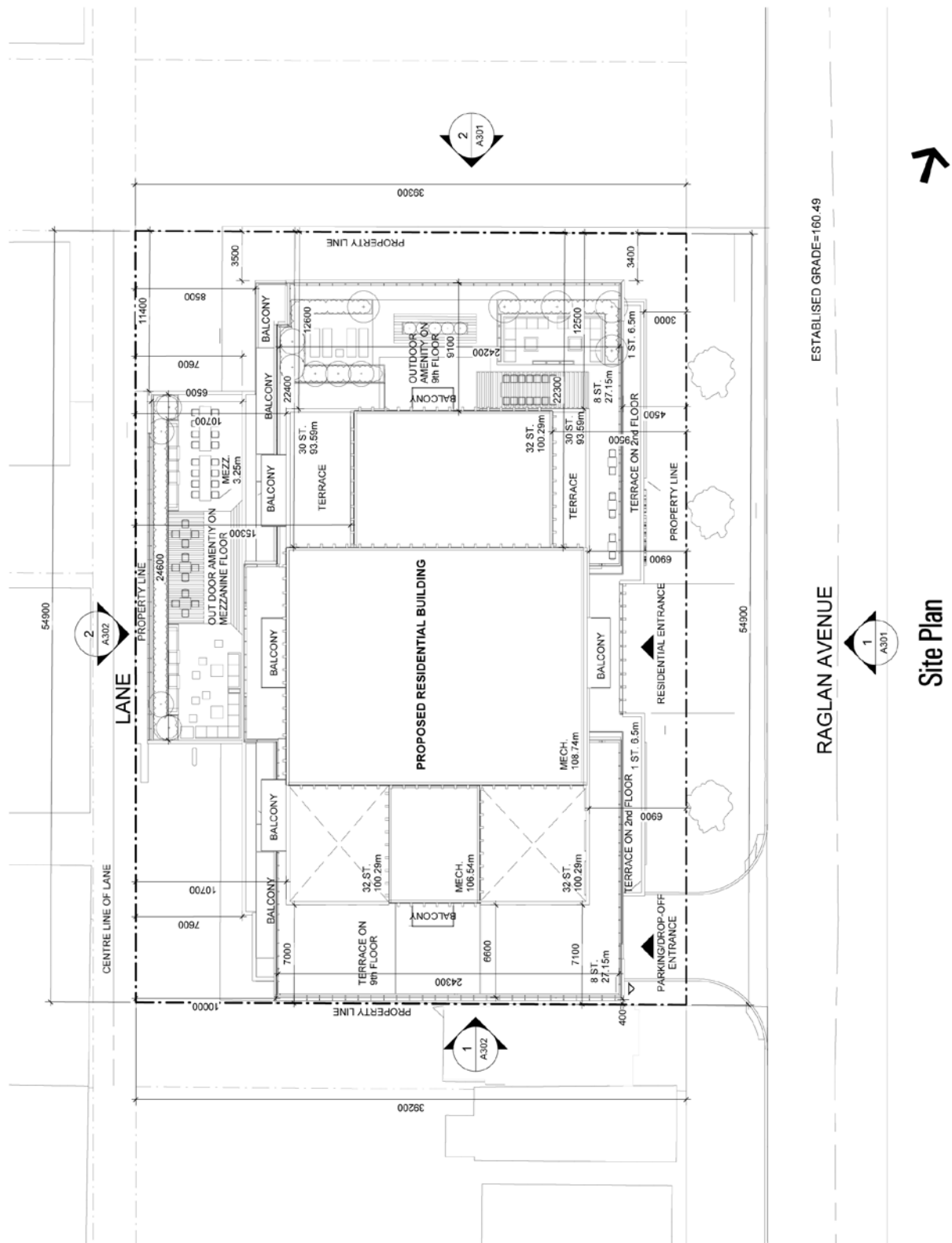
See Former City of York By-law No. 1-83

- RM2 Residential