

1860-1868 Keele Street – Zoning By-law Amendment Application – Preliminary Report

Date: May 25, 2020

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 05 - York South-Weston

Planning Application Number: 20 109056 WET 05 OZ

Related Applications: 20 109561 WET 05 RH

Current Uses on Site: The subject site is currently occupied by a mix of single-detached and semi-detached dwellings that are between 1 and 2-storeys in height. The existing residential dwellings consist of 5 owner-occupied homes and 4 rental units.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 for the properties at 1860, 1860A, 1862, 1864, 1866, 1866A and 1868 Keele Street. This application proposes to redevelop the site with a 14 storey (42.88 metres in height, excluding the mechanical penthouse) residential building with 216 dwelling units. The proposed development would have a total residential gross floor area of approximately 15,679 m². A total of 99 parking spaces and 1 loading space are proposed to service the development. Vehicular access to the site would be provided via a driveway from Keele Street.

There is also a Rental Housing Demolition application which proposes to demolish the four existing residential rental units located at 1862 and 1864 Keele Street. According to the Housing Issues Report dated November 2019, the existing residential rental units consist of three two-bedroom units and one three-bedroom unit.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the applications located at 1860, 1860A, 1862, 1864, 1866, 1866A and 1868 Keele Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

City Planning confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Two pre-application consultation meetings were held between Planning staff and the applicant to discuss complete application submission requirements and to identify issues with the proposal. At the pre-application meetings, staff expressed concerns with the built form, height and massing of the proposed building; transition to and shadow impacts on the adjacent *Neighbourhoods* designated lands to the north and the east; and the integration of the site into the larger block including its relationship with the Keelesdale LRT Station and Bus Terminal.

ISSUE BACKGROUND

Application Description

This application proposes to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 for the properties at 1860-1868 Keele Street to permit a 14 storey apartment building having a total residential gross floor area of 15,679 m² resulting in an overall Floor Space Index of 7.84 times the area of the lands.

The proposed building would consist of a tower element having a height of 14-storeys (42.88 metres, excluding the mechanical penthouse) massed to transition towards the northern portion of the subject site. The proposed building would step down to a 10-storey element (30.88 metres), a 6-storey element (18.88 metres) and a 4-storey podium (12.88 metres) situated at the north end of the site.

A total of 216 residential dwelling units are proposed comprised of: 110 one-bedroom units (51 percent); 84 two-bedroom units (38.8 percent); and 22 three-bedroom units (10.2 percent). Twelve of the 22 three-bedroom units and one of the 84 two-bedroom units would be in the form of 2-storey grade related townhouse units located on the east, north and northwest frontages of the building.

Vehicle access to the building would be provided by a private driveway off Keele Street at the southern portion of the site. The driveway would provide access to the loading areas and a 3-level below-grade garage.

The application proposes a total of 99 parking spaces comprised of 77 resident parking spaces, 21 visitor parking spaces and 1 car share parking space all located in the 3-level below grade garage.

A total of 221 bicycle parking spaces would be provided, including: 199 long-term resident spaces; and 22 short-term residential visitor spaces. The 22 short-term and 85 of the long-term bicycle spaces are proposed to be located on the ground floor and the remaining 114 long-term bicycle parking spaces are proposed to be located on the P1 level.

The proposed building would contain one type 'G' loading space, which would be located on the ground floor with vehicular access from the driveway off Keele Street.

The building would provide a total of 451 m² of indoor residential amenity space (2.09 m² per dwelling unit) and a total of 468 m² outdoor amenity space (2.17 m² per dwelling unit). On the second level, an outdoor amenity area having an area of 176 m² would be provided along the west side of the building and would have direct access to the indoor amenity space having an area of 451 m². An additional outdoor amenity area would be located on the 11th level and would have an area of 292 m².

Detailed project information can be found on the City's Application Information Centre at:

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

See Attachments 1 and 2 of this report for three dimensional representations of the project in context. See Attachment 4 of this report for the Site Plan of the project.

Site and Surrounding Area

The site is located north of Eglinton Avenue West and is bounded: on the west side by the Keele LRT Station and the Bus Terminal; on the north side by Yore Road; on the east side by Keele Street and on the south side by a detached dwelling then a public laneway (see Attachment 3: Location Map). The site has an approximate area of 2,000 m² and consists of seven properties municipally known as 1860, 1860A, 1862, 1864, 1866, 1866A and 1868 Keele Street. The site is irregular in shape and has frontages on Keele Street and Yore Road.

