

## **299 Glenlake Avenue – Zoning By-law Amendment Application – Final Report**

Date: December 18, 2019

To: Toronto and East York Community Council

From: Neil Cresswell, Director, Community Planning, Etobicoke York District

Ward: 4 - Parkdale-High Park

**Planning Application Number: 18 172305 WET 13 OZ**

### **SUMMARY**

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This application proposes to amend former City of Toronto Zoning By-law No. 438-86 and City-wide Zoning By-law No. 569-2013 to permit the construction of an 11-storey, 123 unit infill apartment building at 299 Glenlake Avenue. The site currently contains a 30-storey residential apartment building 81 metres in height excluding the mechanical penthouse (86 metres including the mechanical penthouse) having 233 units. The new building would be 11 storeys and 33.5 m in height excluding the mechanical penthouse (38.5 m including the mechanical penthouse) and have 9,550 m<sup>2</sup> of gross floor area. The development proposal includes a strip of land to the west approximately 16.2 metres in width adjoining the site at 35, 41-63, 65 and 95 High Park Avenue and 66 and 102-116 Pacific Avenue.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2019). The proposed development represents appropriate infill within the High Park Apartment Neighbourhood Area and conforms to the City of Toronto Official Plan, Site and Area Specific Policy 551 and the High Park Apartment Neighbourhood Area Urban Design Guidelines. The proposed development fits within the existing and planned context and character of this neighbourhood.

This report reviews and recommends approval of the application to amend the Zoning by-laws.

## RECOMMENDATIONS

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The City Planning Division recommends that:

1. City Council amend former City of Toronto Zoning By-law No. 438-86, for the lands at 299 Glenlake Avenue substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
2. City Council amend City-wide Zoning By-law No. 569-2013 for the lands at 299 Glenlake Avenue substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 7 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Draft zoning by-laws as may be required.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement as a legal convenience pursuant to Section 37 of the *Planning Act* as follows:
  - a) The owner agrees to maintain the rental tenure of the existing rental apartment building containing 233 dwelling units, without application to convert or demolish for at least 20 years commencing from the date of the enactment of the amending by-laws.
  - b) The owner agrees to provide access to residents of the existing rental building to all indoor and outdoor amenities within and adjacent to the proposed building, with no pass-through of costs to residents within the existing rental building.
  - c) The owner agrees to undertake improvements to the existing rental building with no pass-through of costs to existing residents within the existing rental building, including:
    - i. New waste management facilities, including internalizing waste storage and allowing recycling and kitchen waste drop off within the existing building;
    - ii. New outdoor amenity space, to be shared between the residents of the existing and new buildings, having a minimum size of 712 m<sup>2</sup>, with programming to be determined through the site plan application review process and secured in the Site Plan Agreement;
    - iii. Access to a minimum of 246 m<sup>2</sup> of indoor amenity space in the new building by residents of the existing rental building, to be shared between the residents of the existing and new buildings, with programming to be determined through the site plan application review process and secured in the Site Plan Agreement;

- iv. Provide an accessible entrance at the front of the existing rental building, with ramps that provide access to the elevators;
  - v. Provide one washer and dryer on the ground floor of the existing rental building reserved for those with mobility constraints that may have difficulty or be unable to access the larger existing laundry room in the basement;
  - vi. Undertake improvements to the open area adjacent to the front lobby of the existing rental building in the form of unmovable, durable furniture;
  - vii. Provide 50 long-term bicycle storage spaces for the existing rental building; and
  - viii. Add short term bicycle parking near the front entrance of the existing rental building.
- d) The owner agrees to provide a construction mitigation and tenant communications plan as part of the Construction Management Plan to lessen adverse impacts on tenants due to the redevelopment proposal, to the satisfaction of the Chief Planner and Executive Director, City Planning.
  - e) The owner agrees to provide dog-relief facilities for use by new and existing residents, with the location and size of the facilities to be identified and secured through the site plan application review process to the satisfaction of the Chief Planner and Executive Director, City Planning.
  - f) The owner agrees to secure a car-share provider as a condition to be secured through the Site Plan Agreement to the satisfaction of the General Manager of Transportation Services.
  - g) The owner agrees to reconstruct the City sidewalks to city standards including adding a tactile walking surface indicator at the southwest corner of Glenlake Avenue and Pacific Avenue to be paid for by the owner at no cost to the City to the satisfaction of the General Manager of Transportation Services.
  - h) The owner agrees to provide all the requirements and related approvals of the City's Tree By-law through the site plan application review process to the satisfaction of the General Manager of Parks, Forestry and Recreation.
  - i) The owner agrees to address and incorporate the environmental mitigation and enhancement requirements, as noted in the City Planning Policy staff comments dated April 23, 2019, during the site plan application review process to the satisfaction of the Chief Planner and Executive Director, City Planning.

- j) The owner agrees to provide an on-site privately-owned, publicly accessible open space (POPS) and a mid-block pedestrian easement. The final location, size, design and program of the POPS, and identification of the pedestrian easement, will be determined through the site plan control approval review process and secured through the Site Plan Agreement to the satisfaction of the Chief Planner and Executive Director, City Planning.
  - k) The owner agrees to construct and maintain the development in accordance with the Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Management Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Management Committee, and as may be further amended by City Council from time to time.
  - l) The owner agrees to the inclusion of warning clauses required by the Toronto Catholic District School Board in the conditions of site plan approval and subsequently within any agreements of purchase and sale or tenant lease agreements for the proposed units to the satisfaction of the Chief Planner and Executive Director, City Planning.
5. Before introducing the necessary Bills to City Council for enactment, City Council require:
- a) The owner to provide confirmation in a form satisfactory to the City Solicitor that all the lands subject to this application are in the title of the land owner;
  - b) The owner to provide confirmation in a form satisfactory to the City Solicitor that their appeal of OPA 419/SASP 551 will be withdrawn; and
  - c) The Section 37 Agreement noted in Recommendation #4 to be finalized, executed and registered on title.

## **DECISION HISTORY**

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On June 26, 2018 City Council adopted Official Plan Amendment 419 (OPA 419), which includes Site and Area Specific Policy 551 (SASP 551), based on the High Park Apartment Neighbourhood Area Character Study. SASP 551 provides detailed direction regarding built form, building height, massing, setbacks, public realm and natural heritage for the area designated *Apartment Neighbourhoods* north of High Park. The Final Report provided an overview of the study process and findings as well as the Official Plan Amendment for the study area and can be found at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EY31.4>

A report on the High Park Apartment Neighbourhood Urban Design Guidelines was considered by Etobicoke York Community Council on July 4, 2019 and adopted by City Council on July 23, 2019. These Guidelines are intended to implement the policy direction expressed in OPA 419 and provide appropriate built form and public space guidance for new development that respects the integrity of the surrounding context. The Guidelines also provide clarity through more detailed direction on the desired outcomes for the design of streets, parks, open space, buildings, landscaping and vegetation in the High Park Apartment Neighbourhood Area and assist in the evaluation of all new and current development proposals falling within its boundaries. The Guidelines are available at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EY32.4>

A pre-application meeting was held on November 10, 2017 to discuss complete application submission requirements for this application. The original application was submitted on June 5, 2018 and deemed complete on January 31, 2019. A Preliminary Report on the application was adopted by Toronto and East York Community Council on March 19, 2019 authorizing staff to conduct a community consultation meeting. The results of this community consultation are summarized in the Comments section of this report. The Preliminary Report can be accessed through the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE4.38>

## **PROPOSAL**

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The application seeks to amend former City of Toronto Zoning By-law No. 438-86 and City-wide Zoning By-law No. 569-2013 to permit the construction of an 11-storey infill apartment building (33.5 m in height excluding the mechanical penthouse and 38.5 m including the mechanical penthouse). The proposed building would have a gross floor area of 9,550 m<sup>2</sup> and a total of 123 rental apartment units. There is an existing 30-storey building with 233 rental apartment units on this lot which is proposed to be retained. The proposed density for the project would be 5.49 times the area of the lot (including the existing 30-storey building) while the new building represents an increase for this site of 1.64 times the lot area. This proposal relies on the owner acquiring 1,456 m<sup>2</sup> of land from the abutting owner to the west and incorporating this with the existing lands.

According to the Housing Issues Report submitted with this application, a majority of the existing rental dwelling units have mid-range rents. At the time of application, approximately 4 of the existing rental dwelling units were vacant. The following is a summary of the proposed and existing mix of rental units:

Apartment Type	Proposed (%)	Total (Proposed + Existing) (%)
Bachelor	0 (0%)	29 (0+29) (8.1%)
1+ Bedroom	51 (41.5%)	167 (51+116) (46.9%)
2+ Bedroom	59 (48.0%)	89 (59+30) (25.0%)
3+ Bedroom	13 (10.5%)	71 (13+58) (20.0%)
Total	123	356

The proposal includes 246 m<sup>2</sup> of indoor amenity space (2 m<sup>2</sup> per new dwelling unit) located on the ground floor. The proposed outdoor amenity space would total 712 m<sup>2</sup> (5.8 m<sup>2</sup> per new dwelling unit). The outdoor and indoor amenity space would be adjacent to each other and would be accessible to all residents of both buildings (new and existing). Programming of the amenity areas would be detailed through the site plan application review process.

Access to a common area with a lobby would be from Glenlake Avenue and Pacific Avenue. Residents of the at grade units fronting Glenlake Avenue would have access to their individual units directly from Glenlake Avenue as well through an interior corridor. Additional pedestrian access to the building is proposed from the south and west sides of the building, and there is an external access proposed from the indoor amenity area to the outdoor amenity area on the south side.

The application proposes 203 vehicle parking spaces for the entire site, with all but 3 being located in a two level underground parking garage. Of the 203 vehicular parking spaces: 162 spaces would be for residents; 35 parking spaces would be for residential visitors; and an additional 6 parking spaces would be car-share spaces for 23 residential units to share. There would be 7 accessible parking spaces provided.

Primary vehicular access for pick up and drop off of passengers would be from a proposed circular driveway from Pacific Avenue on the east side of the lot. Access and egress to the underground parking garage would be from Glenlake Avenue using the existing ramp.

Loading would continue to occur on the southern part of the lot, on the south side of the existing 30-storey building, accessed from Pacific Avenue. The existing building would be modified to provide a new garbage and recycling staging area within a garbage and recycling room having direct access to the back of the building.

The application proposes 124 bicycle parking spaces for the new building, with 111 spaces being long term parking spaces (residents), and the remaining 13 being short term parking spaces (visitors). The 111 long term parking spaces would be located in

the first level of the underground parking garage. The 13 short term parking spaces would be located outside the entranceway between both buildings (new and existing). Another 50 bicycle parking spaces are proposed to be provided in the existing building as long term bicycle parking spaces, the location of which is to be determined through the site plan application review process.

For additional project data, see Attachment No.1: Application Data Sheet. For illustration of the site plan, see Attachment No. 8 : Site Plan. For illustration of the proposed building elevations, see Attachment Nos. 9 to 12.

### **Site and Surrounding Area**

The lands are relatively flat and rectangular in shape, with an approximate area of 4,343 m<sup>2</sup> (proposed to be 5,800 m<sup>2</sup> after a proposed land transfer from 35, 41-63, 65 and 95 High Park and 66 and 102-116 Pacific Avenue to the west) and approximate frontages of 65 m on Glenlake Avenue and 90 m on Pacific Avenue. The lands are generously landscaped and are developed with a 30 storey apartment building containing 233 rental units, surface parking and below-grade parking.

The surrounding area is described below:

North: To the north is Glenlake Avenue with an established neighbourhood containing 2- and 3-storey dwellings north of Glenlake Avenue. This area is designated *Neighbourhoods* in the Official Plan.

South: The lands abutting to the south and west are part of the holdings for 35, 41-63, 65 and 95 High Park Avenue and 66 and 102-116 Pacific Avenue and are the subject of a proposed development application currently before the LPAT (File No. 16 271597 WET 13 OZ). The application proposes infill development of purpose built rental dwelling units comprised of four existing rental buildings, the demolition of two blocks of townhouses containing 20 units, and the construction of four new rental buildings containing 792 new units. Further south is the site of a future park at 21 High Park Avenue, the Line 2 (Bloor) subway line, Bloor Street and High Park. The land use designation for this area is *Apartment Neighbourhoods*.