Multiple Zone

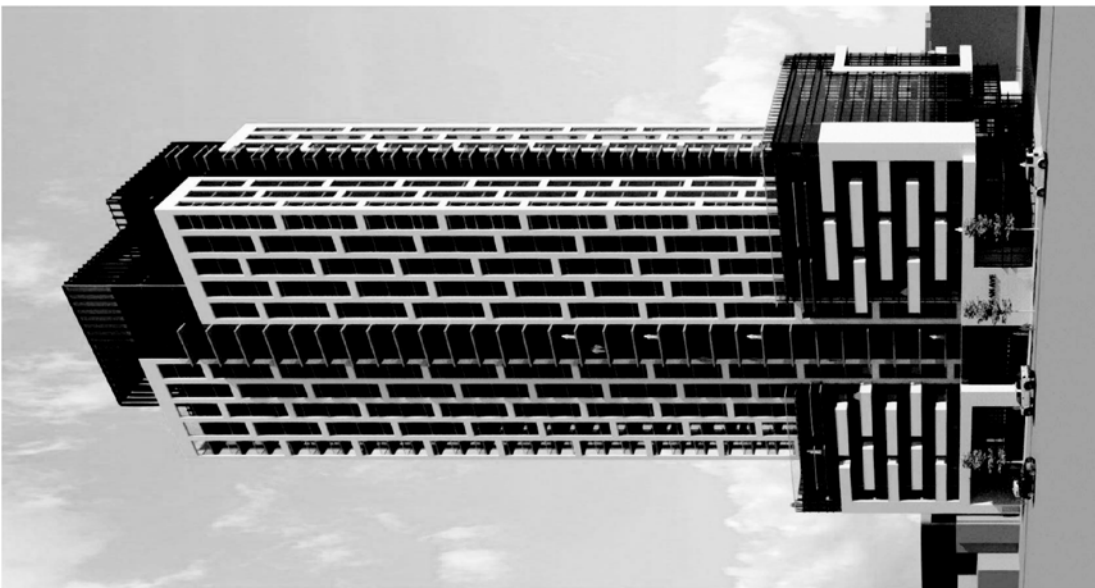
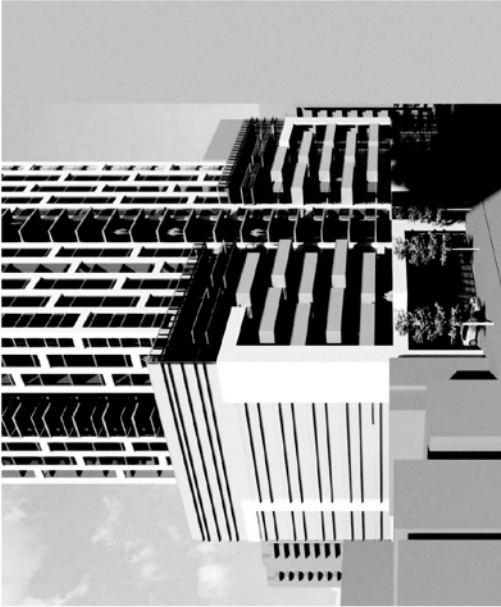