The site is currently occupied by a mix of single-detached and semi-detached dwellings that are between 1 and 2-storeys in height. The existing residential dwellings are a mix of owner-occupied and rental units. In total there are 4 rental dwellings comprised of three two-bedroom units and one two-bedroom unit.

Surrounding land uses include:

North: The north side of Yore Road contains low-rise residential built forms comprised of single-detached dwellings. Further north, along Keele Street, is Charles E. Webster Public School and additional low-rise residential dwellings, including 1 and 2 storey single-detached homes and walk up apartments.

South: The property to the immediate south at 1858 Keele Street is a vacant property owned by Metrolinx that is being developed with a pedestrian connection to the Keelesdale LRT Station and two lay-by parking spaces for future Metrolinx staff and is immediately adjacent to a public laneway to the south. Further south fronting the north and south sides of Eglinton Avenue West are commercial, walk up apartment and mixed used buildings ranging in height from one to three storeys.

East: On the east side of Keele Street is low-rise residential community including one and two storey single and semi-detached dwellings. Further east fronting Eglinton Avenue West is a range of mixed use buildings with heights between two to four storeys. North of the mixed use buildings is the continuation of the low-rise residential community.

West: To the immediate west of the subject site is the new Keelesdale Bus terminal. On the west side of Trethewey Drive is a four storey office building occupied by the Toronto Foundation for Student Success and the Toronto District School Board. Further to the west is York Memorial Collegiate High School, The New Generation Youth Recreation Centre and York Civic Centre.

Provincial Policy Statement and Provincial Plans

Land use planning in the Province of Ontario is a policy led system. Any decision of City Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

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 an existing or planned higher order transit station, representing about a 10-minute walk. The Growth Plan 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 MTSAs achieve appropriate densities.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built

form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

The current application is located on lands shown as *Mixed Use Areas* on Map 17 of the Official Plan. *Mixed Use Areas* are made up of a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community.

See Attachment 5 of this report for the Official Plan Land Use Map.

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

Zoning By-laws

City-wide Zoning By-law No. 569-2013 zones the site RM (f12.0; u2; d0.8) (x252). The RM zone permits a limited range of residential uses such as detached, semi-detached and duplex dwellings up to a maximum Floor Space Index of 0.8 times the area of the lot and to a maximum height of 12.0 metres. The RM zone also limits the number of residential units to two per lot.

Under the former City of York Zoning By-law No. 1-83, the subject site is zoned Residential (R2), which permits a range of lower scale residential uses, such as detached dwellings, semi-detached dwellings and duplexes to a maximum height of 11.0 metres and 3 storeys.

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

See Attachment 6 of this report for the Zoning By-law Map.

Design Guidelines

The following Design Guidelines will be used in the evaluation of this application:

- City-wide Tall Buildings Design Guidelines;
- Mid-Rise Buildings Performance Standards;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet-friendly Guidelines;
- Toronto Green Standard; and
- Percent for Public Art.

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

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

Site Plan Control

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

Rental Housing Demolition and Conversion By-law

Section 111 of the *City of Toronto Act*, 2006 authorizes City Council to regulate the demolition and conversion of residential rental properties in the City. By-law No. 885-2007 (also known as the Rental Housing Demolition and Conversion By-law) established Chapter 667 of the Toronto Municipal Code and implements Section 111. The By-law prohibits the demolition or conversion of rental housing units in buildings containing six or more residential dwelling units, of which at least one unit is rental, without obtaining a permit from the City and requires a decision by either City Council or the Chief Planner. Where an application for rezoning triggers an application under Chapter 667 for rental demolition or conversion, City Council typically considers both applications at the same time.

City Council may refuse an application, or approve the demolition with conditions that must be satisfied before a demolition permit is issued. Unlike *Planning Act* applications, decisions made by City Council under By-law No. 885-2007 are not appealable to the Local Planning Appeal Tribunal.

The applicant submitted an application for a Rental Housing Demolition Permit pursuant to Chapter 667 of the Toronto Municipal Code on November 21, 2019. The proposal is subject to Chapter 667 because the subject lands contains 9 dwelling units, 4 of which are rental units. All existing rental units are proposed to be demolished. Staff deemed this application complete on March 13, 2020.