West: Immediately abutting the subject site on the west are lands surrounding the existing 15 storey building located at 95 High Park Avenue. This building is part of the landholdings of the application noted above. The owner of 299 Glenlake Avenue is relying on the transfer of a strip of land from 35, 41-63, 65 and 95 High Park Avenue and 66 and 102-116 Pacific Avenue to facilitate the proposed new building. On the west side of High Park Avenue is 100 High Park Avenue, a 24-storey apartment building.

East: On the east side of Pacific Avenue are lands that are the subject of a development application currently before LPAT (File No. 16 269597 WET 13 OZ), proposing an infill development of 720 purpose built rental dwelling units contained within one block of 3-storey townhouses, a 32-storey apartment building with a 3-storey base, and a 25-storey apartment building with a 5-storey base.

### **Reasons for Application**

The subject site is zoned to permit only the existing apartment building. This proposal requires an amendment to the Zoning By-laws to permit the addition of an 11-storey infill apartment building.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

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

- Arborist Report and Tree Inventory and Preservation Plan;
- Community Services and Facilities Report;
- Energy Efficiency Report;
- Geotechnical Study;
- Housing Issues Report;
- Hydrogeological Report;
- Natural Heritage Impact Study;
- Pedestrian Level Wind Study;
- Planning Rationale;
- Servicing Report;
- Stormwater Management Report;
- Toronto Green Standard Checklist;
- Transportation Consideration Study; and
- Urban Design Report.

These reports/studies may be accessed at this link:

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

### **Agency Circulation Outcomes**

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



## **Statutory Public Meeting Comments**

In making their decision with regard to this application, City Council members will have the opportunity to view the oral submissions made at the statutory public meeting of the Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **POLICY CONSIDERATIONS**

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### **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 appropriate location of growth and development; the supply, efficient use and conservation of energy and water; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; 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 City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that: "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

### **Provincial Plans**

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

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

### **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 an MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to 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 GGH 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 City Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform with the Growth Plan.

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 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

The subject lands are designated *Apartment Neighbourhoods* on Map 17 - Land Use Plan of the City's Official Plan (see Attachment No. 3: Official Plan Land Use Map). This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

### Chapter 1 - Making Choices

The vision of the Official Plan is about creating an attractive and safe city that evokes pride, passion and a sense of belonging - a city where people of all ages and abilities can enjoy a good quality of life.

### Chapter 2 - Shaping the City

#### Section 2.1 Building a More Liveable Urban Region:

The Official Plan contains principles for steering growth and change to appropriate areas of the City, while protecting the City's neighbourhoods and green spaces from development pressures. The subject lands are within a physically stable neighbourhood area.

#### Section 2.3.1 Healthy Neighbourhoods:

Policy 2.3.1.1 (currently numbered 2.3.1.2) states that *Apartment Neighbourhoods* are residential areas considered to be physically stable and development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the existing physical character of buildings, streetscapes and open space patterns in these areas.

Policy 2.3.1.2 (currently 2.3.1.3) states that development within *Mixed Use Areas and Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

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

Policy 2.3.1.3 (currently 2.3.1.4) states that intensification of land adjacent to *Neighbourhoods* will be carefully controlled so the *Neighbourhoods* are protected from negative impact.

Policy 2.3.1.4 (currently 2.3.1.5) states that the functioning of the local network of streets will be improved by:

- a) Maintaining roads and sidewalks in a state of good repair;
- b) Investing in the improvement of bus and streetcar services for neighbourhood residents;

- c) Minimizing through traffic on local streets; and
- d) Discouraging parking on local streets for non-residential purposes.

Policy 2.3.1.5 (currently 2.3.1.6) states that environmental sustainability will be promoted *in Apartment Neighbourhoods* by investing in such items as landscaping improvements and tree planting, and sustainable technologies for energy efficiency.

Policy 2.3.1.6 (currently 2.3.1.7) states that community and neighbourhood amenities will be enhanced by improving and expanding existing amenities such as parks and recreation facilities, and creating new community facilities.

## Chapter 3 - Building a Successful City

### Section 3.1.1 The Public Realm:

This section provides direction to the importance of the public realm including streets, sidewalks, boulevards, open space areas and parks. Policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

### Section 3.1.2 The Built Form:

The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. Each new development should promote and achieve the overall objectives of the Official Plan.

Policy 3.1.2.1 states that new development will be located and organized to fit with its planned context.

Policy 3.1.2.2 requires that new development locate and organize vehicle parking, access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces.

Policy 3.1.2.3 requires new development to be massed and designed to fit harmoniously into its planned context, and limit its impact on neighbouring streets, parks and open spaces by: massing new buildings to frame adjacent streets and open spaces that respects the street proportion; creating appropriate transitions in scale to neighbouring existing and/or planned buildings; providing for adequate light and privacy; limiting shadowing and uncomfortable wind conditions on neighbouring streets, properties and open spaces; and minimizing any additional shadowing on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2.4 requires new development to be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure there is adequate access to sky view.

Policy 3.1.2.5 requires new development to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

Further, Policy 3.1.2.6 states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

### 3.2.1 Housing:

The Official Plan states that current and future residents must be able to access and maintain adequate, affordable and appropriate housing. The City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it. Addressing many of the City's housing challenges will require working in partnership with other levels of government as well as private and non-profit sectors. We must be positioned to take advantage of key opportunities... to encourage new affordable and social housing production.

Policy 3.2.1.1 states that a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents.

Policy 3.2.1.5 states that significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents and may secure any needed improvements and renovations to the existing rental housing, in accordance with and subject to Section 5.1.1 of the Official Plan, without pass-through of such costs in rents to tenants.

### 3.2.3 Parks and Open Spaces:

The Official Plan identifies that the City's Green Space System, comprised of parks and open spaces, the natural heritage system and a variety of privately managed but publicly accessible spaces, is an integral part of our quality of life and social well-being.

Policy 3.2.3.1 states that Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and expanding the system requires the following actions:

- c) Protecting access to existing publicly accessible open spaces and developing open space linkages; and
- d) Promoting and using private open space and recreation facilities including areas suitable for community or allotment gardening to supplement the City's parks, facilities and amenities.

Policy 3.2.3.3 requires that the effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility.

### 3.4 The Natural Environment:

Strong communities and a competitive economy need a healthy natural environment.

Policy 3.4.1 states that to support strong communities a competitive economy and a high quality of life, public and private city-building activities and changes will be environmentally friendly and be based on protecting and improving the health of the natural ecosystem; sustaining, restoring and enhancing the health and integrity of the natural ecosystem; supporting bio-diversity and targeting ecological improvements; preserving and enhancing the urban forest; and promoting green infrastructure to complement infrastructure, among other things.

## Chapter 4 - Land Use

The Official Plan designates the subject lands as *Apartment Neighbourhoods* (see Attachment No. 3: Official Plan Land Use Map).

### *Apartment Neighbourhoods*

Residents in *Apartment Neighbourhoods* should have a high quality urban environment, safety, quality services and residential amenities. *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing. The Official Plan sets out criteria to evaluate these situations.

Policy 4.2.1 states that *Apartment Neighbourhoods* are made up of 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*.

Policy 4.2.2 requires development in *Apartment Neighbourhoods* to contribute to the quality of life by:

- a) Locating and massing new buildings, to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Official Plan, through means such as setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*;
- b) Locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during spring and fall equinoxes;

- c) 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;
- d) Including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- e) Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- f) Providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- g) Providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- h) Providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Policy 4.2.3 states that significant growth is not intended within developed *Apartment Neighbourhoods*, however compatible infill development may be permitted on an existing site that has sufficient underutilized space to accommodate one or more new buildings while providing good quality of life. Infill development will:

- a) Meet the development criteria set out in Section 4.2.2 for apartments;
- b) Maintain an appropriate level of residential amenity on the site;
- c) Provide existing residents with access to the community benefits where additional height and/or density is permitted and community benefits are provided pursuant to Section 5.1.1;
- d) Maintain adequate sunlight, privacy and areas of landscaped open space for both new and existing residents;
- e) Organize the site to frame streets, parks and open spaces in good proportion, provide adequate sky views from the public realm, and create safe and comfortable open spaces;
- f) Front onto and provide pedestrian entrances from an adjacent public street wherever possible;
- g) Provide adequate on-site, below grade, shared vehicle parking for both new and existing development, with any surface parking appropriately screened;
- h) Preserve and/or replace important landscape features and walkways and create such features where they did not previously exist;
- i) Consolidate loading, servicing and delivery facilities; and
- j) Preserve or provide adequate alternative on-site recreational space for residents.

## Chapter 5 - Implementation

### 5.1.1 Height and/or Density Incentives

This section refers to Section 37 of the *Planning Act* and establishes the provisions under which Section 37 may be used.

5.6.1 states that the Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.



5.6.1.1 states that policies should not be read in isolation. When more than one policy is relevant, all applicable policies are to be considered in each situation.

Policy 5.6.7 states that the policies of the Official Plan apply to the areas subject to site and area specific policies contained in Chapter Seven and, except in the case of a conflict, the site and area policy will prevail.

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

### **High Park Apartment Neighbourhood Area Official Plan Amendment No. 419 (Site and Area Specific Policy 551)**

The site is within the High Park Apartment Neighbourhood Area covered by OPA 419, SASP 551.

SASP 551 is based on the findings of the High Park Apartment Neighbourhood Area Character Study which involved extensive community consultation. The purpose of the High Park Apartment Neighbourhood Area Character Study was to evaluate existing area characteristics, and identify appropriate principles, policies and guidelines to guide change and compatible infill development in the area. On June 26, 27, and 28, 2018, SASP 551 was approved by City Council, and City Council directed staff to use OPA 419, SASP 551 in the evaluation of all new and current development proposals located within its boundaries. The intent of SASP 551 is to supplement the development criteria within Section 4.2 of the Official Plan for the High Park Apartment Neighbourhood Area.

Changes and appropriate infill opportunities in this area must be sensitive to and enhance the High Park Apartment Neighbourhood Area character. SASP 551 identifies the area character and augments the Official Plan's policies with area specific policy direction for the natural environment, public realm, open space, built form, site servicing, transportation and community facilities. Policies within SASP 551 are to be read as a whole and with the policies of the Official Plan. All relevant policies are to be applied to each development proposal and where there is a conflict between a policy of SASP 551 and a policy of the Official Plan, it is the intent of OPA 419 that SASP 551 policies prevail. SASP 551 is also to be read in conjunction with the High Park Apartment Neighbourhood Urban Design Guidelines.

The outcome of the staff analysis and review of relevant Official Plan policies and designations and the Site and Area Specific Policy noted above, are summarized in the Comments section of this report.

The applicant has appealed OPA 419/SASP 551 to the Local Planning Appeals Tribunal (LPAT).

The link to OPA 419 can be found here:

<https://www.toronto.ca/legdocs/mmis/2018/ey/bgrd/backgroundfile-115346.pdf>

## **Zoning**

The lands are zoned R2 Z0.6 under former City of Toronto Zoning By-law No. 438-86. This zone permits a range of residential uses including detached and semi-detached houses, duplexes, townhouses, triplexes and apartment buildings to a maximum building height of 10 m and a maximum density of 0.6 times the area of the lot.

The lands are also zoned R (d 0.6) (x737) by City-wide Zoning By-law No. 569-2013, which also permits a wide range of residential building typologies to maximum densities equal to those in By-law No. 438-86 and the same maximum building height of 10 m. The zone also permits certain non-residential uses subject to use qualifiers (see Attachment No. 4: Existing Zoning By-law Map).

The lands are also subject to Prevailing By-laws No. 20623 and 188-71, which are the original By-laws that permitted the existing development on the lands.

## **Design Guidelines**

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

### **High Park Apartment Neighbourhood Area Urban Design Guidelines**

In July 2018, Toronto City Council adopted the High Park Apartment Neighbourhood Area Urban Design Guidelines and directed City Planning staff to apply these guidelines in evaluating all current and new development within the boundary of SASP 551 (the High Park Apartment Neighbourhood Area). These guidelines provide further direction and clarity to Official Plan policies and SASP 551 in order to guide change and compatible infill development that is sensitive to the character of the High Park Apartment Neighbourhood Area and its attributes.

The link to these guidelines is here:

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

### **Growing Up: Planning for Children in New Vertical Communities**

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

The link to these guidelines is here:

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

## **Mid-Rise Building Performance Standards and Addendum**

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines.

Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

## **Site Plan Control**

A Site Plan application would be required to implement the proposed Zoning By-law Amendments. A Site Plan application had not been submitted at the time this report was written.

## **COMMENTS**

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### ***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. It is staff's opinion the proposal would have regard to relevant matters of provincial interest, including:

- 2(a) The protection of ecological systems, including natural areas, features and functions;
- 2(p) The appropriate location for development; and
- 2(r) The promotion of built form that is:
  - (i) well designed,
  - (ii) encourages a sense of place, and
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

It is staff's opinion the current application has regard for the protection of ecological systems, natural areas, features and functions because the proposal does not expand the underground parking structure into the unencumbered soils area in the front yard setback from Glenlake Avenue enabling city street trees to mature and surface water to

infiltrate into the ground. Staff are also of the opinion the current application has regard for the appropriate location for development and 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 as this proposal adheres to the policies and development standards contained within OPA 419 which provides direction for appropriate infill development in the High Park Apartment Neighbourhood Area.

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

### **Provincial Policy Statement (2014)**

The PPS (2014) came into effect on April 30, 2014. Decisions by municipalities and other approval authorities in exercising any authority that affects a planning matter are required to be consistent with policy statements issued under the *Planning Act*.

The PPS (2014) is to be read in its entirety. The language in each policy, including the implementation and interpretation policies, assists decision makers in understanding how the policies are to be implemented. The PPS contains minimum standards and municipalities can go beyond these standards unless doing so would conflict with other policies of the PPS.

Key policies applicable to this application include:

Policy 1.1.1 refers to healthy, liveable and safe communities being sustained by promoting efficient development and land use patterns.

Policy 1.1.3.1 refers to settlement areas being the focus of growth and development.

Policy 1.1.3.2 refers to land use patterns being based on densities and a mix of uses which efficiently use land and resources.

Policy 1.1.3.3 refers to planning authorities being required to identify appropriate locations and promote opportunities for intensification and redevelopment.

Policy 1.1.3.4 refers to the promotion of development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.3.1 refers to planning authorities promoting economic development and competitiveness by providing for an appropriate mix and range of uses to meet long-term needs; providing opportunities for a diversified economic base; encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and ensuring that necessary infrastructure is provided to support current and projected needs.

Policy 1.5.1 refers to healthy, active communities being promoted by planning public streets, spaces and facilities that are safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Policy 1.6.7.4 refers to a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1.d refers to long-term economic prosperity being supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Policy 4.7 refers to the Official Plan as the most important vehicle for implementation of the PPS.

Based on the analysis of the PPS policies, it is Planning staff's opinion that the application and the amending Zoning By-laws are consistent with the above noted policies as the proposal is consistent with Official Plan and OPA 419/SASP 551 policies, provides for a compact, well designed development, provides for a range of unit sizes, and mitigates impacts on the natural environment by providing for unencumbered soils that allow trees to mature and water to infiltrate.

### **A Place to Grow, Growth Plan (2019)**

The key Growth Plan (2019) policies applicable to this application include:

Policy 1.2.1 which refers to the guiding principles of the Growth Plan.

Policy 2.2.1.4 which refers to supporting the achievement of complete communities by:

- c) Providing a diverse range and mix of housing options, including affordable housing to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes;
- d) Expanding convenient access to an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- e) Providing for a more compact built form and vibrant public realm including public open spaces.

Policy 2.2.6.3 which refers to supporting the achievement of complete communities by considering the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The proposal conforms to the above noted policies and the overall policy direction of the Growth Plan by providing for compact infill development near transit that: supports the achievement of complete communities; supports a range and mix of housing options to serve all household sizes, incomes and ages; and enhances the natural heritage, hydrologic features and functions of the neighbourhood by providing areas that allow for long term tree maturity and water infiltration. It is Planning staff's opinion that the proposal conforms with the Growth Plan (2019).

### **Official Plan, OPA 491/SASP 551 and Urban Design Guidelines**

This application has been reviewed against the policies of OPA 419/SASP 551 and the urban design guidelines including the High Park Apartment Neighbourhood Area Urban Design Guidelines (HPAN UDG) described in the Issue Background section of this report, as well as the policies of the Toronto Official Plan as a whole.

While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing. Policies 4.2.2 and 4.2.3 of the Official Plan set out criteria to evaluate new development and compatible infill development within *Apartment Neighbourhoods*. In Planning staff's opinion, the proposal meets the compatible infill criteria within Policy 4.2.3 and the development criteria within Policy 4.2.2.

SASP 551 contains additional criteria to evaluate infill proposals and the HPAN UDG provides additional direction for infill development for the High Park Apartment Neighbourhood Area. Attachment No. 5: SASP 551 and HPAN UDG Conformity, provides a conformity checklist comparing the requirements of SASP 551 and the HPAN UDG against this proposal. The proposal meets the requirements of SASP 551 and the HPAN UDG in all metrics and policies.

In Planning staff's opinion, the proposal is consistent with the city's policies regarding appropriate infill in *Apartment Neighbourhoods* and complies with the intent and criteria of the Official Plan, Council adopted SASP 551 and the companion HPAN UDG.

This proponent of this development is one of the appellants to OPA 419. In Planning staff's opinion, there is no need to continue to appeal the OPA 419 given the proposal now complies with the intent and criteria of the SASP. As such, staff are recommending that the appeal to OPA 419 be withdrawn as a condition of approval of this development application.

### **Land Use, Density, Height and Massing**

#### *Land Use*

The Official Plan designates the subject site *Apartment Neighbourhoods*. *Apartment Neighbourhoods* are made up of 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. The proposed use complies with the land use policies of the Official Plan.

### *Density*

The Official Plan does not contain a density limit for the subject lands. The Official Plan explains that density "will be assessed on the basis of the Plan's policies" and that "Where there are no height and density limits in the Official Plan, density limits of the area zoning that implements the Plan will be a benchmark for assessment of those aspects of the planned context". Official Plan policies for *Apartment Neighbourhoods* and policies within section 4.2.3 in particular require that infill development must be compatible and significant growth is not intended for *Apartment Neighbourhoods*.

The existing building at 299 Glenlake Avenue has a density of 5.13 times the area of the lot. The application is proposing a gross floor area equivalent to 5.49 times the area of the lot. The increase in density is modest due to the larger site area resulting from the addition of lands from the property to the west.

### *Height*

The Official Plan does not contain a height limit for the subject lands. Similar to the density provisions, the Official Plan explains that height "will be assessed on the basis of the Plan's policies" and that "Where there are no height limits in the Official Plan, height limits of the area zoning that implements the Plan will be a benchmark for assessment of those aspects of the planned context". The *Apartment Neighbourhoods* policies provide direction for infill to be compatible with the area context, while SASP 551 and the High Park Apartment Neighbourhood Area Urban Design Guidelines provide more specific guidance on height, separation distances and setbacks to determine if the building is appropriate for a site.

Attachment No. 5 illustrates the height and separation distance metrics required by SASP 551 and HPAN UDG and compares them to the proposal. The SASP would require this proposal to be no greater than 34.5 m in height and 11 storeys. The proposal is for an 11-storey building with a height of 33.5 m. The SASP would require a maximum of 4 storeys for a base and the proposal is for 4 storeys at the base. The proposal meets all the mid-rise separation distances of the SASP and HPAN UDG.

It is Planning staff's opinion that the height of the proposed new building at 299 Glenlake Avenue is acceptable and that it meets all the development criteria related to height and separation distance required for new infill development in this area.

### *Massing*

Official Plan Built Form Policy 3.1.2.3 requires new development to be massed and its exterior façade to be designed to fit harmoniously into its existing context, and to limit its impact on neighbouring streets, parks and open spaces by massing new buildings to frame streets in a manner that respects the existing street proportion, and by creating appropriate transitions in scale to neighbouring existing and/or planned buildings. New development should also provide adequate light and privacy, and adequately limit any

resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas. Policy 3.1.2.4 further directs that new development will be massed to define the edges of streets, parks and open spaces at good proportion.

The proposal would be consistent with the High Park Apartment Neighbourhood Area mid-rise building Form B which provides for a built form having a low-rise base with the building above the base having a compact floorplate not exceeding 30 metres on the longest side. The building has been sited to limit the direct face to face relationship between the buildings on the site, and where this condition does occur, the separation distances are appropriate for a building of this scale within the area context.

The front elevation of the new base building would have a streetwall height of three storeys (10.5 m) and would step back at the fourth storey, to create a strong pedestrian scale streetwall compatible with the low-rise character and street proportion of the residential properties across the street. The individual entrances into each grade-related apartment fronting Glenlake Avenue, along with their front yard setbacks, would integrate well with the rhythm of the semi-detached and detached dwellings in the adjacent *Neighbourhoods* and the stepback above the third floor would create the perception of a block of low-rise housing with individual entrances.

To provide transition down to the *Neighbourhoods* designated lands across the street, the SASP requires the building to fit entirely within a 45 degree angular plane to be measured from the adjacent residential properties. The new building fits entirely within a 45 degree angular plane measured from the *Neighbourhoods* across the street.

Planning staff are of the opinion the proposed massing of the new building complies with the *Apartment Neighbourhoods* policies in the Official Plan and the performance standards and policy requirements in SASP 551 (such as maximum frontage, heights, stepbacks, setbacks, separation distances between buildings and landscaped open space) and the HPAN UDG.

## **Shadow Impact**

The Shadow Study submitted in support of the application indicates there would be limited net new shadow on the adjacent neighbourhood properties' front yards across the street to the north during the spring (March 21) and fall (September 21) equinoxes at 9:18 a.m. and 10:18 a.m. During these equinoxes, shadows are also cast by the existing 30-storey building on the site, so the net increase is considered minimal and at least 5 hours of sunlight would be maintained. Shadows would reach the east side of Pacific Avenue by 4:18 p.m. through 6:18 p.m. accounting for approximately 1 hour of new net shadow. During the summer (June 21) solstice, shadows would not extend beyond the property to the north in the morning and afternoon. At 5:18 p.m. shadowing would occur over on the west side of Pacific Avenue, and at 6:18 p.m. would occur to the east side of Pacific Avenue.



Planning staff are of the opinion these shadow impacts would be moderate and are therefore acceptable.

## **Traffic Impact, Access and Parking**

### **Traffic**

A Transportation Consideration Study, prepared by The Municipal Infrastructure Group Ltd., dated June, 2018 was submitted assessing the expected traffic impacts of the proposal. The study concludes that the development of the new 11 storey apartment building can be adequately accommodated by the area public road network.

The Transportation Consideration Study estimates that the proposal would generate 14 and 25 two-way trips during the morning and afternoon peak hours, respectively, and would have a negligible impact on the study intersections and site traffic can be easily accommodated on the local roads. Transportation Services staff accept these findings.

### **Access and Circulation**

All three existing vehicular accesses are proposed to be maintained with some modifications. Access to the underground parking garage is proposed to remain from the existing ramp accessed from Glenlake Avenue. Vehicular access for pick-up and drop-off of residents is proposed to be from a circular driveway off Pacific Avenue which would serve both the new building and the existing building. This access is sized for typical passenger vehicle movements. Vehicular access to the garbage facility would continue to be off Pacific Avenue south of the existing tower at 299 Glenlake Avenue. These arrangements are acceptable to Transportation Services staff.

### **Loading**

One type 'G' loading facility is required for the proposal. The proposal provides for the required loading facility south of the existing tower at 299 Glenlake Avenue to service the requirements of both buildings. The loading space will be reviewed in greater detail through the site plan application review process.

### **Parking**

Transportation Services staff accept the proposed parking ratio of 0.52 resident parking spaces per dwelling unit and 0.1 visitor parking spaces per dwelling unit for both buildings. This would require a total of 220 parking spaces to be provided: 185 parking spaces for residential dwelling units; and 35 parking spaces for visitors. The plans submitted in support of the proposal illustrate 162 parking spaces for residents and 35 parking spaces for visitors, with a further 6 car share parking spaces proposed.

Transportation Services staff accept the use of the 6 car share spaces (whereby 1 car share space can replace the requirement for 4 parking spaces; and whereby the maximum number of car share spaces to be used is calculated at a rate of 1 car share space for every 60 residential units) as satisfying the 23 parking space shortfall. The applicant will be required to submit documentation to the satisfaction of Transportation Services staff confirming that a car-share provider has been secured for the site. This would be secured through the site plan application review process for this development.