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Extracted: 05/16/2019

Attachment 5: Site Plan



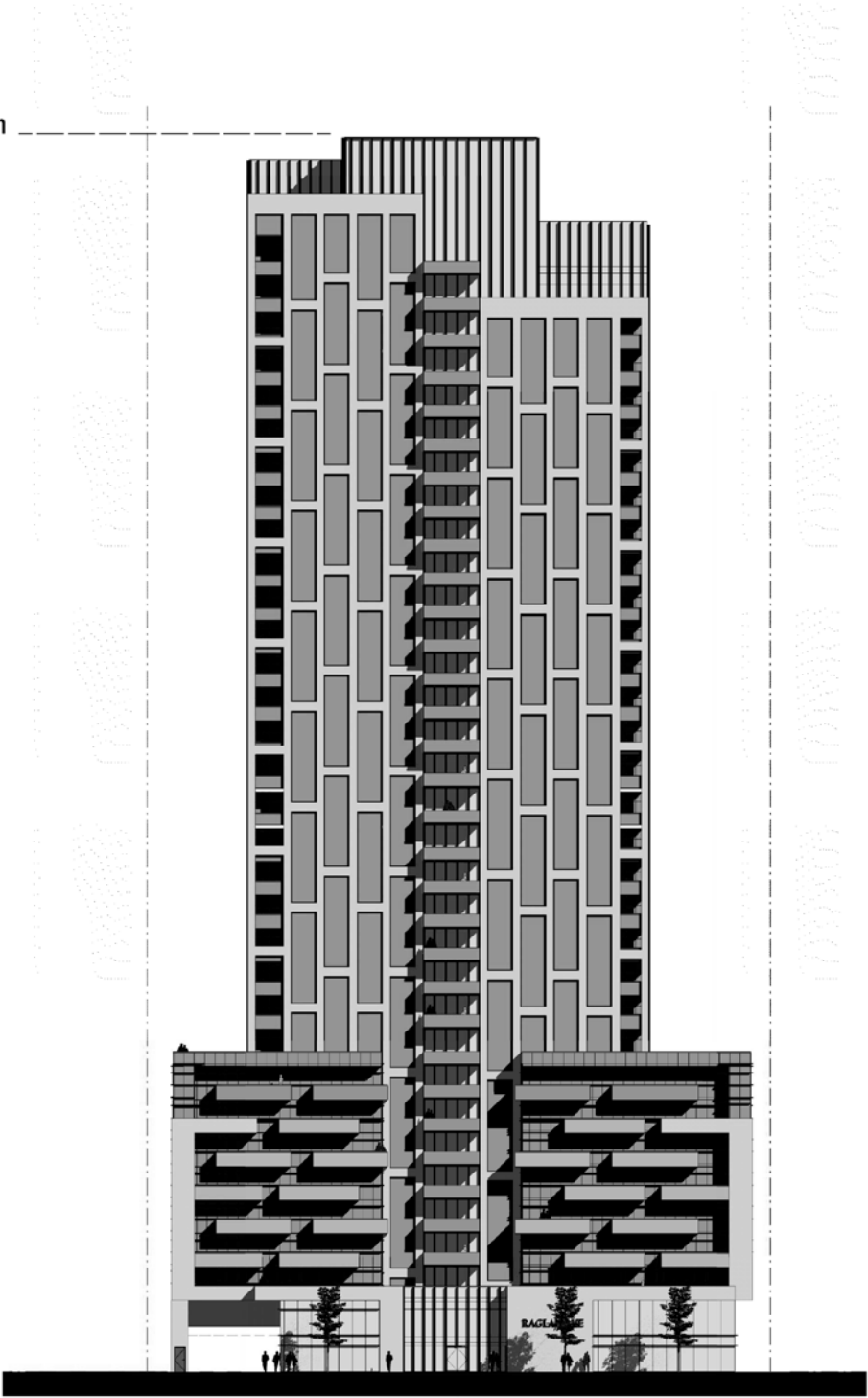
Attachment 6: Perspective View