As per Chapter 667-14, a tenant consultation meeting will be held to review the impact of the proposal on tenants of the residential rental property and matters under Section 111.

Tenure

The applicant has advised that the proposed residential units would be condominium.

COMMENTS

Reasons for the Applications

Amendments to City-wide Zoning By-law No. 569-2013 and the former City of York Zoning By-law No. 1-83 are required to permit apartment uses on the subject site and establish zoning standards to facilitate the development of the proposal such as building height, density, mechanical penthouse size and parking. Other areas of non-compliance may be identified through the review of the application.

The Rental Housing Demolition application is required to permit the demolition of the four existing rental housing units, as required by Chapter 667 of the Municipal Code.

ISSUES TO BE RESOLVED

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

Provincial Policies and Plans Consistency/Conformity

The application will be evaluated against the *Planning Act* and applicable Provincial Plans to establish the application's consistency with the PPS (2020) and conformity with the Growth Plan (2019).

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant matters of provincial interest are: (j) the adequate provision of a full range of housing, including affordable housing; (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and (r) the promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement (PPS) (2020) contains policies related to managing and directing development. It requires that sufficient lands be made available for intensification and redevelopment, that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account, among other things, the existing building stock and surrounding area. While the PPS encourages intensification and efficient development, it recognizes that local context is important and that well-designed built form contributes to overall long-term economic prosperity. The PPS indicates that the Official Plan is the most important vehicle for implementing the PPS and planning authorities shall identify appropriate locations for intensification and redevelopment. Policy 4.8 states that zoning and development permit by-laws are important for implementation of the PPS and that planning authorities shall keep their zoning and development permit by-laws up-to-date with their Official Plan and the PPS.

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

The application will be evaluated against the policies and objectives of the *Planning Act*, Provincial Policy Statement and Growth Plan, especially in regards to the promotion of well-designed built form, providing for a range of housing options and whether the proposal complies with the municipal direction for growth.

Official Plan Conformity

Staff are reviewing the application to determine its conformity to the Official Plan. Key Official Plan policies that will be used to evaluate this application include, but are not limited to: development criteria for *Mixed Use Areas* in Chapter 4; Built Form; Public Realm; Housing; and Parks and Open Space policies in Chapter 3.

Built Form, Planned and Built Context

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

- The ability of the proposed development to coordinate with the planned context and future opportunities within the larger block and adjacent properties.
- Appropriateness of the proposed built form, siting, height, massing and scale of the proposal.
- Appropriateness of the proposed angular planes and step backs.
- Appropriateness of the proposed building density.
- Appropriateness of the height of the podium and tower portions of the proposed building.
- Appropriateness of the transition of the proposed development to the adjacent low-rise areas, particularly to the north and east.
- The relationships to adjacent properties, including setbacks from the south and west lot lines and the resulting separation distance between properties.
- The impact of the proposal on the public realm, including wind and shadow impacts.
- Pedestrian level comfort for users of the proposed pedestrian walkway to the south.
- The locations, adequacy and functionality of the proposed amenity spaces.

Additional built form issues may be identified through the review of the applications including further review from City divisions and agencies and the public consultation process. Staff will continue working with the applicant to achieve a redevelopment proposal that meets the intent of City policies and the existing character of the area.

Wind Assessment

The applicant submitted a Qualitative Pedestrian Level Wind Assessment prepared by Rowan Williams Davies and Irwin Inc. (RWDI). The Wind Study identified potential uncomfortable wind issues especially in the winter months for the pedestrian walkway adjacent to the south lot line. The applicant will be required to explore built form and design options that reduce uncomfortable wind conditions.

Shadow Studies

The Official Plan requires development to limit shadow impacts on streets, properties and open spaces and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks to preserve their utility. It also requires new development to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The applicant submitted a Shadow Study prepared by Quadrangle Architects Limited. The shadow study shows that the proposed building would cast shadows on the *Neighbourhoods* designated lands to the north and east. The applicant will be required to explore options that reduce the shadow impact on the adjacent neighbourhoods.