Staff are recommending that the owner be required to agree to secure a car-share provider in the Site Plan Agreement to the satisfaction of the General Manager of Transportation Services and that this be secured in a Section 37 Agreement as a legal convenience.

Accessible parking would also be required at the rates and dimensions required by City-wide Zoning By-law No. 569-2013, as amended by Zoning By-law No. 579-2017.

### **Streetscape**

The existing public sidewalks are 1.8 metres in width. In order to comply with current City standards, the proponent would need to reconstruct the sidewalks to a minimum width of 2.1 metres and include a tactile walking surface indicator at the southwest corner of Glenlake Avenue and Pacific Avenue. These should be constructed in accordance with City standards at no cost to the City.

Staff are recommending that the owner be required to reconstruct the public sidewalks to City standards, including adding the tactile walking surface at the intersection of Glenlake Avenue and Pacific Avenue to be paid for by the owner at no cost to the City, to the satisfaction of the General Manager of Transportation Services. This would be secured through the Section 37 Agreement as a legal convenience.

### **Land Transfer**

This proposal relies on the owner acquiring a 16.2 metre wide strip of land (approximately 1,456 m<sup>2</sup> in size) from the abutting lands to the west and incorporating this with the existing lands. The proposed building could not be constructed without this additional land and the appropriate zoning could not be implemented by City Council.

As such, staff are recommending that the Bills be held until the owner provides confirmation in a form satisfactory to the City Solicitor that all the lands subject to this application are in the title of the land owner.

### **Housing Issues**

The application is subject to the policies in section 3.2.1.5 of the Official Plan. A Housing Issues Report prepared by Altus Group was submitted in January 2019 to address the policy requirements of section 3.2.1.5 of the Official Plan.

Policy 3.2.1.5 (a) requires the securing of existing rental units which have affordable and mid-range rents. The Housing Issues Report identified that all 233 existing rental dwelling units are within the affordable or mid-range rent category. This includes 29 bachelor, 116 one-bedroom, 30 two-bedroom and 58 three-bedroom units.

Policy 3.2.1.5 (b) requires the identification and securing of needed improvements to the existing rental building, without the pass through of costs to existing tenants. Improvements must be new, capital in nature and beyond those which may be required in any event for repairs and maintenance.

Improvements are proposed which would represent a net benefit to the tenants of the existing building, meeting the intent of the Policy, which include:

- New waste management facilities that internalize waste storage, reducing odour, and allowing recycling and kitchen waste drop off within the existing building, removing the requirement for tenants to take this waste outside as currently required;
- New outdoor amenity space having a minimum size of 712 m<sup>2</sup>, with programming to be secured in the Site Plan Agreement;
- Access to a minimum of 246 m<sup>2</sup> of indoor amenity space in the new building by residents of the existing rental building, with programming to be secured in the Site Plan Agreement;
- Providing an accessible entrance at the front of the existing rental building, to the west of the existing front door, with ramps that provide access to the elevators;
- Providing one washer and dryer on the ground floor of the existing rental building reserved for those with mobility constraints that may have difficulty or be unable to access the larger existing laundry room in the basement;
- Improvements to the open area adjacent to the front lobby of the existing rental building in the form of unmovable, durable furniture;
- The provision of 50 long-term bicycle storage spaces; and
- Short term bicycle parking added near the front entrance of the existing rental building.

The applicant should take into consideration the feedback provided by residents in the programming of the outdoor and indoor amenity spaces. Details of this programming will be determined through the site plan application review process.

The owner has agreed to enter into a Section 37 Agreement to secure the matters outlined above. In addition, the owner has agreed to secure the following in this Agreement: the tenure of the affordable and mid-range rental units in the existing building for 20 years; access to the new indoor and outdoor amenities created as part of this proposal for all tenants (new and existing) with no pass through of costs to residents within the existing rental building; and a construction mitigation and tenant communications plan to lesson adverse impacts on tenants due to the redevelopment, all to the satisfaction of the Chief Planner and Executive Director, City Planning.

## **Parkland**

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official

Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential nature of this proposal is subject to a cap of 10% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

As the owner will be required to acquire additional land which increases the total area of the development site, Parks, Forestry and Recreation staff reserve the right to request an on-site parkland dedication should such dedication result in a functional public park.

Parks, Forestry and Recreation staff note that given the current rise in dog-owning populations, the applicant is strongly encouraged to provide dog amenities with appropriate disposal facilities on-site, such as dog relief stations, to accommodate their future residents' needs. This will help alleviate pressure on neighbourhood parks. The owner has agreed to provide a facility on their site.

Staff recommend that the owner agree to provide dog-relief facilities for use by new and existing residents in the Section 37 Agreement, with the specific location being identified and secured through the site plan application review process.

### **Open Space/Private-ly-Owned Publicly Accessible Open Space (POPS)**

The proposed outdoor amenity and landscape area within the block is consistent with the open space pattern of the surrounding apartment neighbourhood and would be shared with the existing 30-storey building.

Planning staff are of the opinion the open space area at the corner of Glenlake Avenue and Pacific Avenue could be a candidate site for a Privately-Owned Publicly Accessible Open Space (POPS) which measures approximately 200 m<sup>2</sup>. The final size, design and program of the open space on the corner of the site to support resident and community use is to be developed and secured through the site plan application review process. Furthermore, discussions regarding the provision of a public pedestrian easement through the site to provide for a mid-block connection have been conducted. The identification and securing of a pedestrian easement would occur through the site plan application review process. Staff consider opportunities for the POPS and pedestrian easement to be positive elements to enhance the public realm.

Staff recommend that the owner be required to provide a POPS and the pedestrian easement in the Section 37 Agreement, with the location of pedestrian easement and the POPS (including the final design program) being identified and secured through the site plan application review process.

### **Natural Heritage Protection**

The subject lands are near High Park which is a Natural Heritage Area, Environmentally Significant Area and the High Park Oak Woodland Life Science Provincial Area of Natural and Scientific Interest as identified on Map 9 of the Official Plan. Dillon Consulting Limited was retained to complete a Natural Heritage Impact Study (NHIS) dated January 2019, in support of the proposed development. The purpose of the NHIS was to evaluate whether the application would have any negative impacts or if there would be any required mitigation on the nearby natural heritage system, and whether the policy items required to be examined by SASP 551 have been addressed.

City Planning Policy staff provided comments dated April 23, 2019 indicating that the Natural Heritage Impact Study, is satisfactory and requested that the following be secured through the site plan application review process:

- i) The applicant to implement the highest requirements of Bird Collision Deterrence and Light Pollution, as specified in the applicable in force version of the Toronto Green Standard;
- ii) The applicant to maximize the number of native species used in landscaping;
- iii) The applicant to meet with Energy Efficiency Office staff to identify options to achieve the highest possible energy efficiency, greenhouse gas reduction and resilience in the design of the building;
- iv) The applicant to demonstrate adequate soil volumes are provided to support mature tree growth;
- v) The applicant to provide a construction management plan that includes a sampling protocol for verifying that sediments are not released into the storm drainage system which discharges into High Park;
- vi) The applicant to provide draft stewardship packages to residents and the building owner regarding bird friendly operations and the significance and sensitivity of the natural environment in High Park;
- vii) The applicant to participate in a workshop with City and TRCA staff regarding:
  - investigation of area specific infiltration capability to enhance area-specific recharge to the shallow groundwater regime;

- identification of at-source measures to maintain overall water balance and improve water quality discharged to Spring Creek in High Park, to reduce "flashiness" of flows and to ensure resilience of riparian and aquatic habitats; and
- compliance with the highest applicable requirement for on-site retention of storm water as specified in the applicable in force version of the Toronto Green Standard and the Wet Weather Flow Management Guidelines; and

viii) The applicant to ensure green infrastructure is maximized throughout the design process.

Staff are recommending that the owner be required to address these requirements through the site plan application review process and this requirement be secured in the Section 37 Agreement.

### **Tree Preservation**

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

A Tree Inventory and Preservation Plan submitted in June 2018 and updated in January 2019 by BTi Landscape Architecture, indicated that the development proposes to preserve 10 City-owned trees and 2 protected private trees, and would require the removal of 20 protected private trees and one (1) City-owned tree. The Landscape Concept Plan for the proposal shows the provision of 7 new City trees and 93 new private trees.

The owner would be required to submit the necessary applications to Injure or Destroy Trees, and the applicable fees, as well as submit a tree planting deposit to ensure the planting and survival of the new City trees on the road allowance. The details of the tree replacement plan would be determined and secured through the site plan application review process for this development. In principal, Urban Forestry staff does not object to the development and the proposed Zoning By-law Amendments on the understanding that all requirements and related approvals of the City's Tree By-law must be completed through a subsequent site plan application review process.

Staff are recommending the Section 37 Agreement require the owner to agree to providing all the requirements and related approvals of the City's Tree By-law through the site plan approval process to the satisfaction of the General Manager of Parks, Forestry and Recreation.

### **Community Consultation**

A Community Consultation meeting was conducted on April 23, 2019 at the Runnymede Road United Church. Approximately 100 people attended. Comments and concerns raised through the community consultation meeting included:

- Concerns that the existing 30-storey building is not accessible for people with mobility challenges;
- Concerns that existing tenants may face pass-through costs for improvements to the existing rental building;
- Questions whether there would be any affordable units and what the tenure of the new units would be;
- Concerns with construction noise;
- Questions about the ownership of the subject property;
- Parking constraints, traffic infiltration and traffic safety concerns for the area;
- Comment that car-share spaces should be available to all residents in the broader area;
- Concerns that the buildings are too close and whether the SASP 551 requirements were being met;
- Suggestions were provided to improve the proposed building's design;
- Concerns with wind impacts on pedestrians and open spaces;
- Concerns with impacts on sunshine and shadows within the area;
- Concerns with the increased density and cumulative development of the area (this application and the other two currently before LPAT);
- Concerns with the loss of greenspace on the block for people, animals and water infiltration; and
- Concerns for the natural environment and impacts on High Park from additional development and people in the area.

Included as part of this proposal is the securing of the rental tenure of the existing rental housing units which have affordable and mid-range rents through the Section 37 Agreement. Staff worked with the applicant to revise the proposal to add accessible access and egress to the existing rental building, including an accessible laundry area addition to the main floor of the building. All on site improvements would be secured through the Section 37 Agreement to ensure there are no pass-through of costs to the existing tenants. A construction mitigation plan would also be secured in this Agreement.

Traffic infiltration, parking and traffic safety have been addressed through the traffic impact report and updates which were accepted by City staff. The project would entail widening the sidewalk to 2.1 m to provide more room and alleviate safety concerns regarding the narrowness of the sidewalk.

This proposal is meeting all the requirements of the Council adopted OPA 419/SASP 551 as noted previously. The effect of the performance standards within this SASP is to mitigate and minimize impacts such as shadow, wind, loss of greenspace and provide good transition to neighbourhoods.

Staff have reviewed the submitted NHIS and have conditions to be secured through the site plan application review process to mitigate and enhance the natural environment. Bird friendly design is incorporated into the plans and the building setbacks are

proposed to remain unencumbered to allow for water infiltration and permit street trees to mature.

## **School Boards**

The Toronto Lands Corporation (TLC) which represents the Toronto District School Board, does not support the approval of this application at this time. The TLC advises that this application is in a community experiencing significant growth which results in critical accommodation challenges at local elementary schools, particularly at Keele Street Public School. TLC advises that at the present time the school board does not have sufficient capacity at local schools to accommodate the students anticipated from the proposed development. It is TLC's opinion this application is premature until it can be demonstrated that the future students attributed to this development can be accommodated within the local area. The TLC also advises that it reserves the right to change this status at any time without further notice and requests that TLC staff be notified of all future public notices, resubmissions and appeals to this application.

The TLC did not provide any conditions (such as requiring warning clauses) for inclusion in the zoning or any future site plan application.

The Toronto Catholic District School Board (TCDSB) advised that this development site falls within the attendance area of St. Cecilia (elementary school) which is currently operating at capacity and cannot accommodate additional students and within the attendance areas of Bishop Marrocco/Thomas Merton and St. Oscar Romero (secondary schools) which currently have sufficient space to accommodate additional students. While the TCDSB has advised that the TCDSB is eligible to collect development charges in this area, the City is not aware of any plans by the TCDSB to acquire lands in the area.