Perspective View

Attachment 7: West Elevation

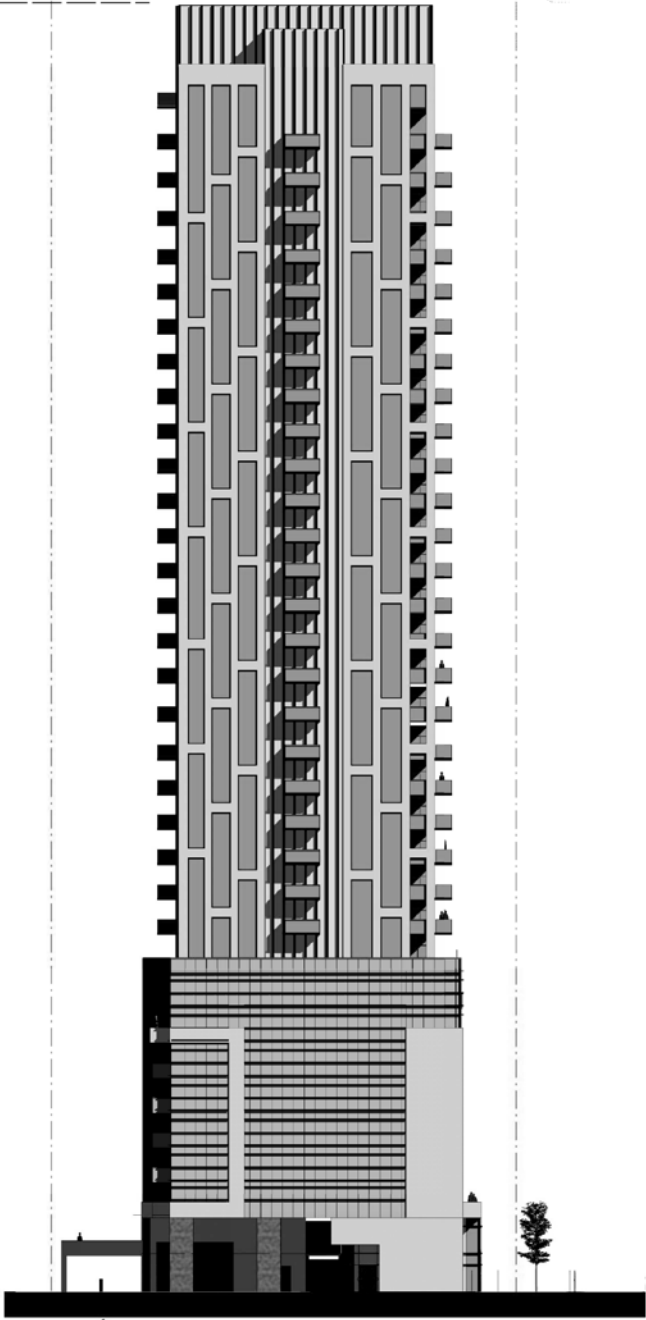
108.74 m



West Elevation

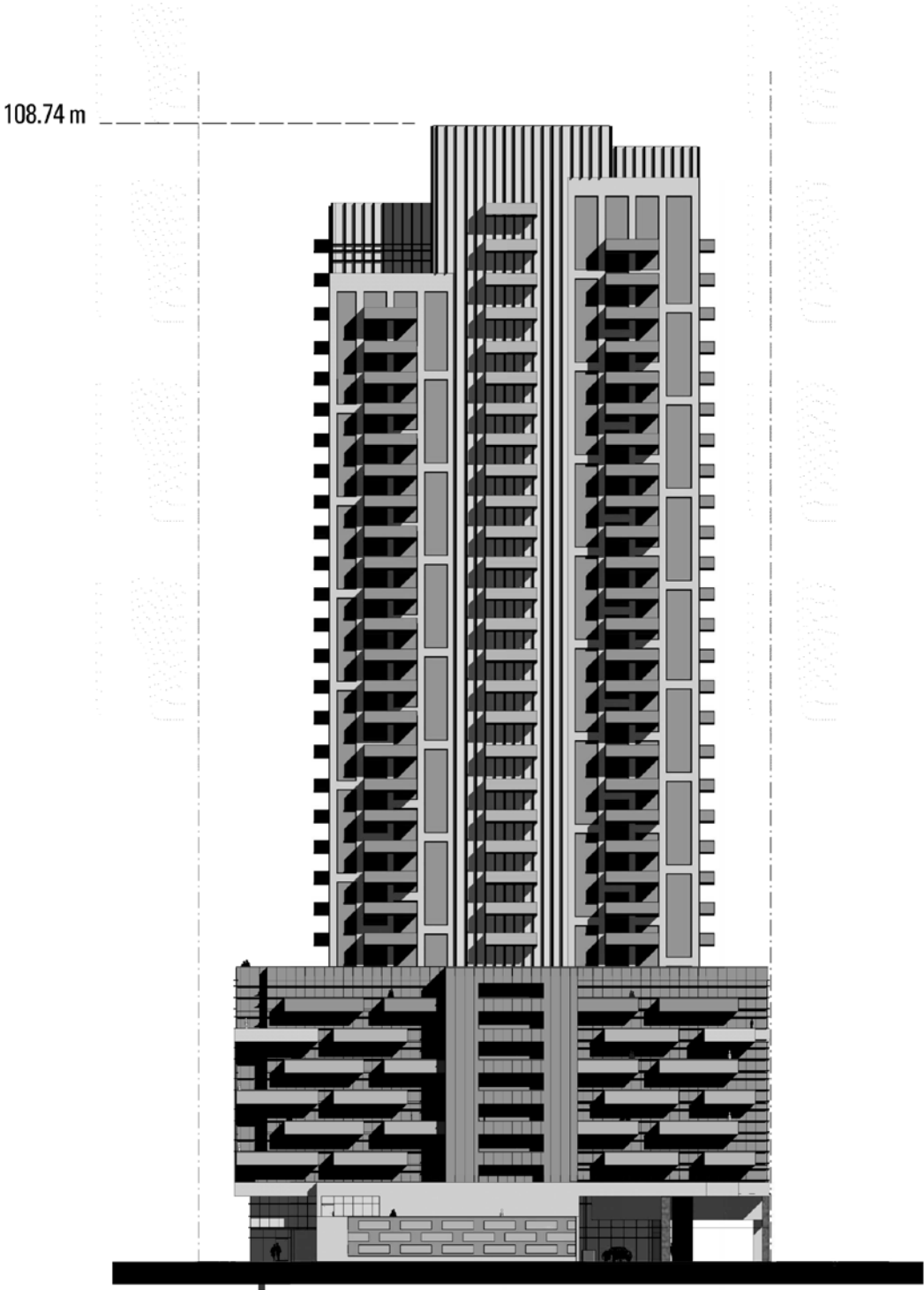
Attachment 8: North Elevation