Noise and Vibration Impact Study

The applicant submitted a Noise and Vibration Impact Study prepared by J.E Coulter Associates Limited. The noise and vibration study will be peer reviewed by a consultant retained by the City at the cost of the applicant.

City-Wide Tall Buildings Design Guidelines

In May 2013, Toronto City Council adopted the updated City-wide Tall Buildings Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current 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 City-wide Guidelines are available at: <http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Tall buildings are defined as buildings having a height that is greater than the width of the adjacent street right-of-way. Keele Street has a planned right-of-way width of 27.0 metres at this location and the proposed building has a maximum height of 42.88 metres (excluding the mechanical penthouse).

Tower placement, orientation, floor plate, setbacks and articulation will be assessed in accordance with the Tall Buildings Design Guidelines.

Transition from the taller components of the proposal to lower elements within the site and to adjacent properties will be examined, including through the use of the 45 degree angular plane requirement from adjacent *Neighbourhoods* designated lands.

Growing Up: Planning for Children in New Vertical Communities

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "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. As per the Growing Up Guidelines, the minimum unit size for a two bedroom unit is 87 m² and 100 m² for a three bedroom unit. At least 15% of the units should comply with the minimum size for the two bedroom units and 10% of the units should meet the minimum size for the three bedroom units.

The proposed two-bedroom and three-bedroom unit mix would support the unit mix objectives of the Growing Up Draft Urban Design Guidelines. However, the minimum sizes proposed for the various units are generally below the minimum sizes required by the Guidelines. Other matters addressed by the Growing Up Draft Urban Design Guidelines will be considered in the review of this proposal.

Staff are reviewing the proposed mix of units and their sizes for conformity with the Official Plan and the Growing Up Guidelines to ensure housing is provided for a broad range of households, including families with children.

Rental Housing

The application for Rental Housing Demolition and Conversion will be assessed under the requirements of the *Planning Act*, the *City of Toronto Act*, Official Plan policies relating to rental housing, and Chapter 667 of the Toronto Municipal Code.

Staff's initial review of the documentation provided by the applicant indicates that there are nine residential dwelling units on the subject site, four of which are rental. This was confirmed through a site visit conducted by staff. One of the 2-bedroom units is classified as mid-range rent, the remaining units are classified as affordable rental units based on their rents at the time of the application. Because there are less than six rental units, replacement of the existing rental units is not required per Official Plan Policy 3.2.1.6.a. However, Official Plan Policy 3.2.1.12, which requires that new development resulting in the loss of one or more rental units or dwelling rooms shall secure an acceptable tenant relocation and assistance plan to lessen hardship for existing tenants, is applicable. City Council adopted Policy 3.2.1.12 at its meeting on June 18 and 19, 2019.

Staff will continue to work with the applicant and tenants to determine an acceptable tenant relocation and assistance plan. A meeting with the tenants will be held at a future date.

Affordable Housing

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

Further staff review is required to identify opportunities for the provision of affordable rent or mid-range purpose-built rental units within the proposed development to support the City's and Growth Plan's housing policy objectives to provide for a full range of housing and affordability within the new development.

Community Services and Facilities

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

A highly functioning and liveable community must provide a wide array of services and facilities to meet the needs of existing and future residents. Integration in the planning for social services, parks, recreation, schools, housing and transportation is key to the creation of a liveable community. The impact of the proposed development and local development activity on the community services and facilities, including an assessment of the existing capacity to support the proposed future population, will be evaluated through the application review process.

The Community Services and Facilities Study that was submitted with the applications will be reviewed to determine whether any capital improvements or expansion of facilities opportunities are identified by the applicant or by City staff.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

Additionally, Official Plan policies have been adopted by City Council to increase tree canopy coverage. City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) states that "to support

strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly based on: d) preserving and enhancing the urban forest by: i) providing suitable growing environments for trees; ii) increasing tree canopy coverage and diversity, especially of longlived native and large shade trees; and iii) regulating the injury and destruction of trees".

The applicant has submitted an Arborist Report, prepared by Geometric Studio Inc. The Arborist Report indicates that there are no trees on the site, 1 tree on an adjacent property within 6 metres of the site and 9 City-owned trees adjacent to the site within the road allowance. The applicant proposes to remove the tree on the adjacent property within 6 metres of the site. The applicant also proposes to remove 3 of the City-owned trees and protect 6 trees.