Due to concerns associated with school accommodation, the TCDSB requested that the following clauses be included in any City conditions of approval:

- 1) That the owner be required to erect and maintain a sign on site advising the following:

“The Toronto Catholic District School Board has plans to accommodate students from this development. If the elementary and secondary schools which serve this area are oversubscribed, students from this development may need to be accommodated in portable classrooms or may have to be redirected to a school located outside the area.”

- 2) That the owner be required to provide the TCDSB with an on-site photograph of the aforementioned sign as an assurance of its appropriate display.



- 3) That the owner be required to include the following clause in any agreements of purchase and sale or tenant lease agreements for the proposed building:

“Whereas, despite the best efforts of the Toronto Catholic District School Board, sufficient accommodation may not be available for all anticipated students at local schools, you are hereby notified that it may be necessary for Elementary and/or Secondary students from this development to be accommodated in facilities outside of the community depending on availability of space.”

Staff are recommending the owner be required to agree to these clauses and that this be secured through the Section 37 Agreement.

### **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. Performance measures for the Tier 1 development features to be secured at this time include automobile infrastructure, cycling infrastructure, storage and collection of recycling and organic waste, and tree planting and soil volume. The applicant will be encouraged to meet Tier 2 or higher performance measures through the site plan application review process.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the proposal is less than the 10,000 m<sup>2</sup> of new gross floor area requirement of policy 5.1.1.4 of the Official Plan to require a Section 37 community benefit from this proposal.

However, as noted throughout the report, staff are recommending that a number of matters should be secured in a Section 37 Agreement as a legal convenience to support development.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2014) and the Growth Plan (2019). Staff are of the opinion that the proposal is consistent with the PPS (2014) and conforms with and does not conflict with the Growth Plan (2019). Furthermore, the

proposal is in keeping with the policies of the Toronto Official Plan, the policies and provisions of OPA 419/SASP 551 and the High Park Apartment Neighbourhood Area Urban Design Guidelines. Staff worked with the applicant and the community to address and resolve the following key concerns: the need for appropriate built form transition and minimizing impacts on the adjacent neighbourhoods; access to amenities and improvements for tenants in the existing rental building without the pass-through of costs; and maintaining unencumbered soils for street trees to mature and surface water to infiltrate into the future. Staff recommend that City Council approve the subject application.

## **CONTACT**

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Elisabeth Silva Stewart, Senior Planner, Community Planning  
Tel. No. (416) 394-6006  
E-mail: [Elisabeth.SilvaStewart@toronto.ca](mailto:Elisabeth.SilvaStewart@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

- Attachment No. 1: Application Data Sheet
- Attachment No. 2: Location Map
- Attachment No. 3: Official Plan Land Use Map
- Attachment No. 4: Existing Zoning By-law Map
- Attachment No. 5: SASP 551 and High Park Urban Design Guidelines Conformity
- Attachment No. 6: Draft Amendment to Former City of Toronto Zoning By-law No. 438-86
- Attachment No. 7: Draft Amendment to City-wide Zoning By-law No. 569-2013

### **Applicant Submitted Drawings**

- Attachment No. 8: Site Plan
- Attachment No. 9: North Elevation
- Attachment No. 10: South Elevation
- Attachment No. 11: West Elevation
- Attachment No. 12: East Elevation

## Attachment No. 1: Application Data Sheet

Municipal Address: 299 GLENLAKE AVE Date Received: June 5, 2018  
Application Number: 18 172305 WET 13 OZ  
Application Type: Rezoning  
Project Description: The application proposes an 11-storey building with 123 rental units.

Applicant	Agent	Architect	Owner
299 GLENLAKE AVENUE (TORONTO) LIMITED			299 GLENLAKE AVENUE (TORONTO) LIMITED

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods	Site Specific Provision:	SASP 551
Zoning:	R (d0.6) (x737)	Heritage Designation:	-
Height Limit (m):	10	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m):	5,800	Frontage (m):	65	Depth (m):	90
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	752	752	1,240	1,992
Residential GFA (sq m):	22,274	22,274	9,550	31,824
Non-Residential GFA (sq m):				
Total GFA (sq m):	22,274	22,274	9,550	31,824
Height - Storeys:	30	30	11	11
Height - Metres (excludes mechanical penthouse):	81	81	33.5	33.5

Lot Coverage Ratio (%)	34	Floor Space Index:	5.49
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	31,824	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	233	233	123	356
Freehold:				
Condominium:				
Other:				
Total Units:	233	233	123	356

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		29	116	30	58
Proposed:			51	59	13
Total Units:		29	167	89	71

#### Parking and Loading

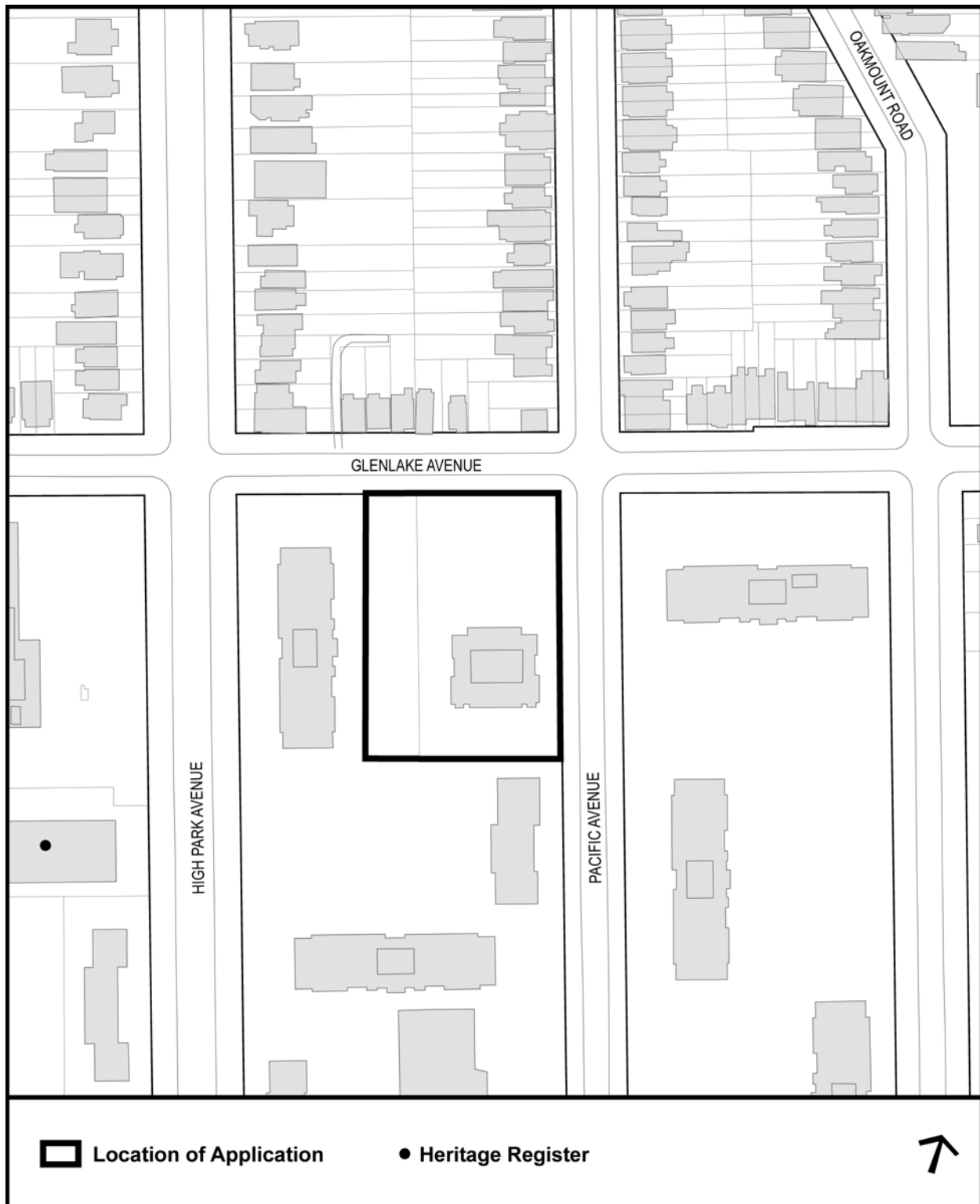
Parking Spaces:	203 *	Bicycle Parking Spaces:	174	Loading Docks:	1
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\* This includes 6 car share spaces and is equivalent to 220 parking spaces.

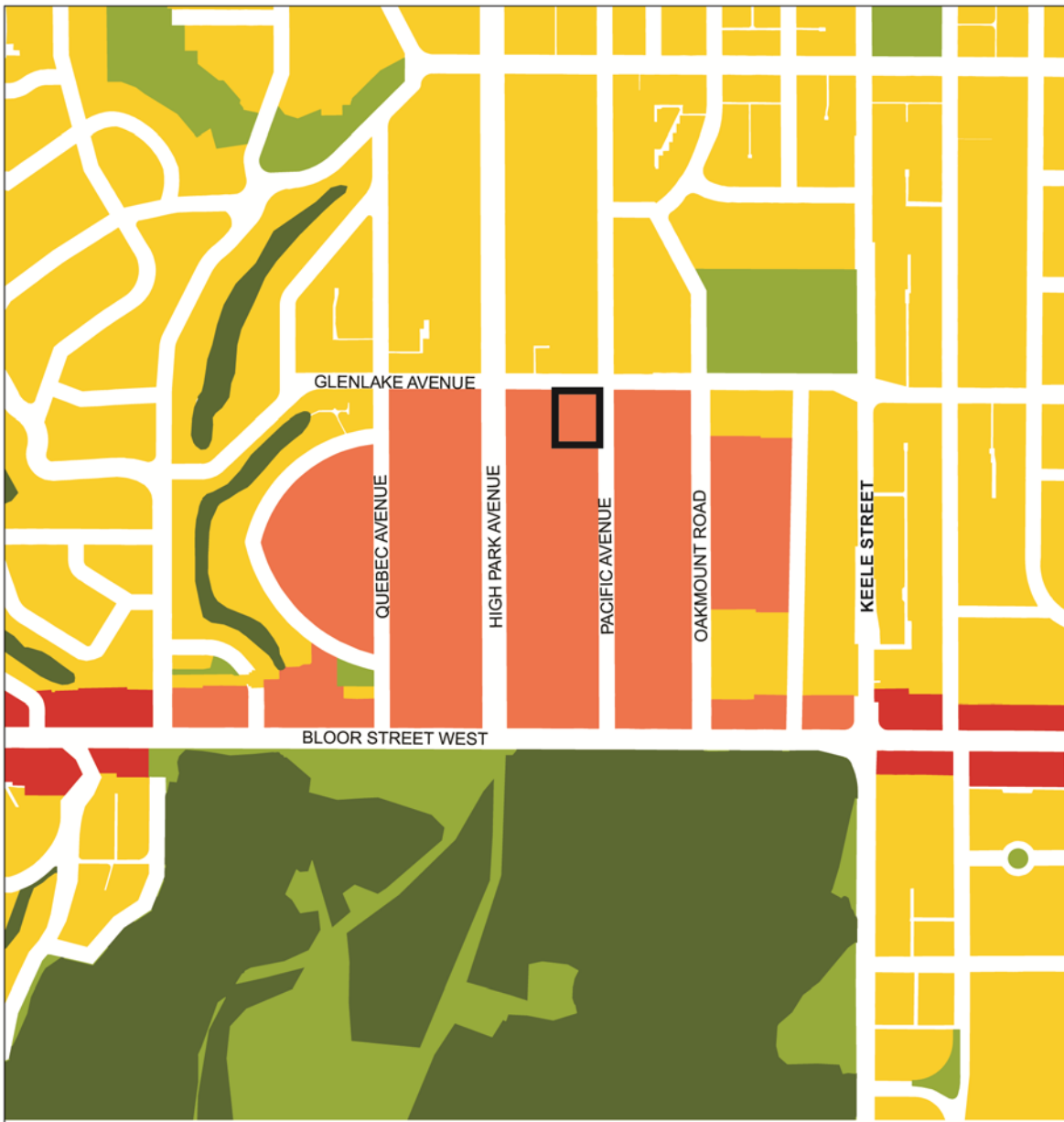
#### CONTACT:

Elisabeth Silva Stewart, Senior Planner, Community Planning  
(416) 394-6006  
[Elisabeth.SilvaStewart@toronto.ca](mailto:Elisabeth.SilvaStewart@toronto.ca)