108.74 m



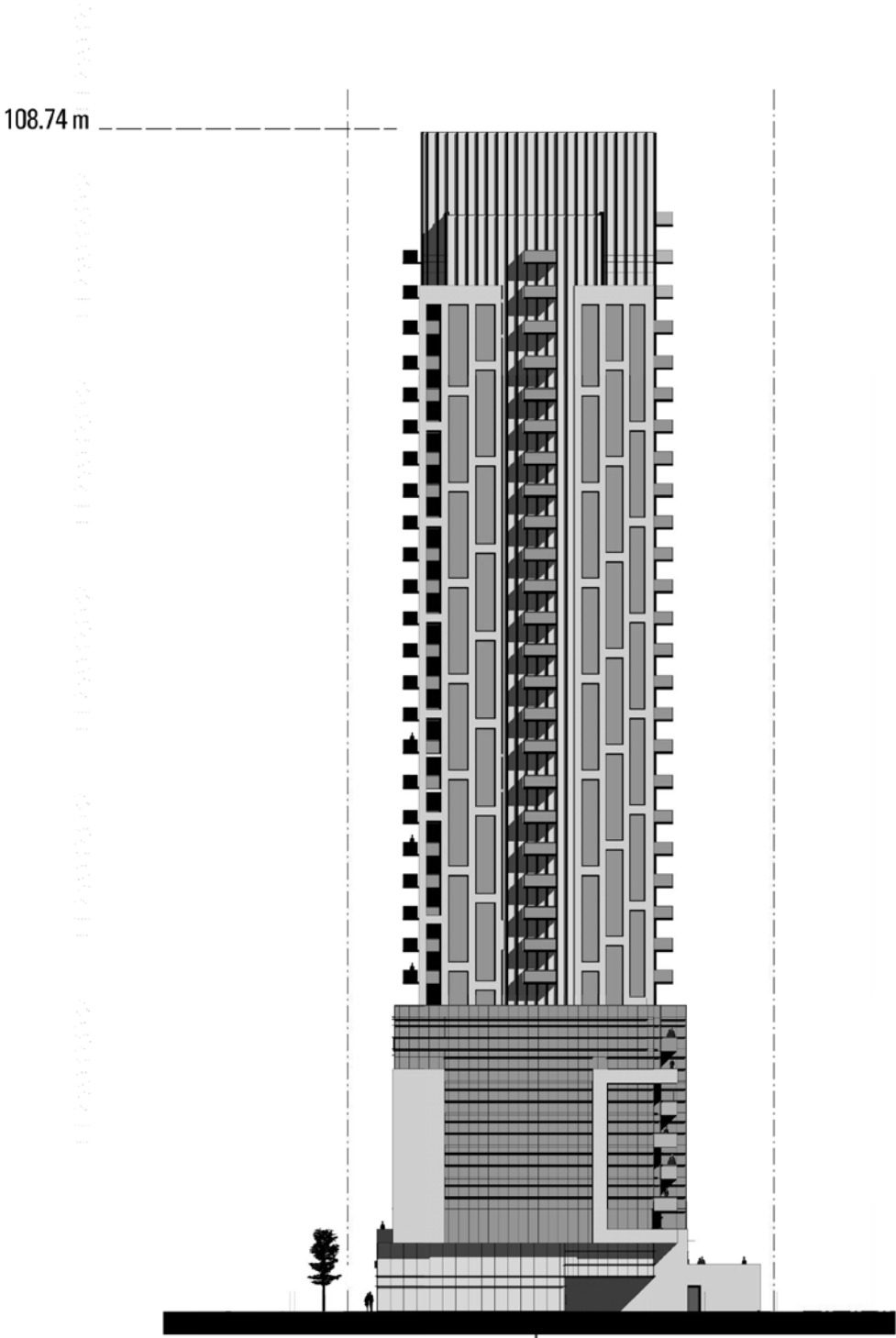
North Elevation

Attachment 9: East Elevation



East Elevation

Attachment 10: South Elevation



South Elevation