The Arborist Report and a Tree Preservation Plan are currently under review by City staff.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title. This proposal meets the minimum size threshold of 10,000 m² of new development for consideration of Section 37 benefits. Should the application be recommended for approval, Section 37 contributions could be secured for specific community benefits within the vicinity of the proposal.

Discussions with the Ward Councillor, City staff, residents and the applicant will be undertaken to determine the extent and nature of the required Section 37 community benefits should the application be recommended for approval. The City Council approved Implementation Guidelines and Protocol for Negotiating Section 37 Community Benefits will be used to determine appropriate Section 37 benefits.

Infrastructure/Servicing Capacity

The application will be reviewed to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing and Stormwater Management Report prepared by WSP and a Preliminary Geotechnical Investigation Report prepared by McClymont and Rac Engineers Inc. The purpose of these reports is to evaluate existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses, and to identify and provide the rationale for any new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. The studies are currently under review by Engineering and Construction Services staff.

Policy 3.4.1 (h) of the Official Plan requires the promotion of green infrastructure to complement infrastructure. The PPS also directs through Policy 1.6.2 that planning authorities should "promote green infrastructure to complement infrastructure".

In achieving complete communities under the Growth Plan (2019), Policy 2.2.1.4 g) also directs the integration of green infrastructure and low impact development.

Traffic Impact Access and Parking

The applicant submitted an Urban Transportation Considerations report, prepared by BA Group. The purpose of the study is to evaluate the effects of the development on the transportation system, and also to identify any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development. This report is currently under review by Transportation Services staff.

Staff are also reviewing the appropriateness of the proposed vehicular and bicycle parking supply and the suitability, adequacy and location of the proposed loading space. The design and location of the proposed vehicle access locations is also being reviewed.

Toronto Green Standard

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

The applicant has submitted the TGS Checklist indicating they are pursuing Tier 1 performance measures. Staff are reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures. Planning staff will encourage the applicant to pursue Tier 2 or higher performance measures through the application review process.

The applicant has also submitted an Energy Strategy Report, prepared by Rowan Williams Davies and Irwin Inc. (RWDI). The purpose of this Energy Strategy Report is to explore and identify opportunities to integrate efficient, low carbon, resilient and local energy solutions for the proposed development. The analysis completed as part of this report is the first step in this process; it will inform subsequent design decisions that will be reflected in the Toronto Green Standard Design Development Stage Energy Report. This report is currently under review by City staff.

Keele Station

As noted above, the property to the immediate south at 1858 Keele Street is owned by Metrolinx and is to be developed as a pedestrian connection to the Keele LRT Station and two lay-by parking spaces for future Metrolinx staff. The purpose of the pedestrian walkway is to facilitate a safe and comfortable access to both the bus terminal and LRT station from the pick up/drop off laybys located on Keele Street just north of Eglinton Avenue West. Further consideration and coordination is required to minimize conflicts between transit pick up/drop off and the parking and servicing access for the proposed building.

As proposed, the ground floor façade on the south side of the building incorporates a blank wall with no natural surveillance in this area and does not represent a welcoming and comfortable pedestrian experience. Staff will work with the applicant on the design of the south building façade to address the needs and safety of the future users of the walkway.

Other Matters

- The applicant will be strongly encouraged to incorporate public art in the proposed development and participate in the Percent for Public Art Program and its Guidelines.
- Given the current increase in dog-owning populations, the applicant will be strongly encouraged to provide dog amenities on-site with proper disposal facilities such as dog relief stations. This would alleviate pressure on neighbourhood parks.
- Parks, Forestry and Recreation staff advise that the applicant would be required to satisfy the parkland dedication requirement through cash-in-lieu.