## Attachment No. 2: Location Map











# Attachment No. 3: Official Plan Land Use Map



## Official Plan Land Use Map #17

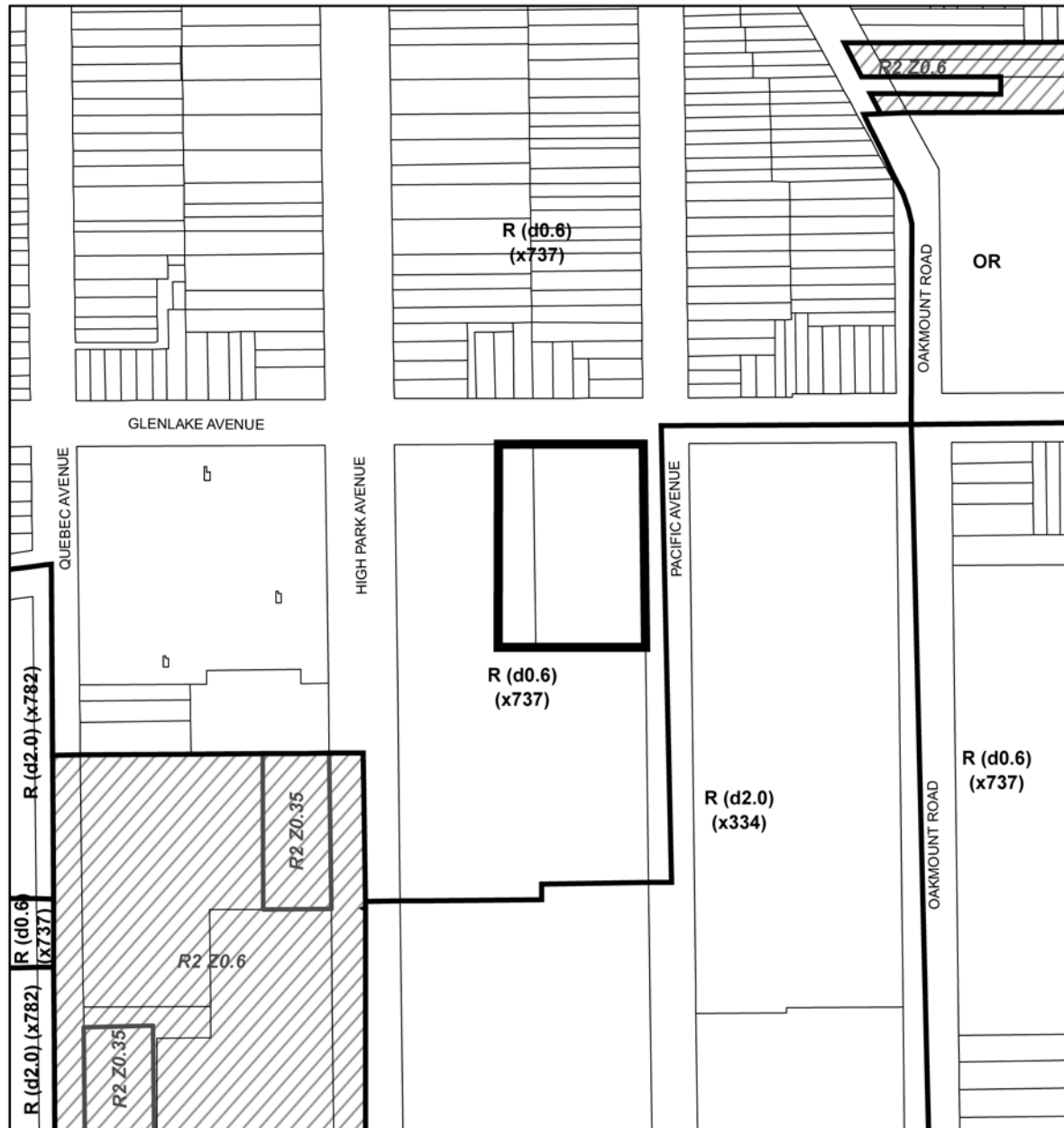
299 Glenlake avenue

File # 18 172305 WET 13 02

	Location of Application		Parks & Open Space Areas
	Neighbourhoods		Natural Areas
	Apartment Neighbourhoods		Parks
	Mixed Use Areas		Other Open Space Areas

  
 Not to Scale  
 09/13/2019

# Attachment No. 4: Existing Zoning By-law Map



**Zoning By-law 569-2013**

**299 Glenlake Avenue**

**File # 18 172305 WET 13 0Z**



Location of Application



See Former City of Toronto By-law No. 438-86  
R2 Residential District

R Residential OR Open Space Recreation



Not to Scale  
Extracted: 09/13/2019

Attachment No. 5: SASP 551 and High Park Urban Design Guidelines Conformity

<b>SASP 551 and High Park Apartment Neighbourhood Area Urban Design Guidelines Requirements</b>	<b>Proposal</b>
Max. height (excl. mechanical) = 11 storeys and 34.5 metres	11 storeys; 33.5 m
Max. height of building base/podium = 3+1 Storeys	3+1 storeys
Min. setback of building wall from street property line = 6 m	6 m
Max. floor plate dimensions = 65 m on longest side	43.09 m
Min. distance of base building to non-primary elevation of another building = 11 m	11 m
Min. distance of base building to primary elevation of another building = 15 m	15 m
Min. distance above base building to primary elevation of another building = 20 m	20 m
Max. floor plate dimensions (above building base) = 30 m	30 m
Min. setback of a building wall from street property line (above building base) = 8 m	8 m
Min. setback of a building wall to lot line = 7.5 m	7.5 m
One main building entrance located on prominent street	Yes
Min. 25% of new dwelling units 2-bedrooms or larger	58.6%
Min. 10% of new dwelling units 3-bedrooms or larger	10.6%
Max. building frontage 2/3 of street	Conforms
Max. 35% of site covered by buildings; Min. 50% of open space must be soft landscaping	34%; 50%
Min. 2 m <sup>2</sup> of indoor amenity space per new dwelling unit	Conforms
Min. 2 m <sup>2</sup> of outdoor amenity space per new dwelling unit	Conforms
Fit within 45 degree angular plane	Conforms
No new net shadow on Parks & Open Space Area (measured between 9:18 a.m. and 6:18 p.m.)	Conforms
Min. setback of 6 m to street for unencumbered soils; Min. setback of 3 m to lot line for unencumbered soils	Conforms



Attachment No. 6: Draft Amendment to Former City of Toronto

Zoning By-law No. 438-86

Authority: Toronto and East York Community Council Item ~ as adopted by  
City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. --20~**

**To amend the City of Toronto Zoning By-law No. 438-86, as amended, with respect to lands municipally known in the year 2020, as 299 Glenlake Avenue.**

WHEREAS authority is given to Council by Section 34 [Section 39 for Temporary Use By-law] of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto HEREBY ENACTS as follows:

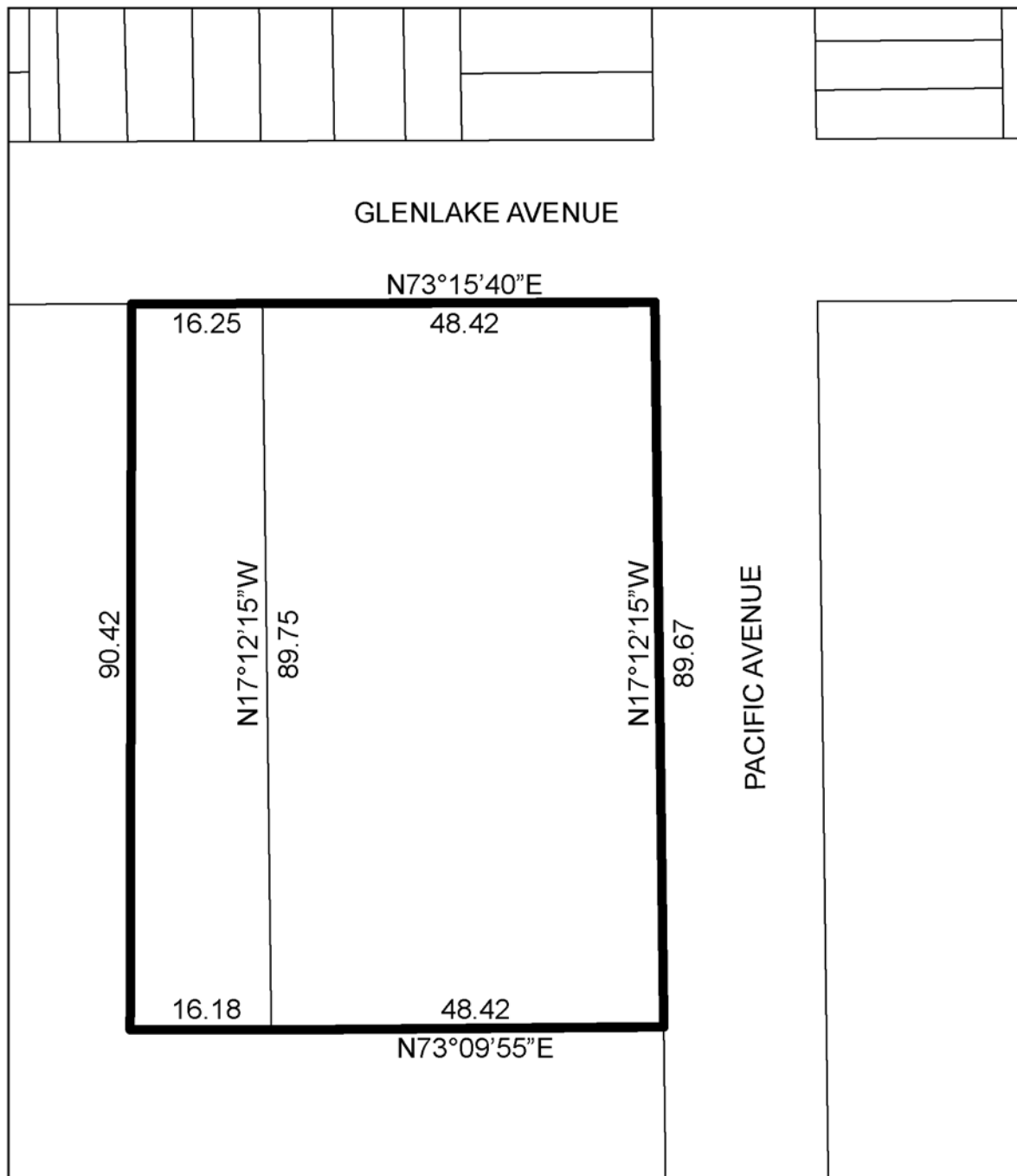
1. This by-law applies to the lands delineated by heavy lines on Map 1 attached to and forming part of this By-law.
2. None of the provisions of Sections 2 with respect to the definitions of the terms *grade* and *lot* and Section 4 of By-law No. 438-86, as amended, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto" apply to prevent the erection or use of a *building* on the *lot* provided that:
  - a) No portion of any building or structure erected or used above *grade* shall exceed the height limits above *grade* in metres specified by the numbers following the symbol "H" as shown on Map 2 attached hereto;
  - b) Only mechanical penthouse uses are permitted above 33.50 metres in *height* in the Proposed Building shown on Map 2 attached hereto;
  - c) The *height* of any building or structure, as measured from *grade*, does not exceed the *height* in metres specified by the numbers following the symbol "H" on Map 2 attached to and forming part of this By-law, with the exception of the following:

- i. balustrades, cornices, guardrails, window washing equipment, ventilation, landscape and green roof elements, parapets, railings, trellis, and wind mitigation features to a maximum of 3.0 metres;
  - d) Long term bicycle parking spaces may only be located:
    - i. on the first storey of the building;
    - ii. on the second storey of the building;
    - iii. on levels of the building below-*grade* commencing with the first level below-*grade* and moving down, in one level increments when at least 50% of the area of that level is occupied by bicycle parking spaces, until all required bicycle parking spaces have been provided;
  - e) The following minimum requirements for accessible parking spaces apply:
    - i. Minimum width is 3.4 metres;
    - ii. 1.5 metre wide barrier free aisle or path adjacent to the length of the accessible parking space;
    - iii. Accessible parking spaces do not need to be the closest parking spaces and the shortest route from a barrier free passenger elevator that provides access to the first storey of the building.
3. Despite any existing or future severances, partition or division of the *lot*, the provisions of this by-law shall apply to the whole of the *lot* shown on Map 1 as if no severance, partition or division occurred.
4. Definitions
- For the purpose of this By-law, the terms set forth in italics shall have the same meaning as such terms have for the purposes of By-law 438-86, as amended, except that the following definitions shall apply:
- a) "*lot*" means those lands identified on Map 1 attached to this By-law;
  - b) "*grade*" means 113.75 metres above Canadian Geodetic Datum.
5. Within the lands shown on Schedule "~" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the *lot* line and the following provisions are complied with:
- a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
  - b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor  
(Corporate Seal)

ULLI S. WATKISS,  
City Clerk



**Toronto**  
Map 1

**299 Glenlake Avenue**

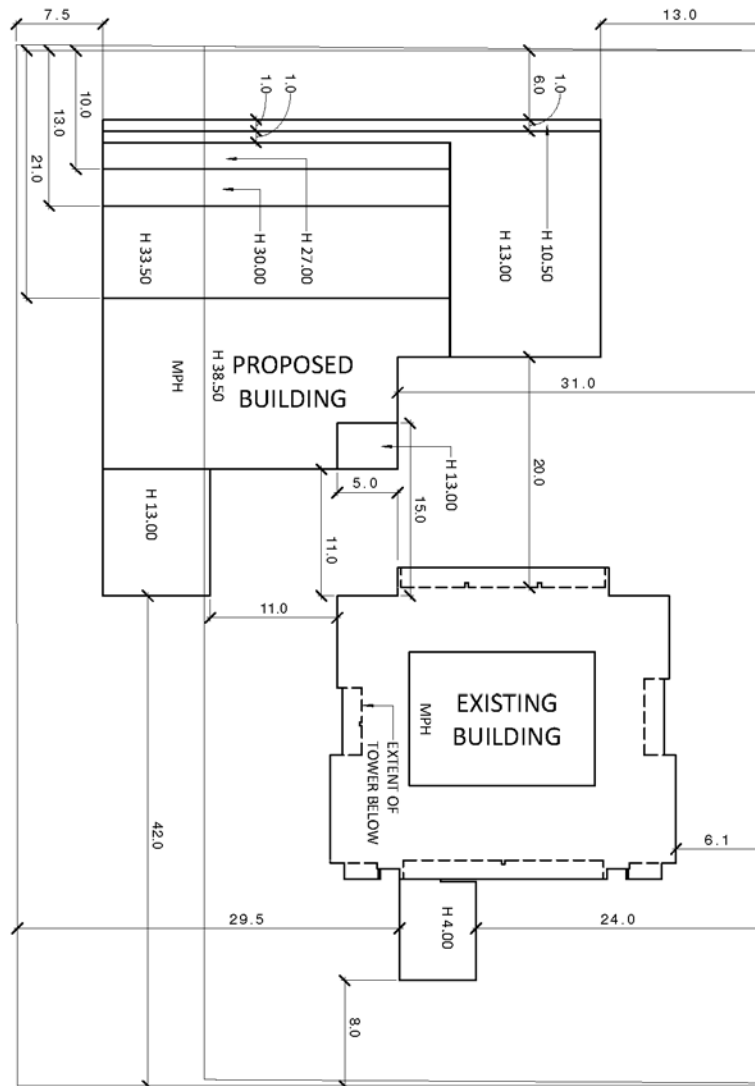
File # 18 172305 WET 13 0Z

City of Toronto By-law 438-86  
Not to Scale  
12/02/2019

# GLENLAKE AVENUE

# PACIFIC AVENUE

MPH = Mechanical Penthouse



**Toronto**  
Map 2

299 Glenlake Avenue

File # 18 172305 WET 13 02

Applicant submitted drawings.

City of Toronto By-law 438-86  
Not to Scale  
12/16/2019

Attachment No. 7: Draft Amendment to City-wide Zoning By-law No. 569-2013

Authority: Toronto and East York Community Council ##, as adopted by  
City of Toronto Council on ~, 20~

**CITY OF TORONTO**

Bill No. ~

**BY-LAW No. [XXXX- 2020]**

**To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2020 as, 299 Glenlake Avenue.**

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to R(d5.5)(x83), as shown on Diagram 2 attached to this By-law;
4. Zoning By-law No. 569-2013, as amended, is further amended by deleting item (H) from the list of Prevailing By-laws and Prevailing Sections of Article 900.2.10 Exception Number 737.
5. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.2.10 Exception Number (83) so that it reads:

**Exception R 83**

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) Despite regulations 10.10.40.1(2) and 10.10.40.1(5)(B), two **residential buildings** are permitted on the **lot** as shown on Diagram 3;
- (B) Regulation 10.10.40.30(1) regarding **building depth** does not apply;
- (C) For the purposes of this exception, **established grade** is the Canadian Geodetic Datum elevation of 113.75 metres;
- (D) Despite regulation 10.10.40.10(1) the permitted maximum height of any **building** or **structure** on the **lot** must not exceed the height in metres specified by the numbers following the symbol “HT” as shown on Diagram 3 of by-law [clerks to insert by-law ###] including the mechanical penthouse;
- (E) Only mechanical penthouse uses are permitted above 33.50 metres in height in the proposed building;
- (F) Regulation 10.5.40.10(4) regarding the horizontal limits on elements for the functional operation of a building does not apply to the proposed building;
- (G) Despite regulations 10.5.40.10(2), and (D) above, the following may project above the permitted maximum height as shown on diagram 3 of by-law [clerks to insert] as follows:
  - i) balustrades, cornices, guardrails, window washing equipment, ventilation, landscape and green roof elements, , parapets, railings, , trellis, and wind mitigation features to a maximum of 3.0 metres;
- (H) Despite regulation Clause 10.10.40.70 the required minimum **building setbacks** are as shown in Diagram 3 of by-law [clerks to insert by-law ###];
- (I) Despite Clause 10.5.40.60 , and (F) above, the following may encroach into the required minimum **building setbacks** as shown on Diagram 2 attached to by-law [clerks to insert ###] as follows:
  - i) balconies, balustrades, canopies, cornices, eaves, guardrails, landscape and green roof elements, lighting fixtures, ornamental elements, public art features, railings, stair enclosures, stairs, trellis, vents, wheelchair ramps, wind mitigation features and window sills to a maximum of 3.0 metres; and
  - ii) underground garage ramps to a maximum of 7.5 metres;
- (J) Despite regulation 5.10.40.70(2) the required minimum **building setbacks** below ground are 6.0 metres from the **lot line** abutting Glenlake Avenue and Pacific Avenue and 3.0 metres from all other **lot lines**, unless there is an existing below ground **structure** as of the date of this by-law, and parking ramps are excluded;
- (K) Despite regulation 10.10.40.40(1) the permitted maximum **gross floor area** of an **apartment building** identified as the proposed building on Diagram 3 is 9,550 square metres;
- (L) The permitted maximum number of **dwelling units** in the proposed building identified in Diagram 3 is 123 of which:

- i) A minimum of 10% must contain three bedrooms or more; and,
- ii) A minimum of 25% must contain two bedrooms or more;

(M) The permitted maximum **building length** of the longest side of the proposed building above the 4th **storey**, as identified in Diagram 3, is 30.00 metres;

(N) The permitted maximum **building length** along the **front lot line** of the proposed building at **established grade** must not exceed 66.6% of the length of the **lot line**;

(O) The permitted maximum **lot coverage** is 35% ;

(P) Despite regulations 10.5.50.10(4) and (5) a minimum of 65% of the area of the **lot** must be **landscaping**, of which 32.5% must be **soft landscaping**, and the minimum required 1.5 metre wide **soft landscaping** strip along a **lot line** abutting another **lot** in the Residential Zone category excludes land used for walkways, driveways and loading, decorative landscape features, parking ramps, stairs to the underground and ventilation;

(Q) Despite regulation 10.10.40.50(1) **amenity space** must be provided as follows:

- i) a minimum of 2.0 square metres of indoor residential **amenity space** per new **dwelling unit** contained within the proposed **apartment building** identified as the proposed building on Diagram 3 attached to by-law [clerks to insert #####]; and
- ii) a minimum of 2.0 square metres of outdoor **amenity space** per **dwelling unit** for all **dwelling units** on the **lot**;

(R) Despite regulation 200.5.10.1(1) vehicle **parking spaces** must be provided for as follows:

- i) A minimum of 185 **parking spaces** for residents;
- ii) A minimum of 35 **parking space** for visitors;
- iii) Of the **parking spaces** required in (P)(i) above, a maximum of 6 may be used for care share, and the **parking spaces** required in (P)(i) above, may be reduced at a rate of 4 **parking spaces** for each car-share **parking space** provided, up to a maximum reduction of 23 **parking spaces**;

(S) Despite regulation 200.15.1(4) accessible **parking spaces** do not need to be the closest **parking spaces** and the shortest route from a barrier free passenger elevator that provides access to the first **storey** of the **building**;

(T) Despite regulation 10.10.80.40(2) **vehicle** access to a **parking space** may be from the **street** on which the **lot** fronts.

Prevailing By-laws and Prevailing Sections: None Apply.

6. For the purpose of this By-law “car share” means the practice whereby a number of people share the use of one or more cars that are owned by a profit or non-profit car sharing organization and where such organization may require the use of cars to be reserved in advance, charge fees based on time and/or kilometers driven and set

membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable.

7. Notwithstanding existing or future severances, partition or division of the **lot**, the provisions of this by-law shall apply to the whole of the **lot** shown on Diagram 1 as if no severance, partition or division occurred;

Enacted and passed on month ##, 20##.

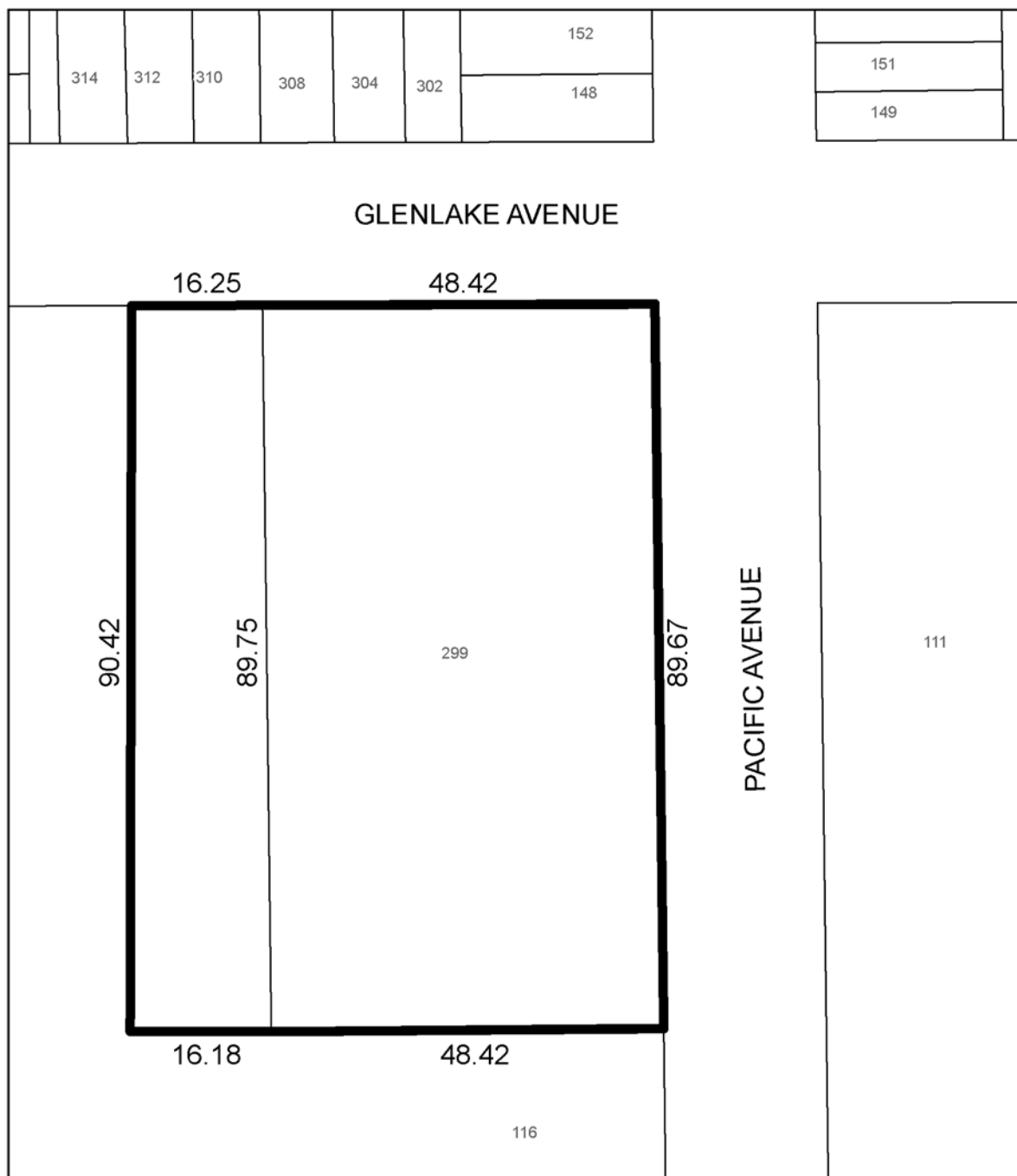
Name,

Speaker

(Seal of the City)