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

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SIGNATURE

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

ATTACHMENTS

City of Toronto Drawings

Attachment 1: 3D Model of Proposal in Context - Looking Southwest

Attachment 2: 3D Model of Proposal in Context - Looking Southeast

Attachment 3: Location Map

Attachment 4: Site Plan

Attachment 5: Official Plan Land Use Map

Attachment 6: Zoning By-law Map

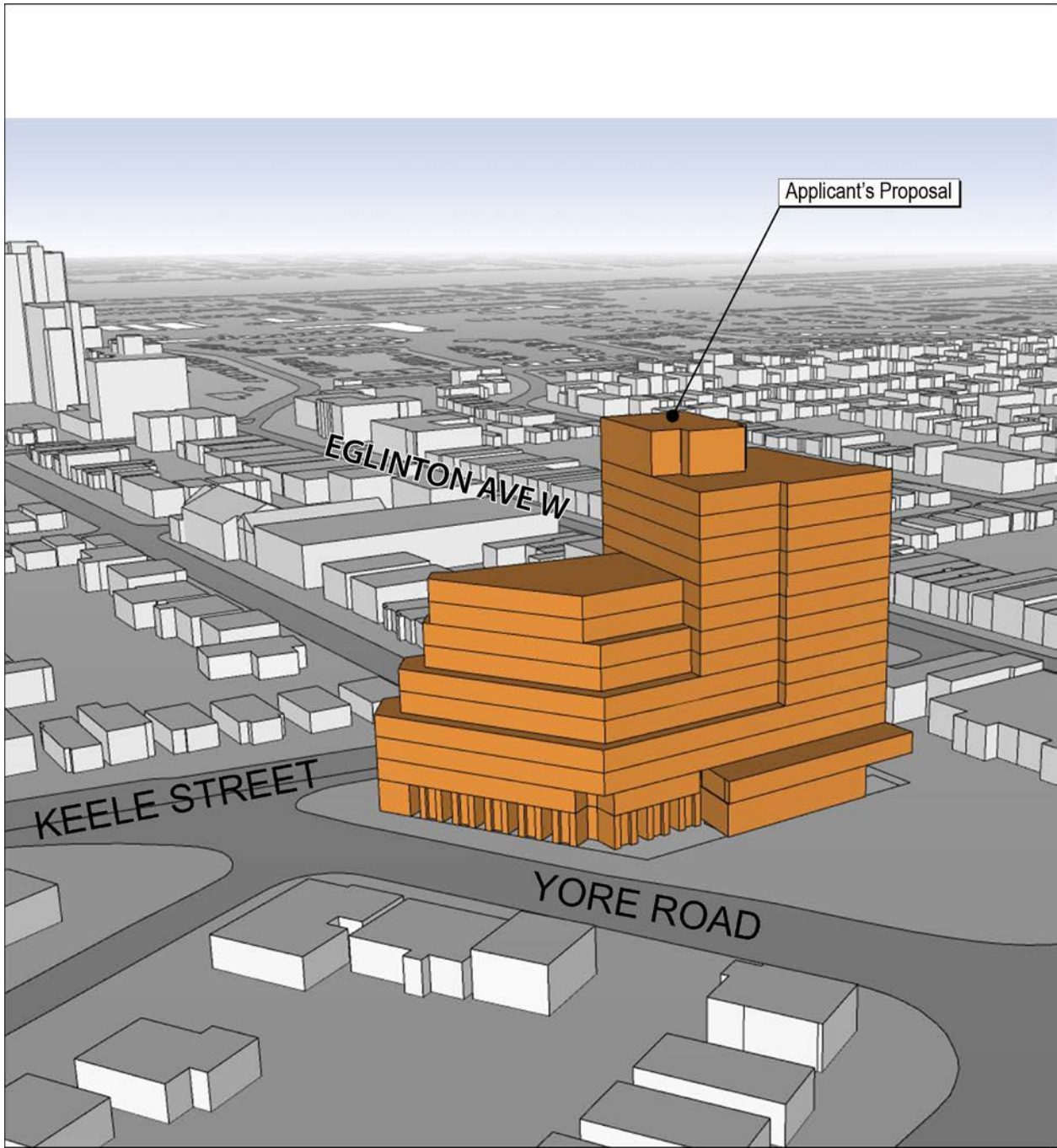
Attachment 1: 3D Model of Proposal in Context- Looking Southwest