Ulli S. Watkiss,  
City Clerk



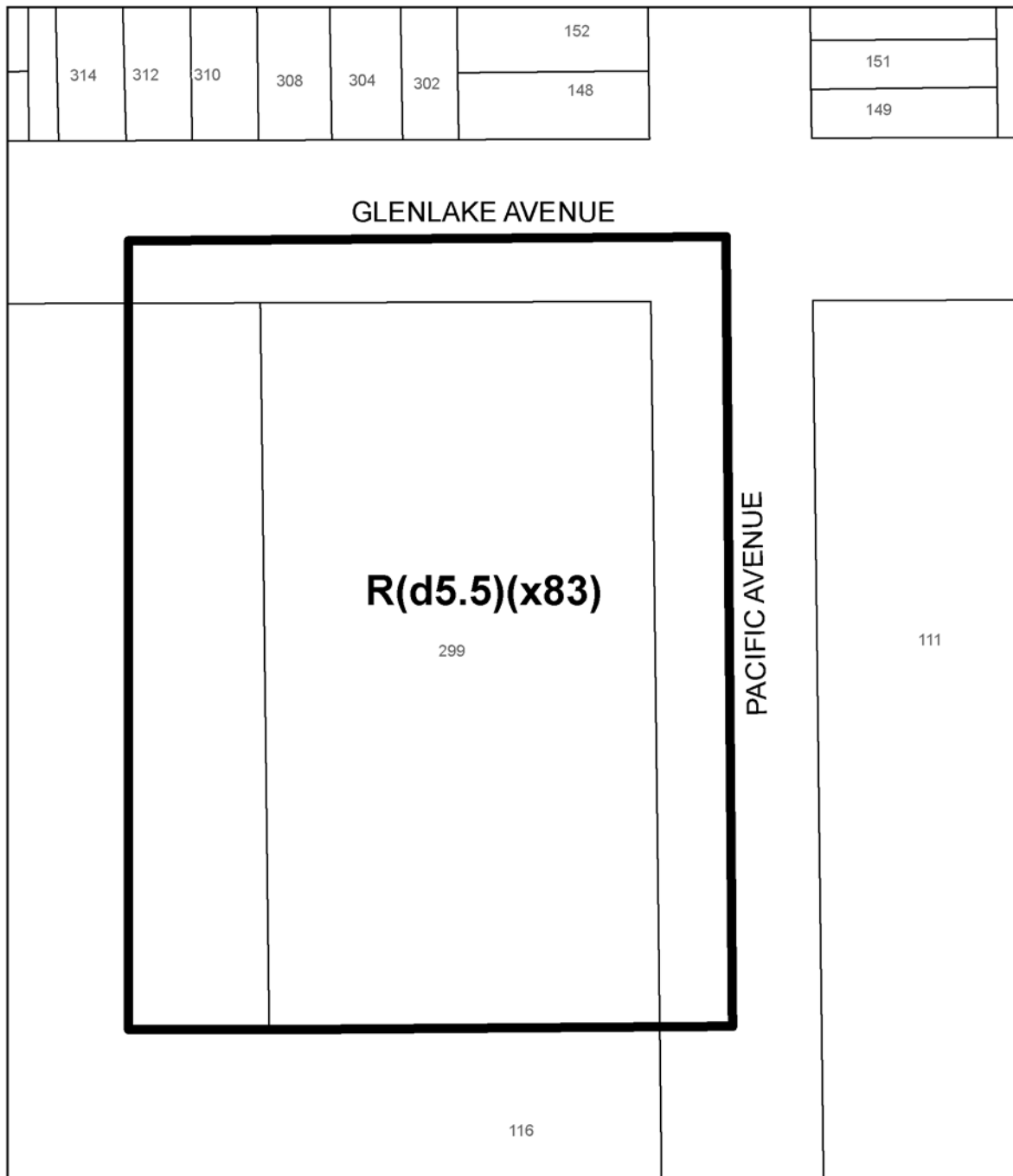


**Toronto**  
Diagram 1

**299 Glenlake Avenue**

File # 18 172305 WET 13 0Z

City of Toronto By-law 569-2013  
Not to Scale  
12/02/2019



 **TORONTO**  
Diagram 2

**299 Glenlake Avenue**

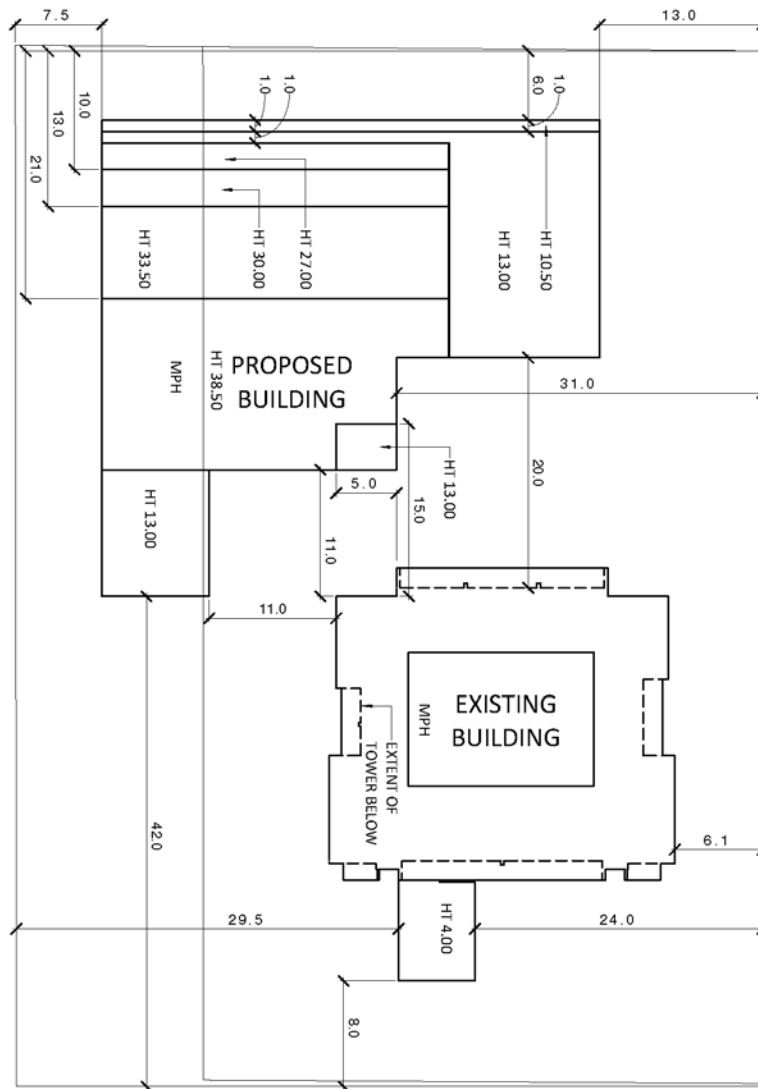
File # 18 172305 WET 13 OZ

  
City of Toronto By-law 569-2013  
Not to Scale  
12/02/2019

# GLENLAKE AVENUE

# PACIFIC AVENUE

MPH = Mechanical Penthouse



**Toronto**  
Diagram 3

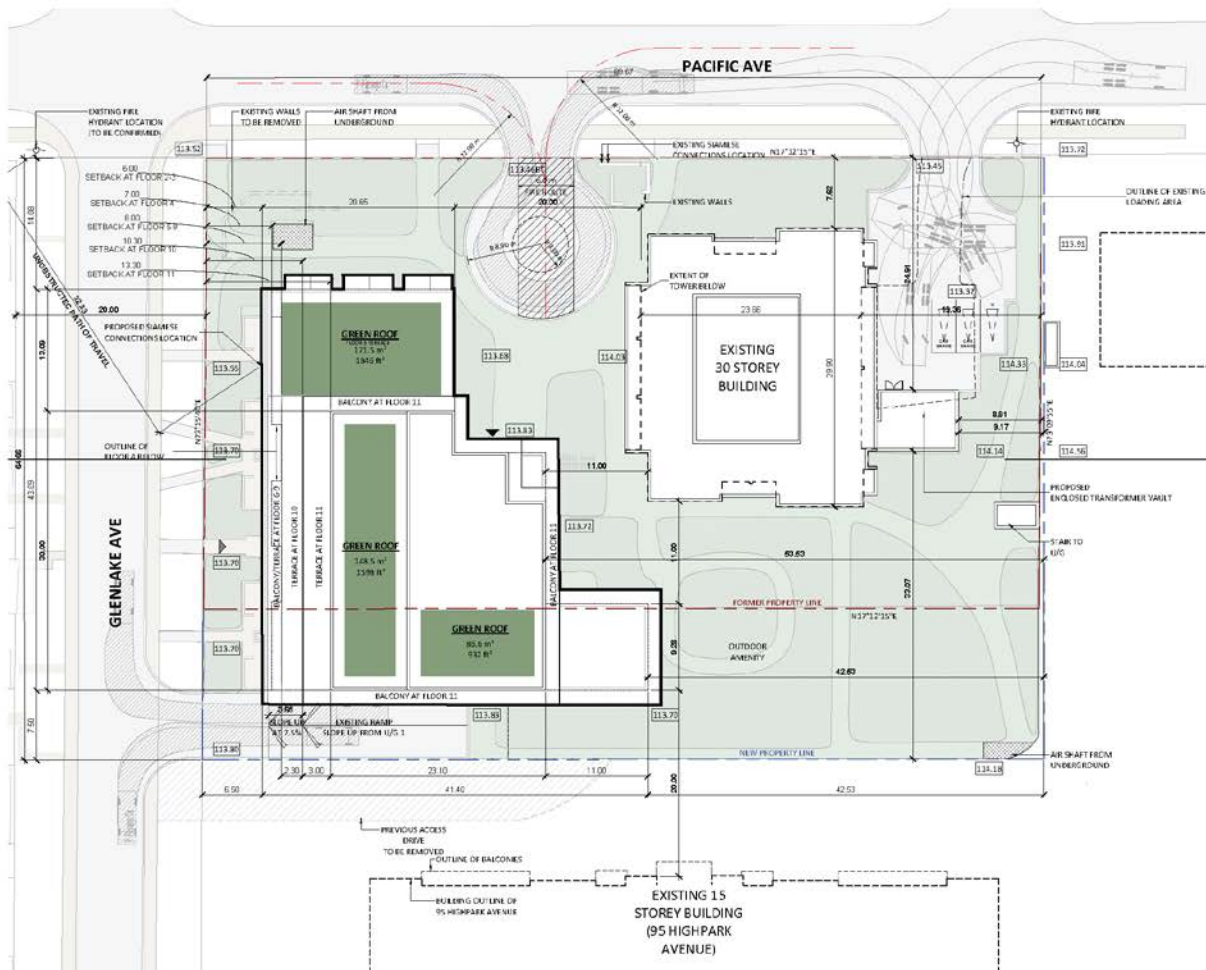
299 Glenlake Avenue

File # 18 172305 WET 13 0Z

Applicant submitted drawings.

City of Toronto By-law 569-2013  
Not to Scale  
12/16/2019

## Attachment No. 8: Site Plan



Site Plan



## Page 53 of 56





South Elevation

Final Report - 299 Glenlake Ave