View of Applicant's Proposal Looking Southwest

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05/25/2020

Attachment 2: 3D Model of Proposal in Context - Looking Southeast



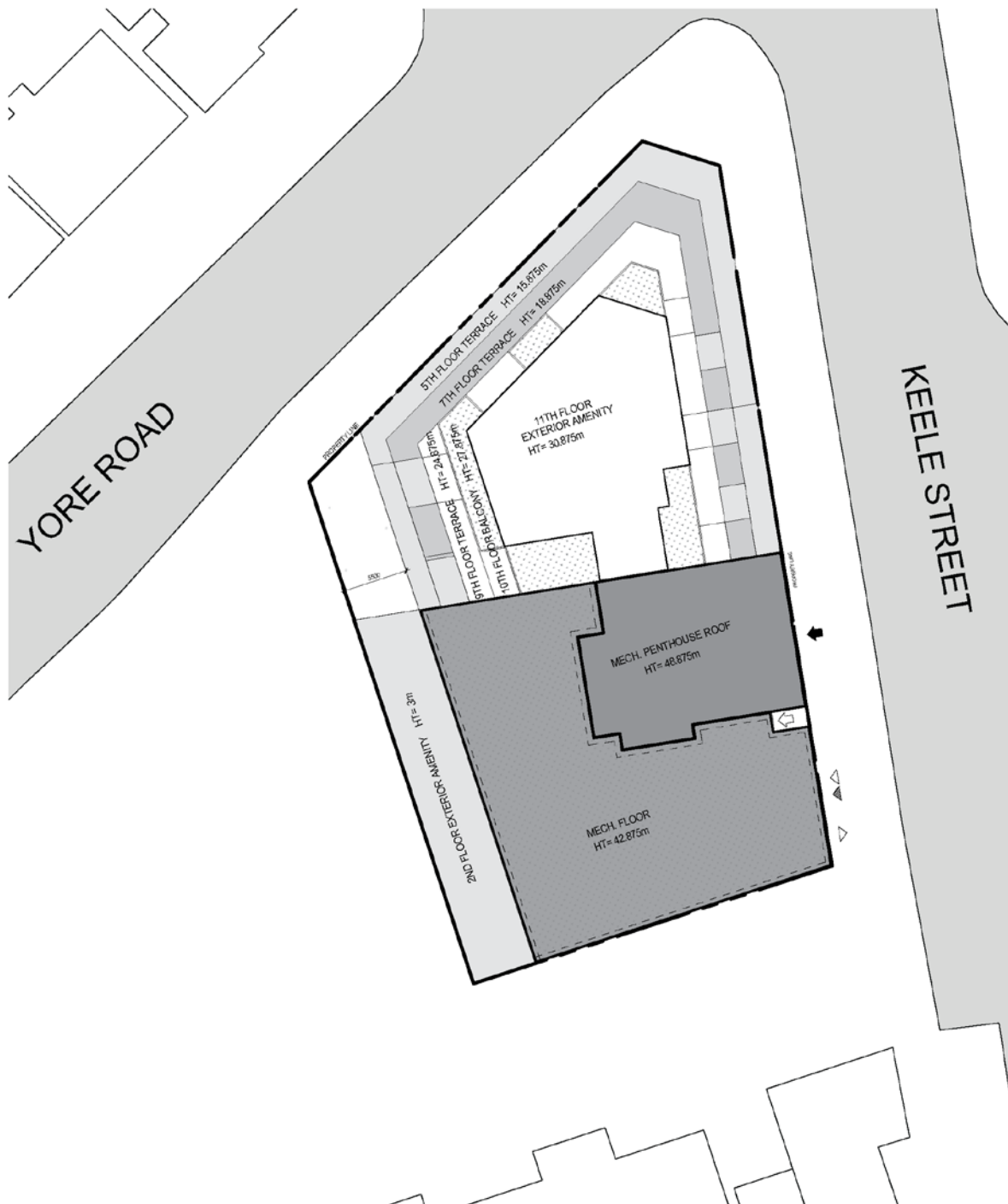
View of Applicant's Proposal Looking Southeast

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05/25/2020

Attachment 3: Location Map



Attachment 4: Site Plan



Site Plan



Attachment 5: Official Plan Land Use Map



1860-1868 Keele Street

Official Plan Land Use Map #17

File # 20 109056 WET 05 02

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas


Not to Scale
02/07/2020

Attachment 6: Zoning By-law Map



Zoning By-law 569-2013

1860-1868 Keele Street

File # 20 109056 WET 05 02



Location of Application

RM Residential Multiple CR Commercial Residential



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

R2 Residential Zone
MCR Mixed Commercial Residential Zone



Not to Scale
Extracted: 02/10/2020